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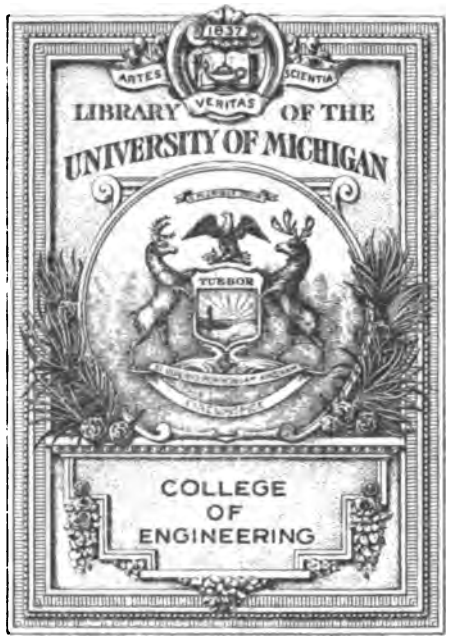


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# MOTOR RECORD

Vol. 6. No. 1. MONTHLY, JULY, 1919 $2.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

How the Manufacturer Should Help the Dealer
Selecting the Right Assortment of Tire Stock
Foy Finds Trade Optimistic in New York and Pennsylvania
Adjustment of Roads and Loads

## SPECIFICATIONS AND PRICE LISTS

Revised Monthly


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**New Products. Manufacturers' News. Trade Gossip.**
**Association News. Digest of Current Articles.**

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# ZENITH

## CARBURETOR

## WHY?

*Because* ZENITH Supremacy in Carburetor Simplicity, Power, Reliability and Economy is based upon certain *proven facts.*

**SIMPLICITY**—Only five moving parts—not one affecting the mixture control—the famous automatic compound nozzle system.

**POWER**—It takes power to obtain speed. You may not be a speed fiend—but you like to feel power in reserve. De Palma's Packard 905, "the fastest thing on wheels," on Feb. 12th-17th, traveled 1 mile at the rate of 144.7 miles per hour—10 miles at 144.3—20 miles at 134.7. His car was equipped with a stock ZENITH carburetor.

**RELIABILITY**—This was the FIRST CONSIDERATION in designing the U. S. Naval Trans-Atlantic Planes. The performance of ZENITH on all Liberty engines, made its selection a matter of course.

**ECONOMY**—The Trans-Atlantic Planes had to count every drop of fuel. Lives depended on their fuel supply not being wasted. This was the SECOND CONSIDERATION on which the Naval experts based their ZENITH choice—a fact to be considered by every motor car or truck user.

These remarkable achievements explain:—

**WHY** it takes four factories—three in Europe and one in America to supply the world-wide demand.

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**WHY** it was used on the effective French Renault tanks.

**WHY** it is used by a majority of European automobile manufacturers, including Delage, Peugeot, Gregoire, DeDion and many other well known makers.

**WHY** it is used by over one hundred manufacturers of passenger and commercial cars in the U. S. A.

**WHY** YOU should use ZENITH EQUIPMENT.

**ZENITH CARBURETOR COMPANY**

NEW YORK DETROIT CHICAGO

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# MOTOR RECORD

VOL. VI. JULY, 1919 No. 1


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PRECISION
BALL BEARINGS
(PATENTED)

The purchase of a car, a truck, or a tractor, is a purchase of service. The returns on the investment come in pleasure or profit from the service rendered. And so small a thing as the bearing in the magneto or lighting generator, may curtail service and reduce investment returns.

Car, truck, and tractor builders, of notably high repute, whose product is known for its service capacity, use "NORMA" - equipped magnetos and lighting generators. They know that "NORMA" is identified with dependable electrical apparatus.

**Be SURE. See that Your Electrical Apparatus is "NORMA" Equipped.**

**THE NORMA COMPANY OF AMERICA**

1790 BROADWAY NEW YORK

*Ball, Roller, Thrust and Combination Bearings*


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# Important Announcement about Rayfield Carburetors

RAYFIELD Carburetors, the recognized standard of carburetor efficiency, are to be even further improved in quality and manufactured in greatly increased quantity from now on.

Added financial resources have permitted us to greatly enlarge our plant and manufacturing facilities, to further perfect the product and increase production materially to keep pace with the greater demand.

This reorganized company with O. F. Kropf as President and Henry Beneke as Vice-President and Treasurer is now known as The Beneke & Kropf Mfg. Company.

Mr. Beneke formerly Vice-President of Hibbard, Spencer, Bartlett & Co. purchased the interest of Frederick Findeisen and is devoting all of his time to the active management of this business.

Our new facilities allow us to assure prompt delivery not only to automobile owners but to a limited number of manufacturers of high grade cars who are anxious to assure perfect carburetion for their motors.

## The Beneke & Kropf Mfg. Co.

*Successors to Findeisen & Kropf Mfg. Co.*
21st and Rockwell Streets, Chicago, Ill.

RAYFIELD CARBURETORS

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MOTOR RECORD

Vol. VI. JUNE, 1919 No. 1

# Cars of Future Will Be Lighter and More Efficient

## Engineers Discuss Trend in Passenger Car Design at Summer Meeting of S. A. E.

*By EDWARD G. INGRAM*

ONE of the chief subjects discussed at the summer meeting of the Society of Automotive Engineers, at Ottawa Beach, Mich., was that of future design. That passenger cars of the future will be lighter and more efficient, was the consensus of opinion. Most of the engineers believed the four-cylinder engine will continue to be most popular for small cars and the six for large cars. The passing of eight and twelve cylinder engines except in occasional construction was also predicted, yet in the writer's opinion there is some reason to doubt this in view of the superior efficiency shown by certain twelve-cylinder racing cars, over four-cylinder competitors, and the fact that this high efficiency is just what must be aimed at in the car of the future. Of course, the old bugbear of complication comes up when considering the subject in connection with passenger car design, yet, so far, at least, the automobile designer has not let complication stand in his way when the advantages to be gained were worth while.

William B. Stout, consulting engineer of the United Aircraft Engineering Corp., was of the opinion that with the expérience gained from airplane construction, it would be possible to build a five-passenger closed car weighing only 900 lbs. He believed a 15-horsepower, six cylinder engine weighing only 120 lbs. could be built for such a car and that the body could be of plywood construction. Such a car, he thought, should give 30 to 40 miles to a gallon of gasoline.

Needless to say, Mr. Stout's views on weight reduction are extremely optimistic yet probably not impossible of accomplishment. Just how well so light a car would stand up in this country under the constant vibration due to bad roads, is a matter of conjecture.

Herbert C. Snow, in his paper predicted that the medium sized five-passenger car of the future will weigh between 2,500 and 3,500 lbs., and the small car between 1,500 and 2,500 lbs. He believed the four-cylinder engine would fulfill the requirements of the small car and the six that of the large car. He stated that changes in engine design would have to be made to meet the requirements of low-grade fuels.

Henry M. Crane also believed the trend in design would be towards lighter cars. He thought closed cars would be made in increased proportion.

He stated that the passenger car is being considered more and more from the sole point of view of a means of transportation, and with less regard as to what might be called its sporting characteristics. He said in part: "While there has been a continuous effort toward obtaining lighter weight, it has barely been possible in any given car to make up by superior chassis design for a constantly increasing weight of body and equipment. Electric starting and lighting and power tire pumps have had to be provided for, while the use of closed bodies has made absolutely necessary a very considerable increase in the weight of chassis frames. Furthermore, the demand for quietness combined with durability has made it difficult to lighten any of the principal parts of the power plant and driving gear materially, some parts, such as crankshafts, being heavier than ever before. The call for easy riding has made necessary a continuous increase in the weight of the springs."

L. H. Pomeroy, vice-president of the Institution of Automobile Engineers, London, was rather in favor of the four-cylinder engine. He said in part: "The impressive slow running performance of the multi-cylinder cars is, in my opinion, much more a function of the gear ratio than of the number of cylinders. Without going to extremes, flywheels can be made heavy enough on four-cylinder engines so that when running slowly there is no noticeable variation of engine velocity and hence a jerky motion of the car as a whole. In other words, to judge the uniformity of torque given by a four-cylinder engine compared with a twelve-cylinder one by superimposing the torque diagrams is a gross misrepresentation of the facts. From the point of view of power and acceleration cars may be classified in terms of the power exerted by the engine, the road speed at which the power is exerted and by the total weight. These factors determine the acceleration or liveliness of the car, its capacity to climb hills and to accelerate. For any given gear ratio, then, the horse-

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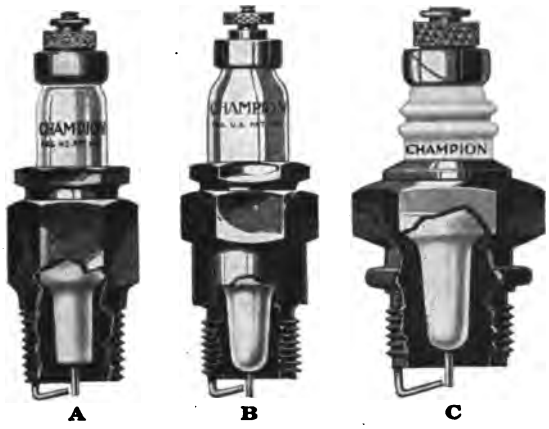
# Tractor Spark Plugs

## A Discussion of the Different Types of Plugs Suitable for Tractor Use and the Advantages and Disadvantages of Each

*By O. C. RHODE*
Chief Engineer, Champion Spark Plug Company

AN automobile engine runs at full load and speed during only a very small part of its term of service. A tractor engine is running at full load practically all the time. Because of this and the fact that low grade fuels are largely used in tractor engines, the problem of spark plugs for tractors differs to some extent from that of spark plugs for automobiles.

As a rule, the use of low grade fuel means higher compression, higher temperature and more dirt and carbon. The last item is made still worse by dust taken in while working during the dry season.




A B C

**A—Two-piece plug — illustrating the Petticoat or open type insulator.**

**B—Two-piece plug — illustrating the Conical or closed type insulator.**

**C—One-piece plug—Conical type insulator.**

It is impossible at the present time to recommend any one type of plug for tractor work. High temperature engines require a plug with an insulator which is exceptionally good electrically, can stand the repeated application of high heat and at the same time not have enough of the central electrode exposed to cause overheating which may induce pre-ignition. An oily engine requires a plug having an insulator with unusually long shorting surface at the firing end.

In spite of the great number of different plugs on the market, there are in reality just two types, those with petticoat or open insulators, and those with conical or closed insulators. The former can be recommended for the engines which show a tendency to foul up rapidly while the latter are recommended only in case the extra extension of wire in the petticoat type shows a tendency to cause pre-ignition.

As a rule, the tractor owner and operator is safe in using the plug furnished with the machine by the manufacturer. Failure of one or two plugs on any particular machine should not be considered enough cause for a change to another type of plug. A few defective plugs do get out into service from time to time in spite of the utmost vigilance on the part of the plug manufacturer.

Troubles due to spark plugs may be divided into two classes—first, cutout or missing; second, pre-ignition.

A missing plug can usually be detected by shorting from the upper terminal of the plug to the engine with a screw driver. The miss may be caused by a broken insulator. If this is the case, the plug will miss fire pretty steadily, both under load and while running idle. The only remedy in case of a two-piece plug is a new insulator, and in case of a one-piece plug a new plug.

The miss may be caused by an insulator which is weak electrically. If this is the case, it will miss when under load, but will recover when running idle. The remedy in this case is a new plug with a better grade of porcelain. In a case of this kind, it is not always necessary to get another make of plug, but to specify to the dealer that the very latest insulator is desired.

The miss may be caused by fouling or surface short. By this, we mean that a continuous layer of carbon or other conducting material has been deposited on the lower end of the insulator and the spark is travelling through this instead of across the gap. A miss of this kind is usually intermittent for a while and finally the plug stops firing altogether. The immediate remedy is to clean the insulator. Where plugs show a tendency to foul up in this way very rapidly, especially where a wet, shiny coating of oil is deposited, it is advisable to change to another brand of oil, which in many cases will get rid of most of this trouble.

Pre-ignition may be caused by other things than the plugs. If it is severe, it sometimes manifests itself by a spitting back through the intake, but it is always accompanied by a loss of power. What actually happens is this: Some part of the material inside the combustion chamber-valves, carbon, plugs, etc., has become hot enough to fire the mixture before time for the spark. The piston is not yet at the top of its compression stroke when the force of this premature explosion tries to drive it back down. The momentum of the flywheel carries it over, but power is, of course, lost. In case of pre-ignition, the engine should first be examined to see whether there is an excessive accumulation of carbon and whether there are any particles hanging loose on valves or spark plugs.

The plugs should be looked over for rough edges on either wire or shell. If a petticoat plug is being used and no indications of this kind are to be found, it may be advisable to try a conical plug which very often will overcome the trouble, though it may need more frequent cleaning.

Occasionally the electrode wire shows signs of

*(Continued on page 53)*

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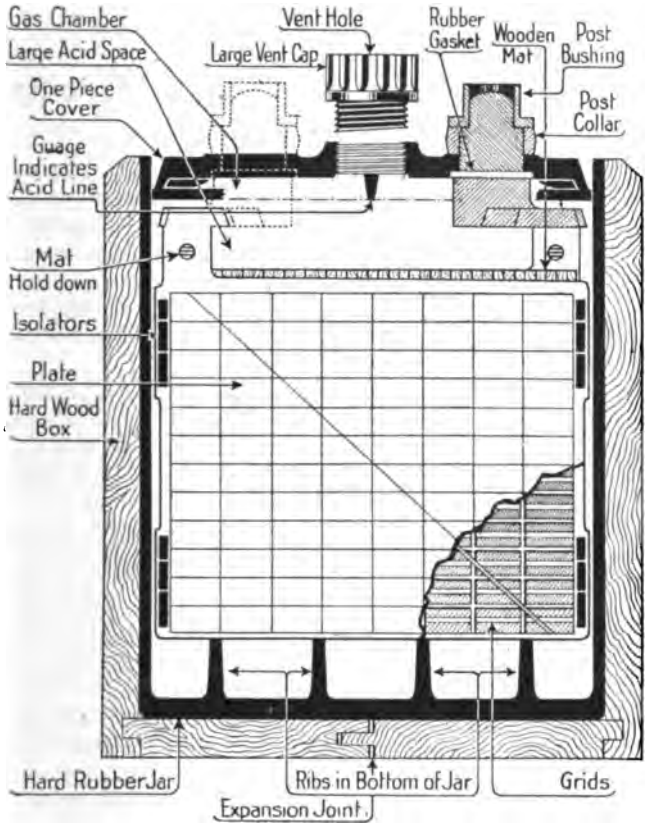
# Many Improvements in 1919 Vesta Battery

Many refinements are to be found in 1919 Vesta batteries, manufactured by the Vesta Accumulator Co., Chicago, Ill. The most noticeable improvement is the heavy one-piece cover with a soft rubber gasket seal. This absolutely prevents acid leakage around the cell terminals, it is claimed, as well as providing more acid space above the plates. The vent plug openings of




SECTIONAL VIEW OF 1919 VESTA BATTERY.

these covers are of ample size with coarse threads, which makes it easy to inspect and fill the batteries. A connector of new and pleasing design is a feature of the new batteries and all cells are assembled tightly in hardwood boxes without the use of sealing compound. This makes it possible to both assemble and repair the batteries in a much shorter time than formerly.

In view of the fact that it is almost a universal practice to open Vesta batteries by heating the sealing compound and pull out the entire group of plates from the jar with the covers left on, the company has designed the present battery with this in view. If the positive and negative groups of plates are to be taken apart the one-piece cover must be removed. This is quickly done by striking the lead collars that hold the cover in place a few blows on the side in one spot with a light 2 oz. hammer. This expands the lead collar a few thousandths of an inch and it is readily removed. The cover can be put back on and the same collars used again if the shoulder of the lead post is slightly expanded with a prick punch or awl before the old expanded collar is pressed on again. If this is not done the collars will not be tight enough on the posts to stay securely in position. This method of sealing the covers in place does away with the use of threaded posts and alloy nuts and depends upon the fact that two lead surfaces rubbing against each other tend to freeze and become a unit. These collars also build the posts up to a very substantial size and give a solid foundation for the connectors and terminals to rest upon.

The assembly of cells into battery boxes with a wedge fit allows a reduction in the overall battery dimensions. This advantage is partly made use of by making all boxes from 5/8 in. instead of 1/2 in. stock. Especial care is taken not to exceed the dimensions of the battery compartments of the cars. A new type of anchored wire handle is used whenever possible. This strengthens this part of the box. Three coats of acid-proof paint sprayed on improves the life and appearance of the battery box as a whole.

### VESTA THIN PLATE TYPE

An entirely new battery type has been added to the Vesta line which is known as the TU or thin plate U type. These plates are the exact size and type of the U plate type but 3/32 of an inch thick instead of 1/8 in. The spacing of the plates is closer so that 15 of these TU plates go into exactly the same jar that 13 of the U plates fill. Isolators with the proper spacing are used so that these batteries are insured against short circuit the same as batteries using thicker plates with the additional advantage of increased plate surface or cranking capacity.

---

### Annual Meeting of National Tire & Rubber Co.

The annual meeting of the stockholders of The National Tire & Rubber Co. was held at the offices of the company on June 11th, when a financial report of the year's business was read to the stockholders, showing that the company had enjoyed a very prosperous year, exceeding all previous records in sales and profits.

The stockholders authorized the sale of the remaining unissued capital stock, both common and preferred, as the initial step in a comprehensive plan for immediate expansion of the business. The expansion program as approved by the directors provides for the trebling of the output.

At a meeting of the Board of Directors, immediately following the stockholders' meeting, the following officers were elected: C. L. Merwin, president; S. L. Warner, vice-president and general manager; C. W. Helman, secretary; R. B. Taggart, treasurer.

At a special meeting of the board of directors held on June 14th, a contract was consumated whereby Mr. C. E. Miley became vice-president and general sales manager.

Mr. Miley has acquired a large financial interest in the company, and his vice-presidency in charge of sales, is an indication of the greatly increased volume of sales for which this company is providing. Mr. Miley has been associated for the past ten years with The McGraw Tire & Rubber Co.

It will be the policy of the company to confine the marketing of its products hereafter exclusively to the most representative jobbing trade throughout the country.

---

### John N. Willys Export Corp. Organized

The John N. Willys Export Corp. has been organized in New York City, with offices in the City Investing Building, at 165 Broadway.

This organization, through its New York headquarters, will direct export sales activities for a number of John Willys' various interests, chief of which are Willys-Knight and Overland motor cars.

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## Champion Spark Plug Salesmen Hold Big Convention

The seventh mid-year sales convention of the Champion Spark Plug Company held in Toledo the week of June 9-15 was a record breaker in many respects, particularly from an attendance standpoint. Over 125 factory representatives of the Toledo concern answered present to the roll call on Monday morning.

F. B. Caswell, sales manager of the company, believes that a specialty salesman cannot know too much about the article he is selling. For that reason, he calls the Champion representatives together twice a year from all parts of the United States and Canada and devotes a week to coaching them on the finer points of salesmanship.

The convention program this year included regular business sessions every morning and afternoon at which officials of the company, heads of the different departments and a number of specialists in other lines of business addressed the men on various subjects relating to salesmanship. Other features were a trip to Detroit and inspection of the company's insulator plant located there; the breaking of ground in Windsor, Ontario, for the new quarter of a million dollar Canadian plant of the company, an athletic meet at Toledo Beach and various social functions.

The opening day, Monday, was devoted to talks by officials of the company. President R. A. Stranahan welcomed the men to Toledo and sales manager, Caswell, spoke on "Selling Without Misrepresentation." Robert Martland, secretary, California Trades Association, addressed the afternoon session followed by H. L. Corey, advertising manager and O. C. Rohde, chief engineer of the Toledo concern. In the evening, special cars were run out to the Toledo Yacht Club where dinner was served, the men getting their first glimpse of the huge arena built for the Willard-Dempsey fight.

Early Tuesday morning, the sales force left for Detroit. A fleet of motor cars met the men at the station and drove them out to the Jeffrey-Dewitt plant where the company's insulators are produced. A new leer, or tunnel kiln over 300 feet long was the chief center of attraction, although every step in the art of making porcelain proved a study in itself. After a luncheon at the Detroit Athletic Club, the delegation of salesmen crossed over to Windsor, where special cars were waiting to take them out to the site recently purchased by the company for its Canadian plant. Mayor Winter and a number of other Windsor officials were present for the ground-breaking ceremonies, the Mayor turning the first sod. The return trip to Toledo was made by boat, everyone enjoying the five-hour sail down Lake Erie.

Wednesday, the business sessions were resumed at the Champion Convention Hall. Lieutenant Commander J. B. Moots, medical chief for the company; Dr. C. B. Lundy, Superintendent Recreation Committee; Geo. W. Fritz, Field Secretary, Automotive Equipment Association and a number of others addressed the meeting. An athletic meet in which all members of the sales force participated was held at Toledo Beach late in the afternoon. This was followed by a barbecue luncheon on the beach.

Thursday was devoted entirely to business. Among the speakers not affiliated with the company were E. A. Hart of the Willys-Overland Company and Rice Wray of the New York Life Insurance Company. The big banquet of the week was held at the Toledo Club in the evening, the feature of which was the distribution of cash prizes awarded by Mr. Caswell to members of the sales force. Seventy-three prize checks totaling several thousand dollars were given to those who had shown unusual ability during the past year.

Friday and Saturday, the men were grouped for special class meetings supervised by the territorial managers. Saturday night saw most of the salesmen on their way back home.

## Vesta to Build Up-to-Date Service Station in Chicago

The Vesta Accumulator Co., Chicago, Ill., has purchased the building and land at the southwest corner of Michigan avenue and 29th street, now occupied by the Chicago Motor Club. The company will start immediately to tear down the present building and erect a service station which, as it is planned, will be one of the finest equipped and most elaborate of its kind in the world.

The purchase was made necessary by the large increase in business during the past year. The company had to have more room at its factory, 2100 Indiana avenue, and the entire service department will be moved to the new location in the near future.

With a frontage of 145 feet on Michigan avenue and 180 feet on Twenty-ninth street there will be 23,100 square feet of space devoted entirely to battery service. More than 100 cars can be accommodated easily at once. Cars will drive in the large entrance, receive service and drive out through an exit, both of which will be on 29th street.

In addition to complete equipment for charging and repairing and rebuilding batteries, the new station will contain tastefully appointed rest rooms for motorists. Special quarters will be provided for the ladies, with telephones, stationery, magazines and other conveniences. These rest rooms and the large show rooms will front on Michigan avenue.

"The purchase of this new site and the establishment of the boulevard service station," says W. S. Perry, general manager, "is a natural development of the business of the company, and we believe the increased satisfaction that will accrue to users of batteries and motorists in general, who are our patrons, will well warrant this substantial investment in good-will."

### Service Inaugurates Aerial Service

The Service Motor Truck Co., Wabash, Ind., is giving aerial service to its patrons. Recently one of the company's airplanes flew from Wabash to Zanesville, Ohio, via Akron, carrying contracts for the delivery of a Service truck to the Zanesville Provision Co. This is believed to be the first time such a contract has been delivered by airplane in this country. The flight was made via Akron in order to deliver some repair parts for a truck belonging to the Firestone Tire & Rubber Co.

### New Branch for Ahlberg

The Ahlberg Bearing Company announces the opening of a new branch in Pittsburgh. This is the third branch opened by this company within the past two months.

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# OTOR RECORD

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ACH cylinder of a gas engine is really an engine in itself and operates independently of the oth- except, of course, for the fact that it draws gas the same carbureter and derives ignition from ame source. An engine may develop high power be called large, yet, if it is made up of a lot of l cylinders it will possess, when in operation, all he characteristics of a small engine except, of se, that of low power.

nall engines tend to develop their power at high ive speeds. Large engines made up of many l cylinders, which are in reality small engines erything except power, possess this same char- istic. This is well illustrated by the perform- of racing car engines. The total piston dis- ement of racing engines is in most cases re- ted to 300 cu. in., so that while a four-cylinder an have cylinders of 75 cu. in. displacement, a e can only have cylinders of 25 cu. in. displace-

mparing the four-cyinder Peugeot car which the recent Indianapolis 500-mile race at an aver- peed of 87 m.p.h. with the twelve-cylinder Pack- it will be found that the engine of the former t 2050 r.p.m., while the engine of the latter ran er 3060 r.p.m., or almost half as fast again. At n.p.h. the Packard engine would run at 4000 and the Peugeot at 2750 r.p.m. Such a wide ion in speed obviously is not due to difference sign, but to difference in cylinder size. Both engines are designed to develop very high power, and while it is possible that one may develop a little higher maximum power, this would not make so wide a difference in the rotative speeds. The six-cylinder Hudson engine with cylinder intermediate between those of the Peugeot and Packard ran at intermediate engine speeds. At 87 m.p.h. it ran at 2670 r.p.m. and at 115 m.p.h. it would run at 3168 r.p.m.

The average gear ratio used on touring cars of today is lower than that of a few years ago. This is usually attributed to the fact that the use of larger valves, lighter pistons and the like has resulted in higher engine speeds, yet in reality this only partly explains the matter. The coming of the multi-cylinder engine is in reality a good deal responsible for this because, as already stated, engines with small cylinders develop the same power at higher rotative speeds than engines with large cylinders, and where the number of cylinders is increased the size has to be decreased to avoid making too large an engine.

It is stated that next year's Indianapolis 500-mile race will be confined to engines of only 183 cu. in. displacement. Whether any manufacturer will attempt to build a twelve-cylinder car of this size is yet to be seen, but in view of the excellent performance of the 300 cu. in. twelve, there is every reason to believe such an engine would be a success. Since the 300 cu. in. twelve attains speeds of over 4000 r.p.m., speeds of 5000 or 6000 r.p.m. may be expected of the small twelves of the future.

WHETHER the merchandising of airplanes will become another important field for the automotive dealer is still a matter of conjecture, but that at least one dealer thinks it worthy of a trial is shown by the following news items from Boston:

Airplanes for sale on the same basis as cars and trucks is now an accomplished fact in Boston. C. E. West, manager of the Stewart Truck Co. has leased the old camping grounds at Boxford and is building six hangars. That will be the training grounds for flyers and exhibition field.

Mr. West has received five machines, and five more are to be delivered before long. One plane is on exhibition in his salesrooms, where he will keep on hand a stock of parts and give service just as he does for the motor vehicles. The others will be housed at Boxford until sold and will be used in flying. Mr. West took the New England territory. He has sold one machine already.

Here is a live dealer who is not afraid to try an experiment. Who will dare say that his experiment may not prove a success? Two or three years ago not a few would have said that to fly across the ocean was impossible, yet now the feat has twice been accomplished.

THAT educational campaigns would do much towards preventing automobile accidents is the opinion of many. Such is the belief of the California State Automobile Trade Association, which has just sent a request to the California State Board of Education that traffic regulations be included in the studies of the eighth grade of the public schools of California as an added agency to public safety. Such a step it is believed would reduce the number of vehicle accidents. It is claimed in matters of this kind children can have more influence than parents.

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# Columbia Six

## SIX SELLING POINTS:

1st—It has been on the market for five years and is thoroly proven.

2nd—Made by a company strong and sound personally and financially.

3rd—An exceedingly beautiful car in lines, finish and equipment.

4th—The motor temperature is kept at the most efficient point by automatic radiator shutters.

5th—Non-synchronizing springs make the Columbia the easiest riding car in the world regardless of size or wheel base.

6th—It is *all* good—every part from radiator to tail lamp recognized as the leader in its field.

## SPECIFICATIONS:

Timken Axles—Continental Red Seal Motor—Detroit Pressed Steel Co. Frame—Harrison Radiator with Thermostatically Controlled Shutters—Spicer Universal Joints—Borg & Beck Clutch—Detroit Steel Product Co.'s Springs—Gemmer Steering Gear—Auto Light Starting and Lighting—Atwater-Kent Ignition — Stromberg Carburetor — Prest - O-Light Storage Battery—Painting and Trimming by The American Auto Trimming Co. — Pantasote Top.

Prices—Five-Passenger Touring Car, $1600.00; Four-Passenger Sport Model (5 wire wheels included), $1745.00; Five-Passenger Touring Sedan, $2445.00. Prices F. O. B. Detroit

***Write for Dealers Proposition. It is liberal***

## COLUMBIA MOTORS COMPANY, DETROIT

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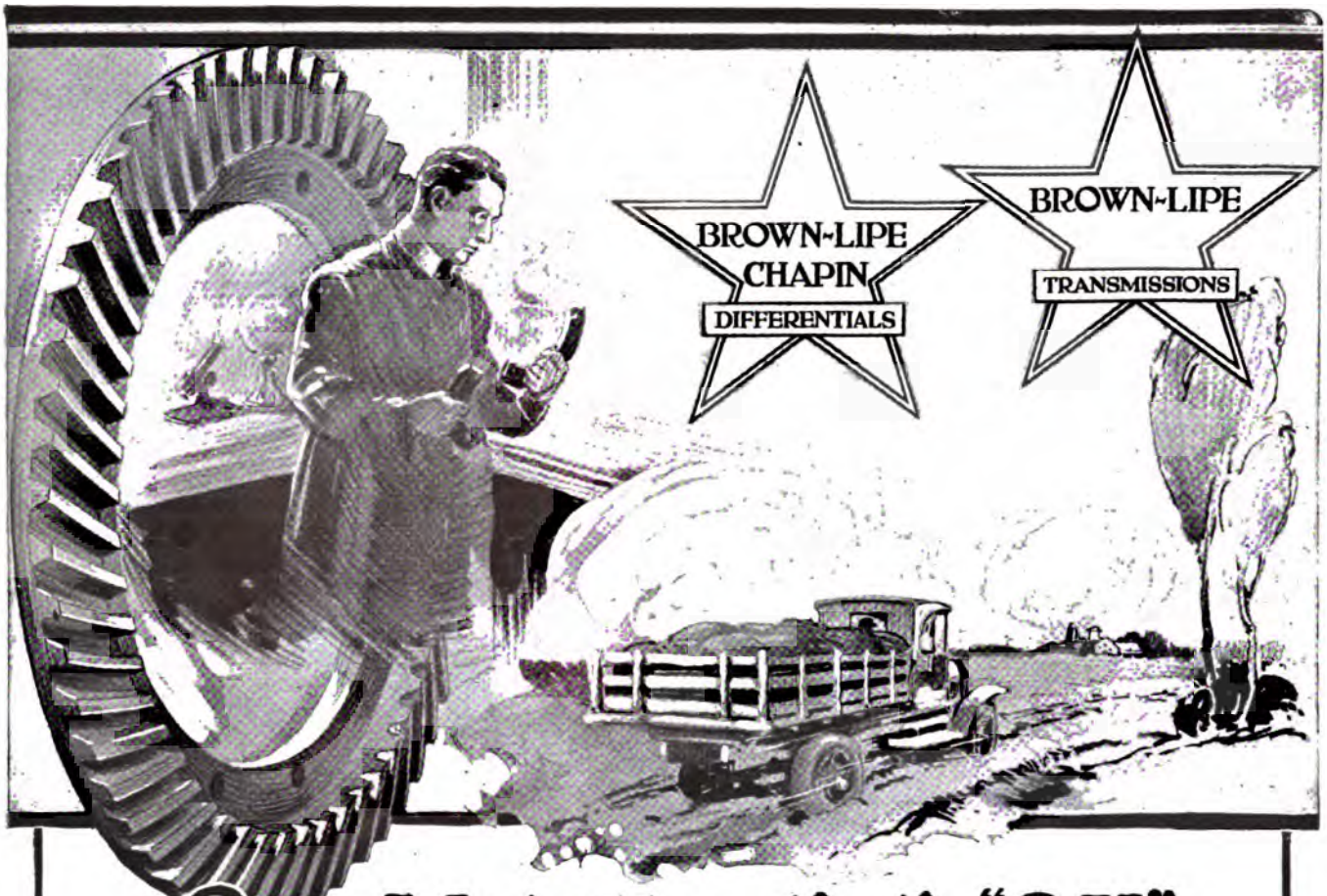
# Technical Specifications of Passenger Cars—1919

## REVISED MONTHLY

ABBREVIATIONS:—NAME AND MODEL—¶before name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. PRICE OF TOURING CAR—* before price indicates cost of chassis; † cost of tunabout; ‡ cost of 4-passenger model. ENGINE—Wisc., Wisconson; Cont., Continental; Lycmg., Lycoming; T'tor, Teetor; H-Splm., Herschell-Spillman; Ruten., Rutenber; G. B. S., Golden, Belknop & Swarts; Ster., Sterling; North., Northway; Masnk., Massnick; Duesen, Duesenberg; Colon., Colonial. SHAPE OF CYLINDERS—L., Valves on one side of Cylinder; T., Valves on opposite sides; I., Valves in Head; F., Valves on side and in head; S., Sleeve Valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr. S,pur; Gr., Gear. COOLING SYSTEM—P., Pump; T-S., Thermo Syphon; A., Air Cooled; †, Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbg., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith; Buic., Buick; Mill., Miller; Shakes., Shakespeare; Mon., Monarch; Stew., Stewart; Dupl., Duplex. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray & David; Al-Ch., Allis-Chalmers; At-K., Atwater Kent; Auto., Autolite; Split., Splitdorf; U. S. L., U. S. Lt. & Heating Co.; Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc.; D-D., Dry Disc; P., Plate; D-P., Dry Plate; C., Cone; O-C., Oil Cone; C-U., Control Unit; F-D., Friction Drive. GEARSET LOCATION—U P P., Unit Power Plant; To'T., Gearset on Forward End of Torque; R. Ex., Gearset Unit with Rear Axle; Sep., Gearset Separate. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Flating; S. F., Semi-Flating; D., Dead. GEARS—Sp. B., Spiral Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptic; X El., Three-Quarter Elliptic; F-El., Full Elliptic; Cant., Cantilever; D. Cant., Double Cantilever; Plat., Platform. BEARINGS—B., Bail; R., Roller; P., Plane.

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make | Fed by | IGNITION SYSTEM: Make Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Taken By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Bgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | 1295 | Own | 4 | 3½x5 | 192 | 19.60 | 37 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Stmb | V | Conn S-H | Auto | D D | U P 3 | Own | F | Sp B | 4.60 | S | S | 110 | 32x4 | Firestone | Semi | 2 | B-R | R | R | 2580 |
| ¶American Beauty | 2000 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 48 | 2400 | L | Blk | ¼ | 1.39 | ⁵⁄₁₆ | Hel | P | F & S | Rayf | V | At-K | West | D D | U P 3 | Timken | S-F | Sp B | 4.45 | S | S | 121 | 34x4½ | Firestone | Semi | 3 | B-R | R | R | 2975 |
| ¶American, 'ix | 1765 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2400 | L | Blk | ⁵⁄₁₆ | 1⅝ | ⅝ | Hel | P | F & S | Zeni | V | At K S-H | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | S | S | 122 | 32x4 s | Firestone | Semi | 3 | B-P | B-R | B | 2900 |
| Anderson 400-C | 1675 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ¼ | 1½ | ⅝ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D | U P 3 | Columbia | F F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | B | B | B | 2750 |
| Anderson De Lux | 1775 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅝ | 1½ | ⅝ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D | U P 3 | Columbia | F-F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | R | B | B | 2750 |
| Apperson Anniversary | 4000 | Own | 8 | 3¼x5 | 332 | 33.80 | 65 | 2500 | L | 4 | ⅝ | 1½ | ¹¹⁄₃₂ | Hel | T-S | F | John | V | Remy D-H | Bijur-2 | D D | Sep 3 | Own | F | Sp B | 4.58 | S | S | 130 | 34x4½ | Firestone | ¾ El | 3 | R | R | R | 3400 |
| Auburn, 6-39 H | 1595 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Rayf | V | Remy S-H | Remy-2 | D D | U P 3 | Columbia | ¾ F | Sp B | 4.42 | S | A | 120 | 32x4 s | Firestone | Semi | 3 | B | R | B | 2800 |
| Austin, 12 | 4250 | Weidely | 12 | 2⅞x5 | 389 | 39.68 | ... | .... | I | 3 | ⅝ | ..... | ..... | Hel | P | F | Stmb | V | Delco S-H | Delco-2 | D D | U P 6 | Spec. Aust | in | 3-sp | Axle | S | S | 142 | 34x4½q | Firestone | D Cant | 3 | B | B & R | R | .... |
| Bell, '18 | 1150 | GB&S | 4 | 3¾x4¼ | 189 | 22.50 | 32 | 2800 | L | Blk | ⅛ | ..... | ..... | Hel | T-S | F & S | Stmb | V | At K S-H | Dyneto-2 | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 114 | 31x4s | Firestone | Cant | 3 | R | R | B | .... |
| ¶Biddle, '18 | 2850 | Buda | 4 | 3¾x5½ | 226 | 22.50 | 48 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Zeni | V | Bosch | G & D-2 | D D | U P 4 | Standard | ¾ F | Sp | 4.00 | S | S | 121 | 32x4s | Firestone | Semi | 3 | B | R | R | 3250 |
| Birch Light Six, 16 | 1285 | ....... | 6 | 3 x5 | 286 | 21.60 | 45 | 2200 | L | Blk | ⅝ | 1½ | ⅝ | Hel | P | F & S | Stmb | V | Conn | Auto-2 | D D | U P 3 | Timken | ¾ F | Bev | 4.15 | S | S | 115 | 34x4 | Baker | ¾ El | 3 | B | R | B | 2680 |
| Birch Super-Four | 1085 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 36 | 1800 | L | Bl | ⅝ | 1⅝ | ⁵⁄₁₆ | Hel | T-S | ...... | Zeni | G | Conn | Dyneto-2 | D-D | U P 3 | Peru | .... | Sp B | 4.25 | S | S | ..... | 32x3½ | Firestone | ¾ El | 2 | B | R | ..... | 2200 |
| Bour-Davis | 1850 | Cont | 6 | 3½x5¼ | 330 | 19.60 | ... | .... | L | Blk | .. | ..... | ..... | ..... | P | F & S | ..... | .. | Remy | Remy | D D | U p 3 | ......... | ¾F | Sp B | ..... | .. | .. | 118 | 33x4½ | ......... | ......... | .. | B-R | R | B | .... |
| Brewster | 6900 | Own | 4 | 4 x5½ | 276 | 25.26 | ... | 2200 | S | Blk | ⅝ | ..... | ..... | Ch | P | F | Zeni | V | Bosch S-H | U S L-1 | C | To-T 3 | Own | F | Sp B | 4.25 | T | T | 125 | 34x4½s | Firestone | Cant | 3 | B | B | R | .. |
| Briscoe, 4-24 | 885 | Own | 4 | 3⅝x5½ | 163 | 16.25 | 30 | 2000 | L | Blk | ⅝ | 1⅞ | ⁵⁄₁₆ | Hel | T-S | F & S | Buic | G | Conn S-H | Auto-2 | C | R Ax 3 | Own | S-F | Bev | 4.23 | .. | A | 104 | 30x3½q | Perlman | F-El | 2 | RRP | B & R | B | 2100 |
| Buick, H-45 | 1495 | Own | 6 | 3⅜x4½ | 241 | 27.34 | 60 | .... | I | Blk | ⅝ | 1⅝ | ⁵⁄₁₆ | Hel | P | S | Marv | V | Delco S-H | Delco-1 | D P | U P 3 | W. Mott | F | Sp B | 4.07 | T | T | 118 | 33x4s | Baker | Cant | 4 | B | B & R | R | .... |
| Buick, H-46 | 1785 | ″ | ″ | ″ | ″ | ″ | ″ | .... | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | 4.61 | ″ | ″ | 124 | 34x4½s | ″ | ″ | ″ | ″ | ″ | ″ | .... |
| Bush | 1175 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 2500 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | S | Cart | V | At K | Dyneto 2 | D | U P 3 | Salisbury | F-F | Bev. | 4.00 | T | T | 116 | 32x3½ | Firestone | ¾ El | 2 | B | R | B | 2450 |
| Bush | 1375 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2800 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | At K | Dyneto 2 | D | U P 3 | Salisbury | .... | Sp B | 4.25 | S | S | 116 | 33x4 | Firestone | ¾ E | 3 | B | R | R | 2500 |
| Cadillac, 57 | 3220 | Own | 8 | 3⅛x5⅛ | 314 | 31.25 | ... | 2650 | L | 4 | ⅝ | 1⅝ | ⁹⁄₃₂ | Ch | P† | F | own | P | Delco S-A | Delco-1 | D D | U P 3 | Timken | F | Sp B | 4.43 | S | A | 125 | 35x5s | Kelsey | Plat | 3 | B-R | R | R | .... |
| Campbell | 835 | Own | 4 | 3½x4 | 189 | 24.00 | .. | .... | L | Blk | ... | ..... | ..... | Spur | T | F & S | Amer | V | At K S-H | Auto | D | U P 3 | Salisbury | F-F | Sp B | 4.25 | S | S | 110 | 30x3½c | U. S. | Semi | 3 | B | B | B-R | 2000 |
| Case | 2100 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | .. | 1½ | ⅝ | Hel | P | F & S | Rayf | V | West | West | D D | U P 3 | Columbia | ¾ F | Sp B | 4.45 | S | S | 125 | 35x4½q | Stanweld | Semi | 3 | B | R | R | 3200 |
| Chalmers, 6-30 | 1565 | Own | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2650 | L | Blk | ⅝ | 1½ | ⅝ | Ch | T-S | F & S | Stmb | V | Remy S-H | Auto | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 117 | 32x4s | Kelsey | Semi | 3 | R | R | R | 2800 |
| Chalmers, 6-30 | 1615 | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | ″ | 5.1 | ″ | ″ | 122 | 34x4s | ″ | ″ | ″ | ″ | ″ | ″ | 2950 |
| ¶Champion | 1150 | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | 116 | 32x3½ | | | | | | | |
| ¶Champion | 1295 | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | 116 | 32x3½ | | | | | | | |
| Chandler | 1795 | Own | 6 | 3½x5 | 289 | 29.40 | ... | .... | L | 3 | ⅝ | 1⅜ | ⁵⁄₁₆ | Ch | P | F & | Rayf | V | Bosch S-H | West-2 | D D | U P 3 | Own | F | Sp B | 4.40 | S | A | 123 | 33x4s | Fire&Clev | Semi | 3 | B | B | R | 2036 |
| Chevrolet, 490 | 735 | Own | 4 | 3⅝x4 | 171 | 21.75 | | | I | Blk | ⅝ | 1½ | ⁵⁄₁₆ | Hel | P | F & S | Zeni | G | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Bev | 3.63 | S | S | 102 | 30x3½q | Demount | ¾ Cnt | 3 | B | R | B | 1890 |
| Chevrolet, D | 1585 | Own | 8 | 3⅜x4 | 286 | 36.45 | | | I | 4 | ⅝ | 1½ | ⅝ | Hel | P | F & S | Zeni | V | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | T | 120 | 34x4q | Demount | ¾ Cnt | 3 | B-P | R | B | 3100 |
| Chevrolet, F-A | 1045 | Own | 4 | 3⅝x5¼ | 224 | 21.75 | | | I | Blk | ⅝ | 1¼ | ¼ | Hel | P | F & S | Zeni | V | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | S | 108 | 33x4s | Demount | ¾ Cant | 3 | B-P | R | B | 2580 |
| Cole, 876 | 2595 | North | 8 | 3½x4½ | 346 | 39.22 | 80 | 2800 | L | 4 | ⅝ | 1½ | ⅝ | Hel | P | F & S | Stmb | V | Delco S-H | Delco-2 | C | U P 3 | Columbia | F | Sp B | 4.46 | S | S | 127 | 33x5q | Firestone | Semi | 3 | R | B | R | 3590 |
| Colonial, 35 | 1095 | Falls | 6 | 3 x4½ | 190 | 21.60 | | | | Blk | | | | Hel | T-S | F & S | Stew | V | Remy S-H | Al-Ch-1 | C | U P 3 | Lewis | F | Bev | 4.41 | | | 116 | 12x3½ | Goodyear | Cant | 3 | B | B | R | 2775 |
| Columbia 6 JC | 1600 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅝ | 1.39 | .31 | Hel | P† | F & S | Stmb | V | A-K | Wd. Leon | D D | U P 3 | Timken | ¾ F | Sp B | 4.75 | S | A | 115 | 32x4 | Firestone | Cant | 3 | B | R | R | 2800 |
| ¶Comet 6-C-53 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2600 | L | Blk | ⅝ | 1⅝ | | Hel | P | F & S | Stmb | V | Wagner | Wagner | D D | U P 3 | Columbia | F-F | Sp B | 4.80 | S | A | 125 | 33x4s | Firestone | Cant | 3 | B | R | R | 2850 |
| ¶Commonwealth | 1195 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 40 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hels | T-S | F & S | Cart | V | At-K | Dyneto-2 | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 115 | 32x3½c | Stanweld | ¾ El | 2 | B | R | R | 2375 |
| Crawford | 2500 | Cont | 6 | 3½x5¼ | 303 | 29.40 | ... | ..... | L | Blk | ⅝ | ..... | ..... | Hel | P | F & S | Stmb | V | Bosch | West | D | U P 3 | Timken | ¾ F | Sp B | 4.50 | | S | 122½ | 12x4c | ......... | Semi | 3 | R | R | R | .... |
| ¶Crow-Elkhart K-46 | 1145 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 1800 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 115 | 32x3½s | Firestone | Semi | 2 | B | R | R | 2270 |
| Crow-Elkhart | 1295 | Ruten | 6 | 3⅛x5 | 230 | 23.14 | 45 | 2400 | L | Blk | ⁵⁄₁₆ | 1⅝ | ⅝ | Hel | P | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 116 | 33x4s | Firestone | Semi | 3 | B | R | R | 2470 |
| Cunningham, V | on ap | Own | 8 | 3¾x5 | 445 | 45.00 | 90 | 2200 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Stmb | V | Delco S-H | West | D D | U P 3 | Timken | F | Sp B | 4.08 | S | A | 132 | 35x5 | Goodrich | ¾ El | 3 | B-R | ...... | R | 4350 |
| Daniels, B | 3750 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 70 | 2000 | L | 8 | ⅝ | 1⅝ | ½ | Hel | P | F | Zeni | V | West S-H | West-2 | D D | U P : | Timken | F-F | Sp B | 4.42 | S | A | 127 | 34x4½s | Firestone | Semi | 3 | B-B | R | R | 3800 |
| Davis, 51 | 1765 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅝ | 1⅝ | ¼ | Hel | P | F & S | Stmb | V | Delco D-H | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 120 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| Deering | .... | Dorris | 6 | 4 x5 | ... | ..... | ... | .... | I | 3 | .. | ..... | ..... | ..... | ..... | F | .. .. | .. | ........... | ......... | Magne | tic | Timken | F-F | S p B | ..... | .. | .. | 132 | 33x5 | Wire W | ......... | 7 | .... | R | ....... | .... |
| Disbrow, A | *2950 | Wisc | 4 | 5Mx5½ | 446 | 41.66 | ... | .... | T | .... | .. | ..... | ..... | Hel | P | F | Mill | P | KW S-H | Leece-N | D | U P 3 | American | F | Bev | ..... | .. | S | 116 | 33x4½ | Wire W | Semi | 3 | R | R | R | .... |
| ¶Dispatch | 1290 | Wisc | 4 | 3¾x5 | 220 | 22.50 | 35 | 2000 | L | Blk | ¼ | 1¾ | ⁵⁄₁₆ | Hel | T-S | F | Ray | V | Bosch | U S L | C U | ...... | Own | .... | C U | 4.12 | R | S | 120 | 34x4 | Stand | El | 3 | B | P | B | 2300 |
| ¶Dixie Flyer, H-S 50 | 1365 | H-Splm | .. | 3¼x5 | 166 | 16.90 | 42 | 2200 | L | Blk | [illegible] | ..... | ..... | Hel | T-S | F & S | Stmb | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F F | Sp B | 4.75 | T | T | 112 | 32x4s | Fick | ¾ El | 2 | B-P | B & R | B | 2450 |
| Dodge Brothers | 1085 | Own | 4 | 3⅞x4½ | 212 | 24.03 | 35 | 2000 | L | Blk | ⅝ | 1⅝ | ⁵⁄₁₆ | Hel | P | F & S | Stew | V | N-E A-H | N. East-1 | D D | U P 3 | Own | F | Sp B | 4.17 | T | T | 114 | 32x3½s | Own | ¾ El | 3 | B | R | R | 2365 |
| Dorris, 6-80 | 3750 | Own | 6 | 4 x5 | 377 | 38.40 | 80 | 2400 | I | 3 | ¼ | 1½ | ¹¹⁄₃₂ | Hel | P | F | Stmb | V | Bosch S-H | West-2 | D D | U P 3 | Timken | F F | Sp B | 4.08 | S | S | 132 | 35x5 | Firestone | Semi | 7 | R | R | R | 3750 |
| Dort | 925 | Own | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅝ | 1½ | ¹⁹⁄₆₄ | Hel | T-S | S | Cart | G | Conn S-H | West-2 | C | U P 3 | Walker W | ¾ F | Bev | 4.07 | S | T | 105½ | 30x3½s | Jackson | Cant | 3 | B | B R & P | B | 2200 |
| Douglas | 2000 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 75 | 2400 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Zeni | V | West S-H | West-1 | D D | U P 3 | Columbia | F F | Sp B | 4.42 | S | A | 132 | 34x4s | Firestone | Cant | 3 | B | R | R | [illegible] |
| Dunn | 295 | Own | 4 | 3x4 | 113 | 14.40 | | | I | Sing | | 1¼ | | Chn | A | S | Mon | | At K-H | | | U P 2 | Detroit | | | | | | 84 | 30x3c | | | | | | | 1000 |




# Our Metallurgist's "O.K." is Your Protection

So that the car or truck buyer may take pride in his car's stamina—endurance—great strength, Brown-Lipe Metallurgists stand as ever watchful sentinels at the steel mills—the drop-forging plants—at every source of raw or semi-finished material.

When the Metallurgist's "O. K." finally releases material for production, assurance has been made "doubly sure" that it is of the special quality for the purpose.

The fact that a car or truck contains Brown-Lipe Transmissions or Brown-Lipe-Chapin Differentials is evidence that the vehicle manufacturer has done his utmost to relieve the buyer from any future trouble with the two vital spots in the car's anatomy.

**BROWN-LIPE-CHAPIN CO.**
DIFFERENTIALS

**BROWN-LIPE-GEAR CO.**
TRANSMISSIONS

Both at SYRACUSE, N. Y.

**No. 1 of 40 Reasons for Superiority**

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| NAME AND MODEL | Price Touring Car | Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacement | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Width P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor Make | Carburetor Fed by | Ignition System Make Type | Make of Starting-Lighting System | Clutch | Gearset Location and Forward Speeds | Rear Axle Make | Rear Axle Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Take By | Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Brgs. | Bearing Gearset | Bearing Rear Axle | Bearing Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Economy, 6-46 | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F-S | Zeni | V | Conn | Auto | D P | U P 3 | Adams | F | Sp B | 4.90 | S | S | 115 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| ¶Elcar, D-4 | 1225 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 38 | 2100 | | Blk | ⅜ | 1½ | ⅜ | Hel | T-S | F & S | Cart | V | At K-S-H | Dyneto-2 | D D | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 32x3½s | Firestone | Semi | 2 | B | R | R | 2500 |
| ¶Elcar, D-6 | 1475 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 40 | 2100 | | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | F & S | Stmb | V | At K-SH | Dyneto-2 | D-P | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 33x4s | Firestone | Semi | 3 | B | R | R | 2650 |
| ¶Elgin | 1485 | Falls | 6 | 3⅛x4¼ | 196 | 23.44 | 40 | 2000 | I | Blk | ⅜ | 1¼ | ⅝ | Hel | T-S | F & S | Stmb | V | Wagner | Wagner | D D | U P 3 | Adams | ¾ F | Sp B | 5.00 | S | A | 118 | 33x4s | Firestone | Cant | 3 | B | B | R | 2750 |
| Erie | 850 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | | | I | Blk | ⅜ | | .... | Chn | T | F & S | Scheb | G | Dixie | Dyneto | D-D | U P 3 | Salisbury | F | Sp B | 4.00 | T | T | 118 | 33x4½s | Stanweld | Semi | 3 | R | B | R | 2300 |
| Essex | 1395 | Own | 4 | 3⅜x5 | 170 | 18.22 | 55 | 2800 | F | Blk | .. | 2½ | .... | Hel | T | F & S | Own | V | Delco | Delco | D | U P 3 | ......... | F-F | Sp B | 4.75 | .. | .. | 108½ | 32x4 | ......... | Semi | 3 | .... | .... | .... | 2580 |
| Fiat, 55 | 6000 | Own | 4 | 5⅛x6¾ | 557 | 42.03 | | | L | Blk | | | | Hel | P | F | Zeni | P | Bosch D-H | West-2 | O D | Sep 4 | Own | S-F | Sp B | 2.75 | T | T | 140 | 35x5c | Firestone | Semi | 3 | B | B | B | 4335 |
| ¶Ford, T | 525 | Own | 4 | 3¾x4 | 176 | 22.50 | 20 | 1400 | L | Blk | ¼ | 1⅝ | ¼ | Hel | T-S | S & G | Holl | G | Own S-H | ......... | O D | U P 2 | Own | S-F | Bev | 3.63 | T | T | 100 | 30x3½c | Clincher | Trans. | 3 | P | R | B | 1480 |
| F. R. P. 45 (16 valve) | *7000 | Own | 4 | 4⅝x6¾ | 448 | 34.23 | | | I | Blk | ¼ | | | Wm | P | F & S | Long | P | Bosch 2-Pt | Bosch-2 | C | Sep 4 | Own | F | Bev | 3.00 | S | T | 140 | 36x5 | D Wheels | Semi | 3 | B | B | B | 3500 |
| ¶Franklin, 9-B | 2650 | Own | 6 | 3¼x4 | 199 | 25.35 | | | I | Sing | ⅜ | 1⅝ | ⅜ | Hel | A | F | own | V | At K S-A | Dyneto-1 | D P | Sep 3 | Own | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | F-El | 7 | B | B | B | 2445 |
| Geneva | 2500 | H-Spim | 6 | 4 x5½ | 415 | 13.40 | | | T | 3 | 3/16 | | | Hel | P | F & S | Rayf | V | Else'n S-H | West-2 | D D | U P 4 | Timken | F | Sp B | 3.76 | S | S | 139 | 34x4½ | D Wheels | Semi | 3 | R | R | R | .... |
| Geronimo | 1550 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 3/16 | | | Hel | P | F & S | Stmb | V | Delco | Dyneto | D-D | U P 3 | W-Weiss | ¾-F | Sp B | 4.50 | S | S | 122 | 32x4s | Firestone | Semi | 3 | B | ....... | B | 2700 |
| Glide, 40 | 1655 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | West S-H | West-2 | D D | U P 3 | American | ¾ F | Sp B | 4.64 | S | S | 119 | 34x4s | Goodyear | ¾ E | 3 | B-P | B | B | 2850 |
| Grant, G | 1120 | Own | 6 | 3 x4½ | 180 | 21.60 | 40 | 2500 | I | Blk | ⅜ | 1¼ | 5/16 | Hel | T-S | F & S | Stmb | V | Remy S-A | Wagner-2 | C | U P 3 | Peru | F | Bev | 4.50 | T | T | 114 | 32x3½s | Goodyear | Cant | 3 | B-P | B & R | R | 2500 |
| Hackett, 4 | 985 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | | | L | Blk | ⅜ | | | Chn | T-S | F & S | Rulek | V | Conn S-H | Dynete | O D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 112 | 32x3½s | Goodyear | ¾ El | 3 | R | R | B | 2460 |
| Halladay, 16 | 1585 | Ruten | 6 | 3½x5 | 230 | 23.44 | 46 | 2400 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | At K | West | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 116 | 33x4 | Firestone | ¾ El | 3 | B-P | R | B | 2650 |
| Halladay, 20 | 1785 | Ruten | 6 | 3½x5 | 230 | 23.44 | 46 | 2400 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | At K | West | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 122 | 34x4 | Firestone | ¾ El | 3 | B-P | R | B | 2870 |
| Hanson | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | ..... | .. | .... | .... | .... | .... | ..... | P | F & S | Stmb | V | ......... | ......... | D P | U P 3 | Timken | ¾ F | ..... | ..... | .. | .. | 119 | 32x4 | ......... | Semi | .. | .... | .... | .... | .... |
| Harroun, A | 995 | Own | 4 | 3¾x5¼ | 174 | 16.90 | 43 | 2400 | I | Blk | ¼ | 1⅛ | ⅜ | Hel | T-S | F & S | Stmb | V | Remy | Remy-2 | O C | U P 3 | Adams | F | Bev. | 4.00 | S | T | 106 | 30x3½q | Stanwald | Cant | 3 | B | B & R | R | 2000 |
| Harvard, 4-20 | 850 | Sterl | 4 | 3 x4½ | 120 | 14.40 | 28 | .... | L | Blk | ⅜ | .. | .... | Hel | T-S | S & F | Zeni | G | At K S-H | Wagner-2 | C | U P 3 | ......... | S-F | Bev. | 4.00 | S | S | 100 | 28x3 | Baker | Cant | 2 | B-P | B & R | R | .... |
| Hatfield | 1050 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 30.9 | 2800 | I | Blk | ⅜ | 1⅝ | 3/16 | Ghn | T-S | F & S | Stmb | V | C n S-H | Disco-2 | O D | U P 3 | Peru | F | Bev | 4.23 | S | S | 106 | 31x4 | Detroit | Cant | 3 | B | R | B | 2350 |
| ¶Hatfield | 1180 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 36.9 | 2800 | L | Blk | ⅜ | 1⅝ | 3/16 | Chn | T-S | F & S | Zeni | V | Conn S-H | Dyneto- 2 | O D | U P 3 | Peru | F | Bev | 4.50 | S | S | 115 | 32x4 | Firestone | Semi | 3 | B | R | B | 2350 |
| Haynes, 45 | 2485 | Own | 6 | 3½x5 | 289 | 29.40 | 50 | 2000 | L | Blk | ⅛ | 1.50 | .31 | Hel | P | S | Rayf | V | Remy S-H | Leece-N 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.35 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B | B | B | 3225 |
| Haynes, 46 | 3250 | Own | 12 | 2¾x5 | 356 | 36.30 | 70 | 2200 | I | 6 | ⅛ | 1.17 | .31 | Chn | P | F | Rayf | V | Delco SHA | Leece-N 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.35 | S | S | 127 | 34x4½s | ......... | Semi | 3 | R | B | B | 3700 |
| Holmes | 2900 | Own | 6 | 3½x4¼ | 245 | 29.40 | 40 | 1650 | I | Sing | ⅜ | 1⅝ | ⅜ | Hel | A | F | Newc | V | Else'n S-A | Dyneto | D-P | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 126 | 34x4½ | Goodyear | F-El | 7 | B-R | R | R | 2800 |
| Holler, 208 | 2085 | Own | 8 | 3 x4½ | 240 | 28.80 | 40 | 2000 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Dupl | V | At K DHA | Split-1 | C | U P 3 | Own | F | Sp B | 4.50 | T | T | 116 | 34x4s | Firestone | Cant | 3 | B | B | R | 2500 |
| Holler, 206 | 1785 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 40 | 2200 | L | Blk | ⅜ | . | .... | Hel | P | P & S | Stmb | V | Remy | Split | C | U P 3 | Own | F-F | Sp B | 4.08 | S | S | 116 | 32x4s | Firestone | Cant | 3 | B | B | B | 2500 |
| ¶Hudson-Super 6 | onapp | Own | 6 | 3½x5 | 288 | 29.40 | 76 | 2450 | L | Blk | ⅜ | 1⅝ | .31 | Hel | P† | S | own | V | Delco SHA | Delco-1 | O D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 34x4½s | Kelsey | Semi | 4 | R-P | R | R | 3200 |
| ¶Hupmobile, R | 1335 | Own | 4 | 3¼x5½ | 183 | 16.90 | .... | ..... | L | Blk | ⅜ | 1⅝ | ⅜ | Chn | T-S | F | Stmb | V | At-K S-H | Remy 2. | D D | U P 3 | Own | ¾ F | Sp B | 4.87 | S | S | 112 | 32x4ss | Kelsey | Semi | 3 | B-P | R | B | 2400 |
| Jones, B-27 | 2100 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 60 | 2600 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Remy D-H | West | D D | U P 3 | Timken | F | Sp B | 4.46 | S | S | 126 | 34x4s | Firestone | Semi | 3 | R | R | R | 3000 |
| Jordan | 2475 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 60 | 2275 | L | Blk | ⅜ | 1 11/32 | ⅜ | Hel | P | F & S | Stmb | V | Delco SHA | Bijur-2 | D D | U P 3 | Timken | S-F | Sp B | 4.08 | S | S | 127 | 32x4½s | Goodyear | Semi | 3 | B | R | R | 3300 |
| King, G | 2150 | Own | 8 | 3 x5 | 283 | 28.80 | 60 | 2400 | L | 4 | ⅜ | 1½ | ⅜ | Chn | T-S | F | Ball | V | At K S-H | Bijur | D D | U P 3 | Columbia | F | Sp B | 5.00 | S | A | 130 | 34x4s | Stanweld | Cant | 3 | R-B | R | R | 3150 |
| ¶Kissel C.B. 6 | 2750 | Own | 6 | 3⅛x5½ | 284 | 25.37 | 60 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | Remy S-H | Remy | C | U P 3 | Own | F-F | Sp B | 4.58 | S | S | 124 | 32x4½ | Firestone | ¾ El | 3 | B | R | R | 3400 |
| Kline, 6-42, H | 1865 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2000 | L | Blk | ¼ | 1⅝ | 3/16 | Hel | P | F & S | Rayf | V | Conn | West-2 | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 121 | 33x4s | Firestone | ¾ El | 3 | B | R | R | 2800 |
| Laurel, 35 | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | .... | ..... | L | Blk | ⅜ | .... | .... | Chn | T-S | F & S | Schb | G | Split S-H | Disco-2 | O D | U P 3 | Peru | F | Bev | 4.28 | S | T | 112 | 32x3½s | Goodyear | Cant | .. | B | R | B | .... |
| Lenox, O | 2850 | Buda | 6 | 3¾x5½ | 364 | 33.50 | .... | ..... | .. | Blk | ¼ | .. | .... | Spur | P | S | Cart | V | Else'n S-H | Bijur-2 | D D | U P 3 | Timken | F | Sp B | 4.10 | .. | .. | 130 | 34x4½ | Firestone | Semi-El | 3 | .... | ....... | ....... | .... |
| Lexington, 6-R | 1785 | Cont | 6 | 3¼x4½ | 224 | 25.39 | 40 | 2250 | L | Blk | ⅜ | 1⅝ | 3/16 | Hel | P | F & S | Rayf | V | Conn S-H | West-2 | D D | U P 3 | Hess | F | Sp B | 5.00 | S | S | 132 | 34x4s | Goodyear | Semi | 3 | B-P | B & R | B | 2875 |
| Liberty Six, 10-B | 1570 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 45 | 2200 | L | Blk | ⅜ | 1⅝ | 3/16 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 115 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| Locomobile, 2-48 | 6600 | Own | 6 | 4½x5½ | 525 | 48.60 | 89 | 1900 | T | 2 | ¼ | 2⅛ | ⅜ | Hel | P | F & S | Ball | P | Berling D | West-2 | D D | Sep 4 | Own | F-F | Sp B | 3.85 | R | A | 142 | 35x5q | Firestone | ¾ El | 7 | B | B | R | 5150 |
| Locomobile, 2-38 | 5500 | Own | 6 | 4¼x5 | 426 | 43.35 | 73 | 2000 | T | 2 | ¼ | 2⅛ | ⅜ | Hel | P | F & S | Ball | P | Berling D | West-2 | D D | Sep 4 | Own | F-F | Sp B | 4.07 | R | A | 139 | 35x5q | Firestone | ¾ El | 7 | B | B | R | 4950 |
| Losier, 34 } Made to | 1695 | Own | 4 | 4¼x6½ | 369 | 28.90 | .... | ..... | L | Blk | ¼ | .. | .... | Chn | P | F & S | Stew | P | Bosch D-H | G & D-2 | O D | U P 3 | Timken | F | Bev | 3.91 | .. | .. | 130 | 36x4½s | Stanweld | Plat | 3 | .... | ....... | ....... | .... |
| Losier, 32 } order only | 2775 | Own | 6 | 3⅜x6 | 424 | 36.04 | .... | ..... | L | 3 | ¼ | .... | .... | Chn | P | F & S | Rayf | P | Else'n S-H | G & D-2 | O D | U P 3 | American | F | Sp B | 3.27 | .. | .. | 132 | 36x4½s | Stanweld | Plat | 3 | .... | ....... | ....... | .... |
| ¶Madison | 1550 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | ⅜ | Hel | P | F | Rayf | V | Atk | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.58 | S | S | 115 | 33x4s | Goodyear | ¾ El | 3 | B | B | R | 2950 |
| ¶Malbohm, B | 1290 | Falls | 6 | 3⅛x4¼ | 196 | 23.44 | 46 | 2290 | I | Blk | ⅜ | 1½ | 3/16 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner 2 | D D | U P 3 | Peru | F-F | Bev | 4.50 | S | S | 115 | 32x3½s | Stanweld | Semi | 3 | B | R | R | 2350 |
| Marion-Handley, B | 1930 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2100 | L | Blk | ¼ | 1.31 | .31 | Hel | P | F & S | Stmb | V | West S-H | West-2 | D D | U P 3 | Salisbury | F | Sp B | 4.07 | S | S | 126 | 35x4½s | Firestone | Semi | 3 | B | B & R | B | 3060 |
| Marmon, 34 | 3950 | Own | 6 | 3¾x5¼ | 340 | 33.75 | 74 | 2450 | I | Blk | ¼ | 1¾ | .37 | Hel | P | F | Stmb | G | Bosch S-H | Bijur 2 | C | To-T 3 | Own | ¾ F | Sp B | 3.69 | T | T | 136 | 32x4½s | D Wheels | C Trans | 4 | B-R | B R | R | 3450 |
| Maxwell, 25 | 895 | Own | 4 | 3⅝x4½ | 186 | 21.03 | 25 | 1700 | L | Blk | ⅜ | 1 11/32 | 19/64 | Hel | T-S | F & S | John | V | At K S-H | Simms-1 | O C | U P 3 | Own | ¾ F | Bev | 3.58 | S | T | 109 | 30x3½c | Stanweld | Semi | 2 | R-P | R | B | 1990 |
| McFarlan, 127 | 4300 | Ttor | 6 | 4½x6 | 573 | 48.60 | 100 | 1850 | T | Blk | ¼ | 2 | .34 | Hel | P | F & S | Stmb | V | Bosch | West-2 | D D | Sep 3 | Timken | F | Sp B | 3.50 | S | S | 136 | 35x5s | Firestone | Semi | 4 | R | R | R | 4465 |
| Mercer, Series 4 | 4500 | Own | 4 | 3¾x6¾ | 298 | 22.50 | 72 | 2800 | L | Blk | ⅜ | 2⅛ | ⅜ | Chn | P | F | Ball | V | BerlingS-H | West | D D | Sep 4 | Own | F | Sp B | 3.62 | S | S | 132 | 32x4½s | Howard | Semi | 3 | B | B R | R | 3900 |
| Mercury, 19-50 | 2750 | Weidely | 4 | 3½x5½ | 212 | 19.60 | 50 | 2400 | I | Blk | ⅜ | 1⅞ | ⅜ | Hel | P | F | Stmb | V | Delco | Delco-2 | D-D | U P | ......... | ¾ F | Sp B | 4.83 | S | S | 114 | 31x4 | Firestone | Semi | 3 | B | R | R | 2500 |
| ¶Mets | 1495 | Ruten | .. | 3½x5 | .... | ...... | 45 | ..... | .. | Blk | .... | .... | .... | ..... | P | ...... | Stmb | .. | Conn S-H | West-2 | ...... | U P 3 | Timken | Semi | ..... | .... | S | S | 117 | 32x3½s | ......... | Semi | .. | .... | R | R | 2500 |
| ¶Mitchell, E-40 | 1575 | Own | 6 | 3¼x5 | 249 | 25.35 | 40 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P-† | F & S | Ray | V | Remy | Remy | D D | To-T 3 | Own | F F | Sp B | 4.41 | S | T | 120 | 33x4s | Stanweld | Cant | 3 | B-R | R | R | 2860 |
| Mitchell E-42 | 1675 | Own | 6 | 3½x5 | 289 | 29.40 | 48 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P-† | F & S | Rayf | V | Remy | Remy | D D | To-T 3 | Own | F F | Sp B | 4.41 | S | T | 127 | 34x4s | Stanweld | Cant | 3 | B-R | R | R | 3160 |
| Moline-Kngt, 40-L | 2000 | Own | 4 | 3¾x5 | 221 | 22.50 | .... | ..... | S | Blk | ⅜ | .. | .... | Chn | T-S | F | Schb | V | Conn S-H | Comb-2 | D-D | Sep 3 | Timken | S-F | Sp B | 4.90 | .. | .. | 117 | 34x4s | Firestone | Trans | 3 | R-P | R | R | 3012 |
| Moline-Knight, G | 2500 | Own | 4 | 4 x6 | 301 | 25.60 | 52 | ..... | S | Blk | ¼ | .... | .... | Chn | T-S | F | Schb | V | Conn S-H | Comb-2 | C | Sep 3 | Timken | S-F | Sp B | 4.45 | .. | .. | 122 | 35x4½s | Firestone | Trans | 3 | R-P | R | R | 3152 |
| Monitor, M | 1475 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | ..... | L | Blk | ¼ | .... | .... | Hel | P | S | Stmb | V | Conn | Dyneto | D D | U P 3 | Adams | F | Bev | 4.08 | S | S | 117 | 33x4s | ......... | ¾ El | 3 | B-R | R | B | 2500 |
| Moon | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2200 | L | Blk | ¼ | 1⅜ | 3/16 | Hel | P | F & S | Tell | G | Delco | Wagner | D-D | U P 3 | Timken | S-F | Sp B | 4.60 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| ¶Moore, 30-Sport | 895 | G-B & S | 4 | 3¾x4¼ | 189 | 22.50 | 36 | 2800 | .. | Blk | ⅜ | 1⅝ | ⅞ | Chn | T-S | F & S | K. D. | G | Conn S-H | Auto | D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 106 | 30x3½q | Firestone | ¾ El | 3 | R-B | B & R | B | 2250 |
| Murray, 70-T | 2800 | H-Spim | 8 | 3¼x5 | 332 | 33.80 | 80 | 2700 | L | 4 | ⅜ | .... | .... | Hel | P | F | Zeni | V | Split D-H | West | D D | U P 3 | Timken | F | Sp B | 4.46 | S | S | 128 | 34x4½s | Firestone | ¾ El | 3 | R | R | R | 3750 |
| Napoleon, 30 | ‡1085 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 34 | 2400 | L | Blk | ⅜ | .... | .... | Hel | T-S | F & S | Zeni | V | Delco D-H | Dyneto-2 | D D | U P 3 | Mott | S-F | Bev | 4.00 | S | S | 112 | 32x4 | Prudden | Cant | 2 | R | B & R | B | 2285 |
| Napoleon | 1285 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | ..... | .. | .... | .... | .... | .... | ..... | ..... | ...... | ..... | .. | Delco | Dyneto | D-D | U P 3 | Timken | F-F | ..... | .... | .. | .. | 115 | 34x4 | ......... | ¾ El | 3 | .... | R | ...... | 2785 |
| Nash, 681 | 1490 | Own | 6 | 3¼x5 | 249 | 25.35 | 67 | 2600 | I | Blk | ⅜ | 1⅝ | .35 | Hel | P | S | Marv | V | Delco SHA | Delco-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | S | 121 | 33x4 | Firestone | Semi | 3 | .... | R | R | 2850 |
| National, 6 | 3450 | Own | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2100 | L | Blk | ⅜ | 154 | .302 | Hel | P | F & S | Rayf | V | Delco S-H | West-2 | D D | U P 3 | Columbia | F | Sp B | 4.58 | S | A | 128 | 34x4½q | Firestone | Cant | 3 | B | R | R | 3417 |
| National, 12 | 3050 | Own | 12 | 2⅞x4¾ | 370 | 39.68 | 80 | 3000 | L | 6 | ⅜ | 1 11/32 | .320 | Hel | P | F | Rayf | V | Delco S-H | Bijur-2 | D D | U P 3 | Columbia | F | Sp B | 4.58 | S | A | 128 | 34x4½q | Firestone | Cant | 3 | B | R | R | 3530 |
| Nelson, Four-29 | 1500 | Own | 4 | 3⅛x4¾ | 146 | 15.60 | 29 | 2200 | I | Blk | ⅜ | 1¼ | ⅜ | Bev | T-S | F-P | Zeni | V | Bosch S-H | U-S-L-1 | O D | R. Ax3 | Own | F-F | Sp B | 4.25 | .. | .. | 104 | 32x4s | Kelsey | Semi | 2 | B-R | B & R | B | 2084 |
| Noma, A | ‡2700 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 3000 | L | Blk | ¼ | 1⅝ | 3/16 | Hel | P | F & S | Zeni | V | Delco | Delco | D D | U P | Timken | ¾ F | Sp B | 4.50 | S | S | 128 | 32x4½s | ......... | Semi | 3 | B | B & R | B & R | 2550 |
| Norwalk | ..... | Lycmg | 4 | 3½x5 | 192 | 19.60 | ... | 3500 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | S | Cart | V | Delco | Dyneto | D | U P 3 | Adams | ¾ F | Sp B | 4.00 | T | S | 116 | 32x3½c | Firestone | Semi | 2 | B | B | ...... | 2250 |
| ¶Oakland, 34-B | 1075 | Own | 6 | 2⅝x4¾ | 177 | 18.97 | 44 | 2600 | I | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F | Marv | V | Remy | Remy | C | U P 3 | Mott | F | Bev | 4.50 | S | S | 112 | 32x4s | Perlman | Semi | 3 | B | R & B | B | 2130 |
| Oldsmobile, 45-B | 1700 | Own | 8 | 2⅞x4¾ | 246 | 26.55 | 58 | 2600 | L | 4 | ⅜ | 1¼ | ⅜ | Hel | P | F | B&B | V | Delco S-A | Delco-2 | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 120 | 34x4½s | Perlman | ¾ El | 2 | R-R | B & R | R | 3150 |
| Oldsmobile, 37-A | 1295 | Oakland | 6 | 2⅝x4¾ | 177 | 18.90 | 41 | 2600 | I | Blk | .. | 1¼ | ⅜ | Hel | P | F | John | V | Remy | Remy | C | U P 3 | W. Mott | F | Sp B | 4.60 | .. | S | 112 | 32x4s | Perlman | Semi | 3 | R-R | B R | R | 2452 |

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# Keeping Him "Sold"

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**STARTING, LIGHTING & IGNITION EQUIPMENT**

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| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make and Type | Fed by | IGNITION SYSTEM: Make Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Tak By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Brgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Olympian | 1240 | Own | 4 | 3¼x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅝ | 1¾ | ⅜ | Hel | T-S | F | Stmb | V | Conn | Auto | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 114 | 32x3½s | Goodrich | Trans | 2 | B-P | B-R | B | .... |
| ¶Overland, 90 | 985 | Own | 4 | 3⅜x5 | 179 | 18.23 | 35 | 2200 | L | Blk | ⅝ | 1⅝ | 5/16 | Hel | T-S | S | Tilt | V | Conn S-H | Auto-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.93 | T | T | 106 | 31x4c | Stanweld | Cant | 3 | B-R | B | R | 2500 |
| Owen-Magnetic O-36 | 4250 | Buda | 6 | 3¾x5¼ | 364 | 33.75 | 60 | 2000 | L | Blk | ¼ | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Bosch S-H | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 3.50 | S | S | 136 | 35x5s | D Wheels | Semi | 4 | .... | R | R | 4520 |
| Owen-Magnetic W42 | 5500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | I | 3 | ¼ | 1¼ | ⅜ | Hel | P | F | Zeni | V | Bosch | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-35 | 4800 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅜ | 1½ | .344 | Chn | P† | F | own | P | DelcoS-HA | Bijur-2 | D D | U P 3 | Own | S-F | Sp B | 4.36 | S | A | 128 | 35x5q | Firestone | Semi | 3 | B-R | B | R | 4435 |
| Packard, 3-35 | 5150 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4490 |
| Paige-Linwood, 6-40 | 1555 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2700 | L | Blk | ⅛ | 1⅜ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B-R | B & R | R | 2802 |
| Paige, Essex, 6-55 | 2060 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 1900 | L | Blk | ⅜ | 1.54 | .305 | Hel | P | F & S | Rayf | V | Remy S-H | Remy | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.36 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B-R | B & R | B | 3373 |
| Pann, A | .... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | F | Blk | ⅜ | 1⅝ | ⅜ | Chn | T-S | F & S | Stmb | G | Auto | Auto | D P | U P 3 | Own | Semi | Sp B | 5.00 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| Paterson, 6-46 | 1595 | Cont | 6 | 3⅛x4½ | 223 | 25.35 | 38 | 1600 | L | Blk | ⅜ | 1¼ | ⅜ | Hel | P | F & S | Stmb | V | Delco-D-H | Delco-2 | D P | U P 3 | Hess | F-F | Sp B | 4.50 | S | S | 120 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | 2760 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅛ | 1⅝ | ⅜ | Hel | P | F | Ball | V | At K S-H | Auto 2 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Platf | 3 | B-R | R | R | 3500 |
| Penny 18 | 1085 | G-B & S | 4 | 3⅝x4¼ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅛ | 1⅝ | 5/16 | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-2 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Penny, 6-18 | 1585 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | .... | L | Blk | .. | .... | .... | Hel | P | F & S | Rayf | V | S-H | Heinse | P | U P 3 | Columbia | F | Sp B | 4.58 | S | S | 120 | 33x4s | ......... | ¾ El | 3 | B | R | B | .... |
| ¶Phianna | 6000 | Own | 4 | 3⅞x6 | 287 | 24.90 | .... | .... | L | Blk | ⅜ | 1⅝ | ⅝ | Chn | P | F | H&N | V | Bosch S-H | Ward L | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| Piedmont, N-30 | 1095 | Lycmg | 4 | 3½x5 | 192 | 19.60 | .... | .... | I | Blk | .. | .... | .... | Hel | T-S | S | Cart | V | DelMM | Dyneto | D P | U P 3 | Peru | F | .... | 4.45 | .. | .. | 116 | 32x3½ | Firestone | Semi | .. | .... | .... | .... | .... |
| Piedmont, S-40 | 1650 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | .... | I | Blk | .. | .... | .... | Hel | T-S | S | Zeni | V | Remy | Remy | D P | U P 3 | Tink | S-F | .... | 4.45 | .. | .. | 122 | 32x4 | Firestone | Semi | .. | .... | .... | .... | .... |
| Pierce-Arrow, 48 | 6500 | Own | 6 | 4½x5½ | 525 | 48.60 | 90 | 2000 | T | 2 | ¼ | .... | .... | Hel | P† | F | own | P | Bosch D-H | West-2 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 142 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5103 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅛ | 1 5/16 | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 | O D | C P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Perlman | Semi | 3 | B | R | B | 2350 |
| Pilot, 6-45 | 1550 | Teetor | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅜ | 1.37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-2 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Perlman | Cant | 3 | B | B & R | R | 2790 |
| Premier, 6-C | 2585 | Own | 6 | 3⅛x5½ | 295 | 27.30 | 60 | 2500 | I | Blk | ⅜ | 1 11/16 | ⅜ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B-P | R | R | 3400 |
| Reo, T & U | 1395 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 35 | 1800 | F | 2 | ⅜ | 2.33 | .26 | Hel | P | S | John | V | Remy S-H | Remy-2 | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 34x4s | Firestone | Semi | 3 | R | R | R | 2935 |
| Ri-Chard | 8000 | Own | 8 | 3¾x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ⅝ | Hel | P | F-S | Own | V | 2 Bosch M | West | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| ¶Revere B | 3850 | ....... | 4 | 4⅝x6 | 360 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | .... | Spr | P | F-S | Mill | P | Bosch | West | D D | U P 4 | American | F-F | Beb | 3.50 | .. | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3400 |
| ¶Roamer, C-6-54 | ..... | Cont | 6 | 3½x5¼ | 303 | 29.40 | 54 | 2450 | L | Blk | .. | .... | .... | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 | D P | U P 3 | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4s | D Wheels | Semi | 3 | B-R | B | B | 3000 |
| Roamer, D-4-75 | ..... | Duesen | 4 | 4 x6 | 299 | 25.60 | 75 | 2650 | I | Blk | .. | .... | .... | Hel | P | F & S | Stmb | V | Bosch | Bijur-2 | D P | U P | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4½s | D Wheels | Semi | .. | B | B | B | 3150 |
| Rock Falls, 10 | .... | Buda | 6 | 3½x5¼ | 303 | 29.40 | .... | .... | L | Blk | .. | .... | .... | ..... | P | F & S | Rayf | V | Bosch | West | D P | U P 3 | Columbia | F-F | ..... | 4.56 | .. | .. | 136 | 35x5 | Firestone | ¾ El | .. | .... | .... | .... | 2800 |
| Saxon, Six | 1195 | Cont | 6 | 2⅞x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅜ | 1 11/32 | 5/16 | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-2 | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R-P | R | R | 2376 |
| Sayers | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 42 | 2200 | L | Blk | ¼ | 1⅜ | ¼ | Hel | P | F & S | Zeni | V | Delco | Delco-2 | D D | U P 3 | Hess | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2600 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3 11/16x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅜ | 1¼ | 5/16 | Hel | P | ...... | Zeni | .. | Remy | Remy | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½c | D Wheels | Cant | 3 | B-R | R | B | 2100 |
| Scripps-Booth 6-39 | 1295 | North | 6 | 2 11/16x4¾ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅜ | .... | .... | Hel | P | F-S | Marv | V | Remy | Remy-2 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Perlman | Semi | 3 | B-P | B-R | B | .... |
| Seneca, 4-27 | 990 | LeRoi | 4 | 3⅛x4½ | 138 | 15.63 | 27 | 2200 | L | Blk | ⅜ | .... | ¼ | Hel | T-S | F & S | Scheb | .. | Remy | Al-Ch | D-D | U P 3 | Adams | F F | Sp B | 4.50 | .. | T | 108 | 30x3½ | Prudden | Cant | 2 | B | B | B | 2180 |
| ¶Simplex-Crane | *7000 | Own | 6 | 4⅜x6¼ | 564 | 45.94 | .... | .... | L | 3 | ⅜ | .... | .... | Chn | P | F | Newc | P | Eisen | Bosch-2 | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ......... | Semi | 3 | B | B | R | .... |
| Singer, 19 | 5000 | H-Splm | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 3 | ⅜ | 1½ | ⅜ | Hel | P | F | Rayf | V | Bosch S-H | West-1 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| Standard, H | 2750 | H-Splm | 8 | 3¼x5 | 331 | 33.80 | 70 | 2200 | L | 4 | ⅜ | 1½ | ⅜ | Hel | P | F | Zeni | V | Split | West | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B-R | B R & P | R | 3500 |
| ¶Stearns-Knight, 4 | 2250 | Own | 4 | 3⅜x5½ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅜ | .... | .... | Chn | P | F & S | Schb | V | At-K S-H | West-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B-R | B & R | R | 3400 |
| Stephens, 74 | 1775 | Own | 6 | 3¼x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F | Stmb | V | Delco | Delco | D D | U P 3 | Hess | F | Sp B | 4.75 | S | S | 118 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-E, A-1 | 7000 | Own | 6 | ....... | 300 | 30.24 | 77 | 2700 | .. | Blk | .. | 2 | ⅜ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | .... | .... | .... | 1800 |
| Studebaker, S-H | 1225 | Own | 4 | 3½x5 | 187 | 19.60 | 35 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 4.36 | S | S | 112 | 32x3½q | Kelsey | Semi | 3 | R | R | R | 2500 |
| Studebaker, E-H | 1585 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Ball | V | Remy S | Wagner | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2750 |
| Studebaker, E-G | 1985 | Own | 6 | 3⅞x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Ball | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| Stutz, 16-valve | 2850 | Own | 4 | 4⅜x6 | 361 | 30.63 | .... | .... | T | Blk | ¼ | .... | .... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| ¶Templar, 4-45 | 2485 | Own | 4 | 3⅜x5½ | 197 | 18.23 | 43 | 2100 | I | Blk | ⅜ | 1⅝ | ⅜ | Chn | P | F | Zeni | V | Magneto | Remy-2 | D D | U P 3 | American | S-F | Sp B | 4.81 | S | S | 118 | 32x4 | Parker | Semi | 3 | B | B & R | R | 2750 |
| Texan | 1250 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | 36 | 2700 | L | Blk | ⅜ | 1⅝ | ⅜ | Chn | T | F & S | Mill | V | Delco | Auto | P | U P | Peru | F F | Sp B | 4.33 | .. | A | 111 | 33x4s | Firestone | Cant | 3 | B | R | R | 2200 |
| Tulsa, D-1 | 1150 | Lycmg | 4 | 3½x5 | 187 | 19.60 | 35 | 1800 | L | Blk | ⅜ | .... | .... | Hel | T | F & S | Mill | V | Delco | Dyneto | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | ....... | B | 2400 |
| ¶Velie, 38 | 1525 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 35 | 2050 | L | Blk | ⅜ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | ¾ El | 3 | B-P | R | R | 2716 |
| ¶Velie, 39 | 1910 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅜ | 1½ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B-R | R | R | 3316 |
| Vernon, 419 | 695 | Own | 4 | 3⅛x4 | 123 | 15.62 | 38 | 2200 | T | Blk | ⅜ | 1¾ | 5/16 | Hel | T | F & S | Own | G | At K S-A | Wd. Leon | D | 3 | Own | F-F | Sp B | 3.50 | S | S | 103 | 30x3½c | Stanweld | Cant | 2 | B | R | R | 1500 |
| Vernon, 819 | 1295 | Own | 8 | 2⅝x4 | 173 | 22.05 | 49 | 2400 | T | 4 | ⅜ | 1⅜ | 5/16 | Hel | T | F & S | Own | V | At K S-A | Wd. Leon | D | 3 | Own | F-F | Sp B | 3.75 | S | S | 115 | 31x4c | Stanweld | Cant | 2 | R | R | R | 2100 |
| Waco, T-37 | 950 | ....... | .. | 3¾x4¼ | 188 | 22.60 | 37 | .... | L | Blk | .. | .... | .... | .... | T | F & S | Schb | V | Dixie | ......... | D | U P 3 | ......... | F-F | .... | .... | .. | .. | 112 | 32x3½q | ......... | ¾ El | .. | .... | B | ..... | 2350 |
| Westcott | 2590 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅜ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Cant | 3 | B-R | R | R | 3200 |
| ¶Willys, 89-6 | 1625 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 45 | 1700 | L | Blk | ⅜ | 1.54 | .30 | Hel | P | F & S | Tilt. | V | ConnS | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.00 | T | T | 120 | 33x4½s | Stanweld | Cant | 3 | BRP | R | R | 3430 |
| ¶Willys-Knight, 88-4 | 1725 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅜ | .... | .... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| ¶Winton, 33 | 3600 | Own | 6 | 3¾x5¼ | 348 | 33.75 | 70 | 2200 | L | 2 | ¼ | 1¾ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | Opt | S | T | 132 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 3870 |
| ¶Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ¼ | 2¼ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 4440 |
| Wolverine | 3500 | Duesen | 4 | 3 15/16x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .. | 2¼ | ⅝ | Gear. | P | F & S | Mill | V | Bosch; | Bijur; | D D | U P; | American | F-F | Sp B | 3.94 | .. | S | 117 | 32x4½ | ......... | Semi; | 3 | B | R | R | 2340 |

**STEAM CARS**

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Dive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Doble-Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| Stanley, 735 | 3575 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| Super-Steamer | 3000 | 125 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3¼x5 | Rear Axle | No Gr. | Kero | Bunson | Condensing | ........ | 33x4 | Semi | Springs | Eng. Frame |

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### Joseph C. Weston Joins Ajax

Horace DeLisser, president of Ajax Rubber Co., Inc., announces the appointment of Joseph C. Weston to the post of vice-president and member of the directorate of Ajax Rubber Co., Inc. Mr. Weston, who for a number of years has been vice-president and director of sales of the United States Tire Co., was elected to his new office at a directors' meeting held June 17th.

Joseph C. Weston is one of the best known men in

JOSEPH C. WESTON, VICE-PRESIDENT AND DIRECTOR OF AJAX RUBBER CO.

the tire business, in which he has long been engaged. He comes to the Ajax Rubber Co., Inc., with an experience dating from the early days of the industry. Tire men remember Mr. Weston first as a salesman representing the old Morgan and Wright Co. His success in that capacity led to his appointment as Western Manager for United States Tire Co., with headquarters in San Francisco. From that post, Mr. Weston was made manager of the central district for the same company, with headquarters in Chicago. From Chicago he was brought to New York and made general sales manager. Then, in recognition of his ability, he was made director of sales and elected to the vice-presidency.

In his new connection Mr. Weston will work closely with Mr. DeLisser in matters pertaining to the general administration of Ajax affairs.

### De Palma in Packard Victor on Sheepshead Speedway

Ralph De Palma, driving a 12-cylinder Packard, won the International Sweepstakes on the Sheepshead Bay speedway, June 14, covering the 50-mile course in 26:23:4, and establishing a new record for the track of 113.76 m.p.h. Ralph Mulford, in a 4-cylinder Frontenac, and Tom Milton, in a 4-cylinder Duesenberg, made local records in the 30 and 10-mile events, their times being, respectively, 16:01:20 and 5:20:20. Mulford also carried off the honors in the special 10-mile race.

Dave Lewis came in second and Joseph Boyer, Jr., third in the 50-mile event. Ralph Mulford was in second place and De Palma in third in the first race, a 10-mile event, which Tom Milton won. De Palma made second place and Joseph Boyer, Jr., again third in the 30-mile run, and in the special 10-mile event, which was won by Mulford; Joseph Boyer was second and Ralph De Palma third.

### Acme Company Announces Connections in Scandinavian Countries and Mexico

The Acme Motor Truck Co., Cadillac, Mich., has appointed the Aktieselkabet Autocar Co. of Copenhagen, Denmark, distributors for Acme trucks in Denmark, Norway, Sweden and Finland. Frantz Nehammer is president of the new company and several shipments have already been made there. This connection was formed through the "All" Trading Corp. of Chicago, Acme export distributors.

The Acme Co. is now represented in Mexico by Gmo. Verduzco and Co., Avenida Juarez. Conditions in Mexico are not "exactly normal" just now, but in spite of that fact business is opening up in good shape.

### Garford Truck Hauls 20,000 Champion Plugs From Toledo to Detroit Daily

That inter-city transportation by motor truck is daily becoming a greater factor in industry and business is indicated by the increasing number of installations reported.

Among the latest manufacturing concerns to establish a daily inter-city service is the Champion Spark Plug Company, of Toledo, Ohio.

Utilizing a Garford two-ton truck, this company is delivering 20,000 spark plugs a day to a Detroit automobile manufacturer. The truck leaves the Toledo factory at 7:30 o'clock each morning on its 68-mile trip. After delivering the shipment of spark plugs, the truck is loaded with porcelain insulators at the Champion Spark Plug's porcelain plant in Detroit and returns to Toledo.

Including the time required in loading and unloading, the round-trip of 150 miles never takes more than 10 hours and usually is completed in much less time, it is stated. Records of the company show that the Gar-

GARFORD TRUCK USED FOR INTER-CITY SERVICE BY CHAMPION SPARK PLUG COMPANY.

ford truck with a capacity load averages 10 miles per gallon of gasoline and 470 miles per gallon of oil.

The trips are made over the famous Detroit-Toledo automobile highway, which lately has become one of the greatest motor truck routes in the country. Scores of trucks ply back and forth between these two cities on a regular daily schedule, serving a wide range of businesses.

That the motor-truck method of transportation is being found practical for this inter-city trade is evidenced by the increasing number of merchants and manufacturers who are adopting it. Recently motor truck and cartage firms in both Detroit and Toledo organized associations and established central offices to properly care for growing demands for truck transportation.

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# Repair Engineering*

*By DAVID W. ONAN*

THE Society of Automobile Engineers changed its name to the Society of Automotive Engineers to take in the large class of trained men in the internal-combustion engine industry. There is no doubt that the change was made at an opportune time and contributed in large measure to the wonderful co-operation in production and development reached during the war.

The change in name has resulted in greater expansion of the Society by bringing together the personnel of the automotive industry, and great progress has been made in joining up engineers from the automobile, the tractor, the truck, the marine, the aeronautic and the commercial fields, but no mention has been made of the repair engineers. Indeed, considerable has been done to camouflage the members of this branch of automotive engineering. They appear under several different headings, such as service engineers, maintenance engineers and traveling engineers. Nevertheless, a large and important department of repair engineering exists.

As time passes models of automotive appartus become obsolete, and methods get out of date. An engineer's job is to develop new models and methods and to overcome the disadvantages of the old in the new. That is understood, but what becomes of the old model? Does it cease to exist immediately on the introduction of the new, or does someone still know that is was produced, sold, bought, operated and held in the mind of its owner as dollars and cents, just as it was the day the purchase was made? Is the free-minded American to be expected to cast the old model aside and forget it and the money he has paid for it, just because someone has produced a new model? We are luxury-loving and extravagant, but it is doubtful whether we have reached that point. Is the owner foolsh in expecting to find someone in the automotive industry who will say as he does, "She has her faults, but she's a good old car, anyhow?"

The engineers and manufacturers who put out the old models are already busy on new ones. The men who sold the former models are now selling newer ones. Who is to see to it that the still good-enough car is kept in repair? It will not run on like the days and nights without attention. If it was troublesome at the start it will get worse with use. It must not only be kept in good repair but maintain the appearance we describe as "well-preserved."

### THE REPAIR ENGINEER

Let us see what repair engineering is and who the repair engineer is. Look through the catalogue of any university or technical school and see if you find repair engineering mentioned. It is not taught. It is accumulated. The man who fills in the gaps I have disclosed is usually a very good engineer. Frequently he is a better man than the designing engineer whose work he studies, adapts, modifies, adjusts, strengthens and otherwise "fixes up." He has had long and broad experience. Some of the earlier models ran to 80 per cent. breakage.

Let us see what exists in this maintenance field that could be overcome by a thorough understanding between the S. A. E. and the so-called repairman. Let us take some recent recommended practice of the Society, covering something that has been used for several years and on a great many makes of cars. Take the leather disk magneto coupling. This, when new, can be made perfect, but leather ages and rots, softens and breaks; yet it is now up for consideration as a standard. In one repair organization alone in 3 yr. at a low estimate not less than 1000 bearings and over 400 armatures for both magnetos and generators were replaced, where the direct cause of failure was this type of coupling.

Another example is the inboard type of automatic gearshift on starting motors. On this particular installation, which is now past its third year, we find the drive shaft commonly used on starting motors is ¾ in. and to attach the automatic gear mechanism a ⅜-in. hole is drilled just outside the drive end-bearing, and on the shaft at this point is placed a collar of 1⅜-in. dimension through which also the ⅜-in. bolt is passed. On thirteen out of seventeen installations of this type of mounting trouble was encountered as follows: Broken shaft, broken casting. Cause not "back-fire" but the stopping of the car on an incline. Flywheel gear caught the pinion in rocking. Another repair was made for the same cause, but as sleeve-type mounting had been used, the housing had to be opened to loosen the starting motor. The casting was broken, split and wedged. One other sleeve-type mounting was rusted and damage to the sleeve casting occurred in removing it. The starting motor was dis-assembled and a puller made to draw the support casting. The castings were welded and reinforced; the drive end-bearing was enlarged to 1¼ in.; the shaft was made accordingly, and the sleeving of the broken shaft was double-pinned, thus doing away with the collar and making a permanent job without new factory parts.

I ask, was not this engineering?

When models are brought out requiring not more than 20 minutes to remove any piston or tighten any connecting-rod; 10 minutes to remove the carbureter, the water-pump, the generator, the starting motor or magneto; 20 minutes' work on any clutch; 30 minutes on a rear axle, transmission, steering-gear or to remove the engine, the repair engineer's burden will be lighter. We shall still be a long way from the time when his services will not be needed at all. Neither he nor the automotive engineer in any branch need worry.

Why not design models that can be repaired? The automotive engineer has made great progress and great credit is due him for his wonderful achievements. He is here to stay. The repair engineer also has been here a long time. He has not stood still, although he has kept still. Let us remember that the war is over and look at him in peace as in war, and get closer together. There is something to it.

*Paper read before Minneapolis Section of S. A. E.

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### Blakely in New Factory

The Blakely Mfg. Co., Detroit, Mich., has moved its new factory at the corner of Wabash and Stanley Avenues.

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# Prest-O-Lite Gives Novel Service at Indianapolis Race

A UNIQUE courtesy at the recent Indianapolis motor races answered the questions of "Where Do We Eat?" and "Where Do We Park the Car?" Service men of the Prest-O-Lite Company acted as hosts on the day of the races. They issued invitations to their patrons entitling holders to a parking space and box luncheon without charge.

The parking space was near but outside the speedway grounds in a special wired enclosure. Spectators walked from the grounds, got into their cars and made a quick get-a-way. This feature was a boon to people who had been caught at other races in the jam of congested cars.

Service men attended to any battery troubles while their guests were at the races.

A box luncheon was presented to every holder of the Prest-O-Lite invitation. The neat box, brightly marked was in keeping with the occasion and saved patrons the fuss of a basket luncheon. All boxes were packed in the model white enamel kitchen of the Prest-O-Lite factory. Each contained luncheon for two people and consisted of 2 apples, 4 sandwiches, 2 eggs, 2 pastries, pepper, salt, and napkins.

KITCHEN OF PREST-O-LITE COMPANY WHERE LUNCHEON WAS PREPARED FOR GUESTS.

It was easy to find the parking space for the Prest-O-Lite tank stood up in the sky as a 100 foot beacon to motorists approaching the Speedway.

The up-to-date kitchen in which luncheon was prepared for the company's guests is shown in the accompanying illustration.

THIS 100 FT. SKY-SIGN WELCOMED PREST-O-LITE GUESTS TO THE SPEEDWAY.

### Carburetor Has New Maker

The Beneke & Kropf Mfg. Co., Chicago, has succeeded the Findeisen & Kropf Mfg. Co. and will make the Rayfield carbureters formerly made by the latter concern. With the reorganization of the company, plans for the material expansion of manufacturing have been formulated. Henry Beneke, formerly vice-president of Hibbard, Spencer, Bartlett & Co., has purchased the entire interests of Frederick Findeisen and becomes vice-president and treasurer of the reorganized company. O. F. Kropf remains with the company as active president, and E. A. Bates continues as director of sales and advertising.

### White Plans New Cars

D. McCall White, formerly vice-president of the Cadillac Motor Car Co., has opened a temporary office in Detroit. He is actively engaged in getting out the preliminary designs for a new car which he is going to manufacture. The location of the plant in which it will be produced has not been definitely determined.

Robert Marcus, formerly with the American Bureau of Engineering and later with the Willard Storage Battery Co., has been put in charge of the battery service station equipment department of the H. B. Shontz Co., which has just been appointed Metropolitan distributors of all Ambu products, manufactured by the American Bureau of Engineering.

The Frederickson Axle Co., Benton Harbor, Mich., has purchased the Cutler warehouse here, where it will locate its plant, employing 40 to 50 men.

The Gier Pressed Steel Co., Lansing, Mich., is increasing its night force and will boost night production. Day production was up to capacity several months ago.

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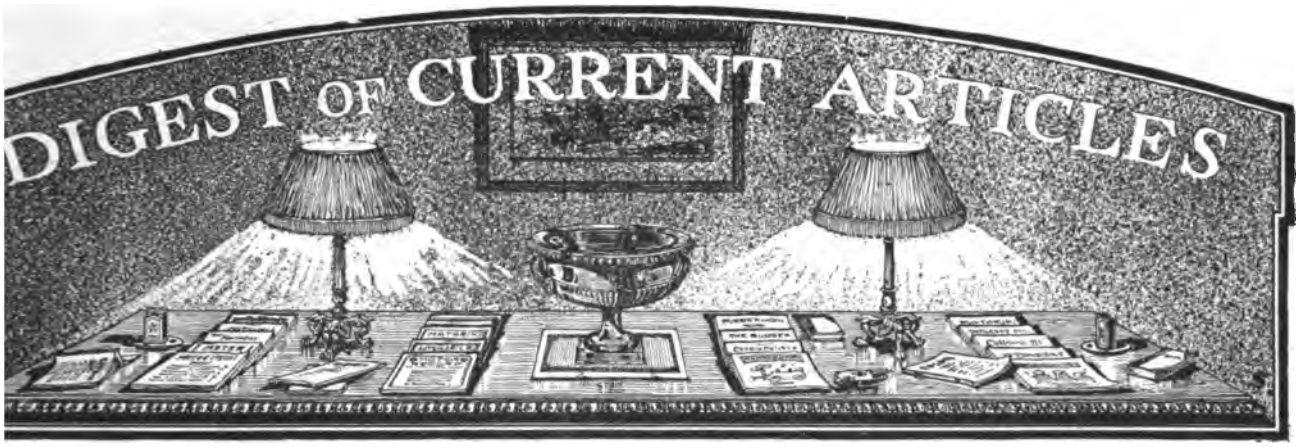


HE creation of a bureau of farm machinery as one of the divisions of the Department of Agricul- is understood to be under consideration by De- nent officials. It is likely within a very short that the Department will be reorganized again, so eak, on a peace basis, at which time the office of 1 Equipment Control will cease to exist.

) more appropriate time could be found for the nization of such a bureau within the Department. war has brought the Department into closer rela- with the industry than ever before existed, to the al advantage of each. There was a time not long when there was little contact between this Depart- and the great industry which vitally concerns one engaged in agriculture. At present, aside the office of Farm Equipment Control, purely a body, farm machinery is but a minor division of Bureau of Farm Management.

rtainly farm machinery is of as much concern to farmer as the Bureau of Animal Husbandry, Bu- of Plant Industry and numerous other recognized r divisions of the Department. This can be said out disparaging the work of these other important aus in the least.—*Chilton Tractor Journal.*

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WAITING for something to happen" is not one of the axioms of the motor industry. In no departments of big business is there such cour- and optimism. The determination to push ahead r than to await a clearer outlook is characteristic ne automobile builders. They have always been strial pace-makers, stouthearted men of vision, pos- d of courage and fervent in their faith in the e of their industry.

ore and more is the conviction spreading that not nonths to come are we to witness any substantial ring of commodity and wage prices, and that to sit by, with folded hands, is but to paralyze and stifle stry. In times like the present, when there is such ad center between hope and fear, it requires only a bold declaration to break the deadlock and re- gize the flagging spirits of our business leaders.— *on News Bureau.*

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OBABILITIES that races of 1920 will be largely limited to cars of little more than half the dis- ment of those at present will be greeted with much action by the industry as a whole and by motor lealers in particular. Most care now on the mar- ave a displacement considerably less than the 300- n. limit of present-day races. The 3-liter cars, 1 it may be assumed may make up the greater rtion of next season's new speed developments, are in size not far from many of the vehicles on the open market which dealers are handling. There should be more talking points for dealers as a result of small-car races.

Considerations of economy in the first cost and operating expenses make quite advisable a higher development of the cars of smaller displacement. Carl Fisher, who is credited with sponsering the 3-liter size for next year may, of course, not be wholly unaffected in his decision by the fact that such a limit for Indianapolis next year would bring a larger entry from Europe by adding the new cars being built for the French Grand Prix. But the effect on American car development certainly will be good, because the 300-in. cars have had their innings for several years and racers of that size can be relegated to their stables along with the old 500-in. and 600-in. racers of the past.—*Motor Age.*

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DON'T be disappointed if things don't always come out right. Life can't all be made up of comedies.

There's just one reason why a rat terrier catches rats better than other dogs. He keeps after the rats!

The salesman who keeps working doesn't worry. His competitor does that.

Keeping on your job doesn't mean "sitting" on it.—*Russell.*

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MORE than fifty per cent of a service station's complaints on repair work can be eliminated if cars are delivered in a clean and orderly condition. A customer secures his first impression of a repair job by the external appearance of his car. This is a fact which all service managers should take into account. While a job may be perfect mechanically, if the car is dirty and the controls are covered with oil, it leaves the customer in a disgusted frame of mind and the good work of the repairshop is lost.

A car clean-up man on the service floor is a good investment. Let him clean up every car. Wipe off the cushions, controls, fenders, etc., in fact, give the car a good going over, so that it will have a presentable appearance. If you haven't a porter, try one and see how much smoother your service station will run. Some shops even go as far as washing every car before it is delivered to the customer and throw the expense involved into the service overhead.

Nearly every owner likes to boast about his car. It is a trait of human nature. Good, clean repair jobs promote satisfaction among a concern's clientele. It is one of the simplest methods of increasing the scope of a service business. Make more owners boasters.—*Motor Age.*

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# Your Name Plus Ours

THE Bethlehem Dealer is backed by a name that means Dependable Delivery to thousands of Bethlehem owners. Bethlehem Motor Trucks have established new Motor Truck Standards in every industry.

Your name plus ours may mean the start of another profitable, thriving, ever increasing Bethlehem Business. Is your territory open? Write for the Bethlehem Dealer Plan.

| 1½ ton chassis | 2½ ton chassis | 3½ ton chassis |
|---|---|---|
| $1965 | $2365 | $3465 |

*F. O. B. Allentown, Pa.*

The Motor Truck bought to-day without Electric Starting and Lighting will be out of date to-morrow

BETHLEHEM
Internal Gear Drive
MOTOR TRUCKS
Dependable Delivery
BETHLEHEM MOTORS CORP'N. ALLENTOWN, PA.

The Motor Truck bought to-day without Electric Starting and Lighting will be out of date to-morrow


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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: Front No. of Spokes | Wheels: Rear No. of Spokes | Wheels: Front Width of Spokes | Wheels: Rear Width of Spokes | Wheels: Front Size of Flange | Wheels: Rear Size of Flange | Wheels: Front Hub Bore | Wheels: Rear Hub Bore | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | Cylinder Cast and Valve Location | Width of Flywheel Rim | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Make | Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brockway ..... S | 2,000 | 2,000 | 140 | pr-s | s | 30x3½ | 30x5 | 14 | 14 | 1½ | 2½ | ... | ... | ... | ... | Sheldon | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-F | Dyneto | 200.00 | ... | Scheb | 1¼ | s | d-d | sel | u-m | 3 | 7.80-1 | worm |
| Brockway ..... K-3 | 4,000 | 2,250 | 148 | pr-s | s | 32x4 | 36x7 | 14 | 14 | 1½ | 2½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | none | Scheb | 1½ | s | d-d | sel | u-m | 4 | 8.66-1 | worm |
| Brockway ..... R | 7,000 | 3,750 | 164 | pr-s | s | 36x6 | 38x10 | 14 | 14 | 2 | 3 | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x6 | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | Cont | Scheb | 1½ | s | d-d | sel | u-m | 4 | 10.33-1 | worm |
| Brockway ..... T | 10,000 | 4,350 | 174 | pr-s | s | 36x6 | 38x10 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x6 | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | none | Zenith | 1½ | s | d-d | sel | u-m | 4 | 11.66-1 | worm |
| Buffalo ..... O-3 | 4,000 | 2,350 | 144 | pr-s | s | 32x4½ | 36x5½ | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | own | f-f | Buda | 4 | 3¾x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | Wauk | Zenith | 1½ | s | d-d | sel | u-m | 4 | 8.80-1 | int-g |
| Buffalo ..... D-3 | 7,000 | 3,600 | 175 | pr-s | s | 36x5 | 38x10 | 14 | 14 | 2½ | 3 | ... | ... | ... | ... | Sheldon | s-f | Wauk | 4 | 4½x6½ | L-H | 1¼ | P | t | K. W. | Wil. Batt | stock | Wauk | Zenith | 1½ | s | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Champion ..... | 1,000 | 1,725 | 106 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | own | s-f | Cont | 4 | 3½x4½ | L-H | 1¼ | P | t | Dixie | Bosch S-F | stock | own | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Chase ..... A | 2,000 | 2,725 | 133 | pr-s | s | 32x3½ | 36x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | f-f | Wauk | 4 | 3¾x5 | L-H | 1¼ | P | t | Bosch S-F | Wil. Batt | stock | Mon | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Chase ..... C | 3,000 | 2,975 | 160½ | pr-s | s | 36x3½ | 36x5½ | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | f-f | Buda | 4 | 4x5 | L-H | 1¼ | P | t | Bosch S-F | Wil. Batt | stock | Mon | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Chase ..... B | 4,000 | 3,475 | 160 | pr-s | s | 36x4 | 36x4 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | f-f | Buda | 4 | 4¼x5½ | L-H | 1¼ | P | t | Bosch S-F | Wil. Batt | stock | Mon | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Chase ..... X | 6,000 | 3,800 | 175 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | f-f | Buda | 4 | 4¼x5½ | L-H | 1¼ | P | t | Bosch S-F | Wil. Batt | stock | Mon | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Chase ..... O | 7,000 | 3,800 | 175 | pr-s | s | 36x5 | 36x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | f-f | Buda | 4 | 4¼x6 | L-H | 1¼ | P | t | Bosch S-F | Wil. Batt | stock | Mon. | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Chevrolet ..... | 2,000 | 1,325 | 125 | pr-s | p & s | 32x4 | 32x4 | 12 | 12 | 2 | 2½ | 7¼ | ... | ... | ... | own | s-f | own | 4 | 3½x5½ | L-H | 1¼ | P | cell | Remy | Auto | ... | ... | Zenith | 1½ | s | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Clydesdale ..... | 3,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clydesdale ..... 55 | 4,000 | | 163 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x5½ | L-H | 1¼ | P | tube | Bosch D | ... | ... | own | Zenith | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Clydesdale ..... 90 | 7,000 | | 180 | pr-s | s | 36x5 | 40x8d | 14 | 14 | 2½ | 3½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x5½ | L-H | 1¼ | P | tube | Bosch D | ... | ... | own | Zenith | 1½ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Clydesdale ..... 190B | 10,000 | | 176 | pr-s | s | 36x5 | 40x8d | 14 | 16 | 3 | 4 | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x6 | L-H | 1¼ | P | tube | Bosch D | ... | ... | Cont | Zenith | 1½ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Collier ..... M-15 | 1,500 | 1,085 | 118 | pr-s | p | 32x4 | 32x4½ | ... | ... | ... | ... | ... | ... | ... | ... | Salsbury | s-f-i | Lycm | 4 | 3½x5 | L-H | 1¼ | P | cell | Conn S-H | Autolite | stock | none | Zenith | ¾ | s | d-p | sel | u-m | 3 | 6.00-1 | b |
| Collier ..... 16 | 2,500 | 1,375 | 128 | pr-s | p | 34x4 | 34x4½ | ... | ... | ... | ... | ... | ... | ... | ... | Salsbury | s-f-i | Lycm | 4 | 3½x5 | L-H | 1¼ | P | cell | Conn S-H | Autolite | stock | none | Zenith | 1 | s | d-p | sel | u-m | 3 | 6.00-1 | b |
| Collier ..... 17 | | 1,485 | 133 | pr-s | p&s | 34x4 | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | Ross | f-f | Cont | 4 | 3½x5 | L-H | 1¼ | P | t-s-i | Conn S-H | Auto | ... | none | Zeni | 1 | s | d-d | sel | u-m | 3 | 6.00-1 | worm |
| Collier ..... 18 | | 1,800 | 144 | pr-s | p | 34x4 | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | Ross | f-f | Lycm | 4 | 3½x5 | L-H | 1¼ | P | tube | Eisem | ... | ... | Pierce | Zeni | 1 | s | d-d | sel | u-m | 3 | 6.00-1 | worm |
| Columbia ..... F | 2,000 | 1,750 | 126 | o-s | s | 36x4 | 36x6 | ... | ... | ... | ... | ... | ... | ... | ... | Russel | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | tube | Dixie | ... | ... | Pierce | Zeni | 1 | s | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Columbia ..... E | 4,000 | 2,350 | 144 | o-s | s | 36x4 | 36x6 | ... | ... | ... | ... | ... | ... | ... | ... | Russel | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | cell | Dyneto | ... | ... | Shak | Zeni | 1¼ | s | e | d-d | sel | u-m | 3 | 8.75-1 | int-g |
| Comet ..... E | 2,000 | 1,750 | 126 | pr-s | pds | 34x4 | 34x4 | 12 | 14 | 1½ | 2½ | ... | ... | 4 | 5 | Standard | s-f | Lycm | 4 | 3¾x5 | L-H | 1¼ | P | cell | Eisem | ... | ... | Carter | Zenith | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | int-g |
| Commerce ..... KP | 4,000 | 1,900 | 134 | pr-s | pds | 34x4 | 36x6 | 12 | 14 | 1¾ | 2½ | 9¼ | 9¼ | 4 | 5 | Torb | f-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t-s-i | Eisem | ... | ... | Zenith | Zeni | 1 | s | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Commerce ..... A | 3,000 | 2,550 | 140 | pr-s | p | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Timken | f-f | Buda | 4 | 4½x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | Mon | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Concord ..... B | 5,000 | 3,000 | 150 | o-s | s | 36x4 | 36x5 | 12 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Timken | f-f | Buda | 4 | 4½x6 | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | Mon | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Columbia ..... | 2,000 | 1,850 | 128 | pr-s | s | 34x4 | 36x5 | 12 | 14 | 1½ | 2½ | 8 | 8¾ | 4 | 5 | Wisc | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| †Conestoga ..... | 4,000 | 2,650 | 138 | pr-s | s | 36x4 | 36x6d | 14 | 14 | 1¾ | 2½ | 9 | 9 | 4 | 4 | Wisc | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 9.66-1 | worm |
| †Conestoga ..... FL | 2,000 | 1,750 | 144 | pr-s | s | 34x4 | 36x5 | 14 | 14 | 1¾ | 2½ | 8¾ | 8¾ | 4 | 4 | Wisc | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Continental (G) ..... HL | 3,000 | 2,100 | 144 | pr-s | s | 34x3½ | 36x5 | 14 | 14 | 2 | 2½ | 8 | 8 | 4½ | 4½ | Sheldon | f-f | Buda | 4 | 4½x5½ | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Continental (G) ..... J | 4,000 | 2,300 | 145 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Sheldon | f-f | Buda | 4 | 4½x6 | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 4 | 10.00-1 | worm |
| Continental (G) ..... M | 7,000 | 2,300 | 168 | pr-s | s | 36x5 | 36x6d | 14 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Sheldon | f-f | Buda | 4 | 4½x6 | L-H | 1¼ | P | t | Bosch S-F | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Continental ..... | 10,000 | 4,400 | 168 | pr-s | s | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Corbitt ..... E | 2,000 | 2,150 | 130 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 1¾ | 2 | 8¾ | 8¾ | 4½ | 5 | Sheldon | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Eisem | ... | ... | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Corbitt ..... D | 2,000 | 2,400 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2½ | 10 | 10¾ | 5 | 6 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt ..... C | 3,000 | 2,800 | 148 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | 10 | 10¾ | 5 | 6 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt ..... B | 4,000 | 3,200 | 148 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | 10 | 10¾ | 5 | 6 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt ..... A | 5,000 | 3,600 | 148 | pr-s | s | 36x4 | 36x5d | 14 | 14 | 2 | 2½ | 10 | 10¾ | 5 | 6 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Dyneto | 200.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt ..... AA | 10,000 | 4,000 | 168 | pr-s | s | 36x5 | 36x6d | 14 | 14 | 2 | 3 | 11¼ | 11¾ | 5½ | 6 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem H | Dixie | 125.00 | Pierce | Zenith | 1¼ | s | d-d | ind-c | sel | 3 | 11.66-1 | worm |
| Corbitt ..... A | 1,000 | 800 | 108 | pr-s | s | 30x3½ | 31x4 | 12 | 14 | 2 | 2½ | 8 | 8 | 4 | 4 | Timken | f-f | Cont | 4 | 3½x5 | L-H | 1¼ | P | t | Dixie | Bosch S-H | 75.00 | Pierce | Scheb | 1¼ | s | d-d | sel | u-m | 3 | 13.5-1 | worm |
| Corbitt ..... HC | 7,000 | 6,100 | 144 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | 11¼ | 11¾ | 5½ | 6 | Wheels | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem | Bosch S-F | 150.00 | ... | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 4.50-1 | b-4 |
| Couple Gear ..... AC | 10,000 | 6,700 | 144 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | 11¼ | 11¾ | 5½ | 6 | Disc | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem D | Bosch S-F | 150.00 | none | Zenith | 1¼ | s | d-d | elec | amid | 1 | 25.00-1 | b-4 |
| Couple Gear ..... L-D | 14,000 | 7,450 | 144 | pr-s | s | 36x5 | 40x5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem D | Bosch S-F | 150.00 | ... | Zenith | 1¼ | s | d-d | elec | amid | 1 | 25.00-1 | b-4 |
| Cross ..... 17 | 1,000 | 825 | 108 | pr-s | p & s | 32x4 | 32x4 | 12 | 14 | 2 | 2½ | 8 | 8 | 4 | 4 | Timken | f-f | Buda | 4 | 3¾x5 | L-H | 1¼ | P | t | Kauf D | Bosch S-F | ... | none | Zenith | 2 | s | d-d | sel | u-m | 3 | 5.00-1 | b |
| Dart ..... E | 2,000 | 2,100 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1½ | 2 | ... | ... | ... | ... | Timken | s-f | Buda | 4 | 3¾x5½ | L-H | 1¼ | P | t | Eisem S-H | Bijur | 200.00 | none | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Dart ..... CC-4 | 4,000 | 2,850 | 160 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | ... | ... | ... | ... | Timken | f-f | Buda | 4 | 4½x5½ | L-H | 1¼ | P | cell | Eisem S-H | Bijur | 200.00 | Simplex | Zenith | 1¼ | s | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Dart ..... J | 7,000 | 4,000 | 160 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 2 | 3 | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x6 | L-H | 1¼ | P | cell | Eisem D-H | Bijur | 200.00 | Simplex | Zenith | 1½ | s | d-d | sel | u-m | 4 | 10.70-1 | worm |
| †Day-Elder ..... J | 1,500 | 1,045 | 108 | pr-s | s | 33x4 | 34x5 | 14 | 14 | 1¾ | 2 | 8¾ | 9 | 4 | 4 | Sheldon | s-f | Cont | 4 | 3¾x5½ | L-H | 1¼ | P | t | Bering S-H | Lard | 125.00 | none | Scheb | 1 | s | d-d | sel | u-m | 3 | 7.00-1 | worm |
| †Day-Elder ..... A | 2,000 | 1,775 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | 8¾ | 9 | 4 | 4 | Wisc | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Bering S-F | Dyneto | 200.00 | none | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| †Day-Elder ..... B | 3,000 | 2,075 | 144 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | 8¾ | 9 | 4 | 4 | Wisc | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Bering S-F | Dyneto | 200.00 | none | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.33-1 | worm |
| †Day-Elder ..... C | 4,000 | 2,450 | 144 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 1¾ | 2 | 8¾ | 10 | 4½ | 5 | Wisc | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Bering S-F | Dyneto | 200.00 | none | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 9.66-1 | worm |
| †Day-Elder ..... I | 5,000 | 2,750 | 150 | pr-s | s | 36x5 | 36x6 | 14 | 14 | 2 | 2½ | 10 | 12 | 4½ | 5½ | Wisc | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Bering S-F | Dyneto | 200.00 | Mon | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 9.25-1 | worm |
| †Day-Elder ..... E | 7,000 | 3,350 | 165 | pr-s | s | 36x5 | 40x8d | 14 | 14 | 2 | 3 | 11¼ | 14 | 5½ | 7 | Sheldon | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Bering S-F | Dyneto | 200.00 | Mon | Zenith | 1¼ | s | d-d | sel | u-m | 4 | 10.00-1 | worm |
| †Dearborn ..... A | 2,000 | 1,175 | 125 | o-s | pds | 30x3½ | 32x4 | 12 | 12 | 2 | 2½ | 8 | 8 | 4 | 4 | Standard | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Dixie | Bosch S-F | 150.00 | Mon | Zenith | 1¼ | s | d-d | sel | u-m | 4 | 8.75-1 | worm |
| †Dearborn ..... | 3,000 | 1,980 | 126 | pr-s | s | 32x4 | 34x5 | 12 | 12 | 2 | 2½ | 8 | 8 | 4 | 4 | Torb | d | Stmby | 1 | 3¾x5 | L-H | 1¼ | P | t | Bosch | ... | ... | Mon | Stmby | 1 | s | d-p | sel | u-m | 3 | ... | chn |
| †Dearborn ..... B | 4,000 | 1,750 | 133 | pr-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2½ | 8 | 8 | 4 | 4 | Torb | d | Stmbg | 1 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-H | Vesta | 150.00 | Mon | Stmbg | 1 | s | d-p | sel | u-m | 3 | 8.00-1 | int-g |
| Dedaco ..... B | 3,000 | 1,795 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2½ | 8 | 8 | 4 | 4 | Torb | s-f | Stmbg | 1 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-H | Vesta | 150.00 | Mon | Stmbg | 1 | s | d-p | sel | u-m | 3 | 10.00-1 | int-g |
| Dedaco ..... C | 4,000 | 1,995 | 134 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 1¾ | 2½ | 8 | 10¾ | 4½ | 5½ | Torb | s-f | Stmbg | 1 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Vesta | 150.00 | Mon | Stmbg | 1 | s | d-p | sel | u-m | 3 | 7.75-1 | worm |
| DeKalb ..... E2 | 4,000 | 2,100 | 124 | pr-s | s | 34x4 | 36x5 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Pierce | 125.00 | Pierce | Master | 1¼ | s | e | d-d | sel | u-m | 3 | 8.25-1 | worm |
| DeKalb ..... K3½ | 5,000 | 2,600 | 136 | pr-s | s | 36x5 | 36x6 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Pierce | 125.00 | Pierce | Master | 1¼ | s | e | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini ..... 1 | 2,000 | 2,250 | 131 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-H | ... | ... | ... | Stmbg | ... | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini ..... 2 | 3,000 | 2,750 | 148 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-H | ... | ... | ... | Stmbg | ... | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini ..... 3 | 4,000 | 3,650 | 160 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | ... | ... | ... | Stmbg | ... | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini ..... 4 | 5,000 | 4,250 | 172 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | ... | ... | ... | Stmbg | ... | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Denby ..... 112 | 2,000 | 1,650 | 124 | pr-s | s | 34x4 | 34x5 | 12 | 12 | 1½ | 2½ | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 3¾x5 | L-H | 1¼ | P | t | Eisem S-F | Bijur | 150.00 | ... | Stmbg | 1 | s | d-d | sel | u-m | 3 | 8.20-1 | int-g |
| Denby ..... 154 | 4,000 | 2,350 | 144 | pr-s | s | 36x4½ | 36x6 | 12 | 12 | 2 | 3 | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-F | Bijur | 150.00 | Mon | Stmbg | 1 | s | d-d | sel | u-m | 4 | 9.80-1 | int-g |
| †Denby ..... 33 | 5,000 | 3,000 | 160 | pr-s | s | 36x5 | 36x6 | 14 | 14 | 2 | 3 | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4¼x5½ | L-H | 1¼ | P | t | Eisem S-H | Bijur | 150.00 | Mon | Stmbg | 1¼ | s | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Denby ..... 277 | 7,000 | 4,150 | 170 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 2 | 3 | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4½x5½ | L-H | 1¼ | P | t | Eisem S-A | Bijur | ... | Simplex | Stmbg | 1¼ | s | d-d | sel | amid | 4 | 10.00-1 | int-g |
| Denby ..... 310 | 10,000 | 4,900 | 170 | pr-s | s | 36x6 | 36x12 | 14 | 14 | 2 | 3 | ... | ... | ... | ... | Timken | s-f | Cont | 4 | 4½x5½ | L-H | 1¼ | P | t | Eisem S-A | Bijur | ... | Simplex | Stmbg | 1¼ | s | d-d | sel | amid | 4 | 12.55-1 | int-g |

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G. M. C. 31 | 3,000 | 2,395 | 130 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | 10 | | 5½ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| G. M. C. 41 | 4,000 | 2,725 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2¼ | 2½ | | 10 | | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| G. M. C. 71 | 7,000 | 3,800 | 163 | r-c | s | 36x5 | 40x5d | 8 | 10 | 3 | 3½ | | 13 | | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| G. M. C. 101 | 10,000 | 4,400 | 163 | r-c | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | | 14¼ | | 7⅝ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 13.67-1 | worm |
| Gramm-Bernstein | 3,000 | 1,895 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | | | | | Clark | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | fin | N. E. | | opt | none | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Gramm-Bernstein | 4,000 | 2,700 | 144 | pr-s | s | 36x3½ | 36x7 | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | | P | tube | N-E | | | Pierce | Stmbg | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | 5,000 | 3,350 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Wauk | 4 | 4½x5¼ | 29.00 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | 7,000 | 4,000 | 158 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 4 | 8.75-1 | worm |
| Gramm-Bernstein | 10,000 | 5,000 | 168 | pr-s | s | 36x6 | 40x6d | | Smith Steels Wheels | | | | | | | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.20 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| Grant 12 | 1,800 | 1,125 | 115 | pr-s | p | 32x4 | 32x4 | 12 | 12 | | | 6⅞ | 9 | 4 | 4⅞ | Torb | f-f | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅝ | T | cell | Split | Bijur | none | none | Cart | 1 | v | d-p | sel | u-m | 3 | 5.33-1 | int-g |
| Grant 10&11 | 3,000 | 1,885 | 124-140 | pr-s | p&s | 34x4½ | 34x5 | 14 | 14 | | | 8 | 9⅝ | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Grant 15&16 | 4,000 | 2,150 | 124-140 | pr-s | s | 34x4 | 34x6 | 14 | 14 | | | 8 | 10¼ | 4 | 5¼ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 9.00-1 | int-g |
| Hahn C | 2,000 | 1,950 | 136 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Timken | | | 4 | 4½x5¼ | | b-l | ⅝ | P | sq-t | Bosch D-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn E | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Timken | | | 4 | 4½x5½ | 32.40 | 2- | ⅝ | P | sq-t | Bosch D-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn | 7,000 | 3,400 | | | | | | | | | | | | | | Timken | | | | | | | | | | | | | | | | | | | | | | |
| Hahn | 10,000 | 4,200 | | | | | | | | | | | | | | Timken | | | | | | | | | | | | | | | | | | | | | | |
| Hall | 4,000 | 2,675 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 9.25-1 | worm |
| Hall | 7,000 | 3,500 | 144 | r-c | s | 36x5 | 36x5d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 10.51-1 | worm |
| Hall | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1½ | g | d-d | sel | u-m | | 16.00-1 | chn |
| Hall | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ⅝ | P | fin | | | | | Zenith | | g | d-d | sel | u-j | 3 | 15.00-1 | worm |
| ¶Harvey WEA | 3,000 | 2,350 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | | | | | Sheldon | | Buda | 4 | 4⅛x5½ | 27.20 | b-l | ¼ | P | tube | Bosch S-F | | | Mon | Zenith | 1¼ | g | d-h | sel | u-m | 3 | 7.75-1 | worm |
| Harvey WFA | 5,000 | 3,050 | 150 | r-c | s | 36x4 | 36x7 | 14 | 14 | 1¾ | 2¼ | | 10½ | | 4 | Sheldon | s-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Harvey WHA | 7,000 | 3,950 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2 | 2½ | | 12 | | 4½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey WKA | 10,000 | 5,050 | 160 | r-c | s | 36x6 | 40x6d | 8 | 10 | 2½ | 2¾ | | 14½ | | 5½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey H-T | 20,000 | 5,000 | 125 | r-c | s | 36x5 | 36x5d | | | | | | | | | Sheldon | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ⅝ | P | sq-t | Eism S-A | West | 150.00 | Duplex | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Hawkeye K | 3,000 | 1,995 | 148½ | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | | | | | Clark | | Buda | 4 | 3¾x5¼ | 22.50 | b-h | ⅝ | P | cell | Eism S-H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Hawkeye M | 4,000 | 2,650 | 148½ | r-c | | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | | | | | Clark | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | cell | Eism H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Hendrickson I | 4,000 | 3,000 | | r-c | s | 36x4 | 36x4d | | | | | | | | | Timken | | Buda | 4 | 4½x5¾ | 22.50 | | ¼ | P | fin | Dixie S-H | | | Pierce | Stmbg | | g | d-d | | u-m | 4 | 7.75-1 | worm |
| Hendrickson J | 7,000 | 8,000 | | r-c | s | 36x5 | 36x5d | | | | | | | | | Timken | | Buda | 4 | 4¼x5¾ | 22.50 | | ¼ | P | fin | Dixie S-H | | | Pierce | Stmbg | | g | d-d | | u-m | 4 | 10.30-1 | worm |
| Higrade A18 | 2,000 | 2,100 | 115 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1¾ | 1¾ | 7 | 8 | 4 | 4 | Sheldon | s-f | Cont | 4 | 3½x5 | | b | ⅝ | P | b-t | Simms | Lee-Nev | | Simplex | Zenith | | | d-d | sel | | 3 | 4.50-1 | worm |
| Hoover 15B | 1,500 | 1,600 | 120 | pr-s | p | 32x4 | 33x4½ | 14 | 14 | 1½ | 1½ | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 22.50 | b | ⅝ | T | cell | Dixie | None | | none | Scheb | 1 | v | d-d | sel | u-m | 3 | 6.20-1 | worm |
| ¶Huffman | 3,000 | 1,495 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Torb | | Cont | 4 | 3¼x5 | 22.50 | b | | T | cell | Dixie | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Huffman | 3,000 | 1,695 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Standard | | Cont | 4 | 3¾x5 | 22.50 | b | | T | | Dixie | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Hurlburt | 3,000 | 2,600 | 136 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2 | | | | | own | f-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | P | cell | Eism D-H | | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Hurlburt | 4,000 | 3,500 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2¼ | 3 | 10¼ | 14¼ | 5 | 7¼ | own | f-f | Buda | 4 | 4¼x5½ | 27.20 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 7,000 | 4,250 | 146 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 12½ | 14¼ | 5⅞ | 7¼ | own | f-f | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 10,000 | 5,250 | 156 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3 | 14½ | 15¼ | 7¼ | 7¼ | own | f-f | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 4 | 12.33-1 | worm |
| Hurlburt | 14,000 | 6,500 | 156 | pr-s | s | 36x6 | 40x7d | 14 | 14 | 3 | 4 | | | | | own | f-f | Buda | 6 | 3¾x5½ | 33.75 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1½ | g | d-d | sel | amid | 4 | 13.00-1 | worm |
| ¶Independent I | 2,000 | 1,685 | 128 | | s | 34x3 | 34x4 | 12 | 14 | 1¾ | 2 | | | | | Buffalo | | Cont | 4 | 3⅛x5 | 19.61 | b-l | ⅝ | T | fin | Eism F | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | | worm |
| ¶Independent G | 4,000 | 2,300 | 144 | | s | 34x4 | 36x4 | | | 1¾ | 2 | | | | | Wisc | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism F | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | | worm |
| Indiana T | 2,000 | 2,150 | 135 | r-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | | | | | own | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | fin | Eism S-H | West | 175.00 | Wauk | Stmbg | 1 | g | d-d | sel | amid | 3 | 6.50-1 | worm |
| Indiana Q | 3,000 | 2,600 | 144 | r-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | | | | | Shelden | s-f | Ruter | 4 | 4⅛x5½ | 27.20 | r | ¼ | P | fin | Eism S-H | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 6.50-1 | worm |
| Indiana D | 4,000 | 2,800 | 150 | r-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Rutenber | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | | d-d | sel | amid | 4 | 7.75-1 | worm |
| Indiana R | 7,000 | 3,450 | 156 | r-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Rotenber | 4 | 4⅜x5½ | 30.60 | 2 | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | | d-d | sel | amid | 4 | 10.25-1 | worm |
| ¶Indiana L | 10,000 | 4,600 | 167 | r-s | s | 36x5 | 40x6d | 8 | 10 | 3 | 3½ | | | | | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2 | ¼ | P | fin | Eism DH | West | 175.00 | Wauk | Stmbg | 1¼ | | d-d | sel | amid | 4 | 8.75-1 | worm |
| International H | 1,500 | 1,550 | 115 | pr-s | s | 36x3 | 36x3½ | 14 | 14 | 1½ | 1½ | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | 31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 7.00-1 | int-g |
| ¶International F | 2,000 | 1,850 | 128* | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1½ | 2 | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | 31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 8.00-1 | int-g |
| ¶International K | 3,000 | 2,200 | 128* | pr-s | s | 36x3½ | 36x5 | | | | | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | | | cell | Bosch | N-East | 125.00 | own | Holley | 1¼ | g | d-p | sel | amid | 3 | 9.00-1 | int-g |
| ¶International G | 4,000 | 2,600 | 138* | pr-s | s | 36x4 | 36x6 | | | | | | | | | own | d | own | 4 | 4x5 | 25.60 | b-n | | | fin | Split-Dix | N-East | 125.00 | own | Ensign | 1¼ | v | d-p | sel | amid | 3 | 9.00-1 | int-g |
| ¶Jackson4 Wh'l Dr've | 7,000 | 4,250 | 130-150 | pr-s | s | 36x7 | 36-7 | 14 | 14 | 3 | 3 | 12½ | 12½ | 6¾ | 6¾ | Own | f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅛ | P | fin | Eism H | Dyneto | None | Pierce | Stumby | 1¼ | v | d-d | sel | a mid | 4 | 9.20- | 14 |
| Jones 31A | 2,000 | 1,395 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Russel | | Cont | 4 | 3½x5 | 19.60 | b-r | | T | cell | Mag F | | | Pierce | Stmbg | 1 | g | d-p | sel | u-m | 3 | 7.70-1 | int-g |
| Jumbo | 4,000 | 2,500 | 144-168 | pr-s | s | 36x5 | 36x7 | | | | | 9 | 9½ | 4½ | 5⅝ | Celfer | f | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | s-s-t | Mag F | | | Duplex | Zenith | 1¼ | g | d | se | o-m | 3 | 8.00-1 | int-g |
| Kalamazoo G | 3,000 | 2,350 | 144 | ch-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4 | 3½ | Wisc | s-f | Cont | 4 | 3¾x5 | 22.50 | l | ⅝ | T | cell | Conn | Dyneto | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Kalamazoo H | 5,000 | 3,050 | 160 | | s | 34x4 | 36x7 | 12 | 12 | 2 | 2½ | 9 | 10 | 4 | 5½ | Wisc | f-f | Cont | 6 | 3½x5¼ | 29.40 | l | ⅝ | P | cell | Conn | Dyneto | | Pierce | Stmbg | | | d-d | sel | amid | 3 | 8.75-1 | worm |
| Kalamazoo K | 7,000 | 3,900 | 160 | | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 12 | 5½ | 4½ | Sheldon | s-f | Cont | 6 | 3¾x5¼ | 33.70 | l | ⅝ | P | cell | Conn | Dyneto | | Pierce | Stmbg | | | d-d | sel | amid | 3 | 8-70.1 | worm |
| Kearns | 3,000 | 1,800 | 136 | | | 34x3½ | 34x5 | | | | | | | | | | | Her-Spill | 4 | 3¼x5 | 16.90 | | | | | Berling | | | | | | | d-p | | | | | |
| Kearns | 1,000 | 850 | 107 | pr-s | p | 30x3½ | 30x3½ | | | | | | | | | Peru | f | Lycm | 4 | 3⅛x5 | 16.92 | b-r | ⅝ | T | | Conn H | Dyneto | | | Cart | 1¼ | g | d | sel | m | 3 | | b |
| Kelly-Springf'd. K-31 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 10 | 4⅝ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | R & M | 250.00 | own | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | chn |
| Kelly-Springf'd. K-32 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 12⅜ | 4⅝ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | R & M | 250.00 | own | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | worm |
| Kelly-Springf'd. K-38 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 10 | 12½ | 4⅞ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | R & M | 250.00 | own | Zenith | 1 | g | c | sel | amid | 3 | 10.64-1 | worm |
| Kelly-Springf'd. K-35 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 10 | 12 | 4⅞ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | R & M | 250.00 | own | Zenith | 1 | g | c | sel | amid | 3 | 10.33-1 | chn |
| Kelly-Springf'd. K-40 | 7,000 | 4,250 | 150 | pr-s | s | 36x5s | 40x5d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | R & M | 300.00 | own | Ray | 1½ | g | c | sel | amid | 3 | 10.48-1 | chn |
| Kelly-Springf'd. K-45 | 8,000 | 4,400 | 150 | pr-s | s | 36x5s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | R & M | 300.00 | own | Ray | 1½ | g | c | sel | amid | 3 | 10.71-1 | chn |
| Kelly-Springf'd. K-50 | 10,000 | 4,900 | 150 | pr-s | s | 36x6s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | R & M | 300.00 | own | Ray | 1½ | g | c | sel | amid | 3 | 12.24-1 | chn |
| Kelly-Springf'd. K-60 | 12,000 | 5,200 | 150 | pr-s | s | 36x6s | 40x7d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | R & M | 300.00 | own | Ray | 1½ | g | c | sel | amid | 3 | 12.39-1 | chn |
| Kimball A | 3,000 | | Opt | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | ¼ | P | cell | Bosch S-H | | | Duplex | Master | 1¼ | v | d-p | sel | amid | 4 | 6.50-1 | worm |
| Kimball B&BL | 4,000 | | Opt | pr-s | s | 36x4 | 36x7 | | | | | | | | | Shdleon | s-f | Wisc | 4 | 4x6 | 25.60 | b-l | ¼ | P | cell | Eism S-H | | | Duplex | Master | 1½ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| Kimball C&CL | 5,000 | | Opt | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | cell | Eism S-H | | | Duplex | Master | 1½ | v | d-p | sel | amid | 4 | 8.75-1 | worm |
| Kimball E&EL | 8,000 | | Opt | pr-s | s | 36x5 | 40x10 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4¾x5½ | 36.10 | b-o | ¼ | P | cell | Eism S-H | | | Duplex | Master | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| Kimball F&FL | 10,000 | | Opt | pr-s | s | | | | | | | | | | | Sheldon | s-f | Wisc | 4 | 5⅛x6 | 42.03 | 2-o | ¼ | | | Berl S-H | none | | Duplex | Master | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| King | 7,000 | 3,000 | 120 | r-c | s | 36x5 | 36x5d | | | | | | | | | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | s-s-t | Bosch D-D | | | Pierce | Scheb | 1¼ | g | d-d | ind-c | u-j | | 8.67-1 | chn |
| ¶Kissel | 3,000 | 2,275 | 152 | pr-s | s | 36x3½ | 36x5 | | | | | 8½ | 8 | 4¼ | 3½ | Sheldon | s-f | own | 4 | 3⅞x5½ | 24.00 | b-r | ⅝ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | u-m | 3 | 7.80-1 | worm |
| ¶Kissel | 4,000 | 2,975 | 168 | pr-s | s | 36x4 | 36x7 | | | | | 9 | 10 | 4⅜ | 5½ | Timken | f | own | 4 | 4¼x5½ | 29.00 | b-r | ⅝ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 8.50-1 | worm |

* Longer wheelbase offered at extra cost.

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| Name and Model | Pounds Capacity | List Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H. P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Starting & Lighting System: Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Kissel | 7,000 | 3,975 | 168 | pr-s | s | 36x5 | 36x5d | | | | | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4½x5½ | 29.00 | b-r | ⅝ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 11.75-1 | worm |
| Kissel | 10,000 | 4,785 | 180 | pr-s | s | 36x5 | 36x6d | | | | | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4¾x5½ | 29.00 | b-r | ⅝ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 13.00-1 | worm |
| Kleiber AA | 2,000 | 2,400 | 130 | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Timken | | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.75-1 | worm |
| Kleiber A | 3,000 | 2,650 | 140 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2¼ | 2½ | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 6.50-1 | worm |
| Kleiber BB | 4,000 | 2,950 | 145 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 7.75-1 | worm |
| Kleiber B | 5,000 | 3,500 | 150 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.46 | 2-l | ⅝ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 8.75-1 | worm |
| Kleiber C | 7,000 | 4,100 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 10.30-1 | worm |
| Kleiber D | 10,000 | 5,100 | 170 | r-c | s | 36x6 | 40x6d | 14 | 14 | S | teel | W | heel | s | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | 2-o | ¼ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 11.60-1 | worm |
| Knox Tractor 35 | 20,000 | 5,500 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 9.60-1 | chn |
| Knox Tractor 36 | 20,000 | 6,000 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 12.05-1 | chn |
| Koehler K | 2,500 | 1,450 | 129 | r-c | s | 34x3 | 34x4 | 14 | 14 | 1¾ | 2 | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | fin | Eism S-F | | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Koehler M | 5,000 | 2,965 | 162 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2¾ | | | | | Timken | | | 4 | 4x5¾ | 25.60 | | | P | fin | Eism S-F | | | Simp.ex | Zeni | | | d-p | | amid | 4 | 9.00-1 | worm |
| Koehler Tractor KT | 6,000 | 1,750 | 106 | r-c | s | 34x3 | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | fin | Eism S-F | | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Koehler Tractor MT | 10,000 | 2,165 | 106 | r-c | s | 34x4 | 34x6 | 14 | 14 | 2 | 2¼ | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | fin | Eism S-F | | | | Stmbg | 1 | g | d-d | sel | u-m | | 10.00-1 | int-g |
| Landshaft GI | 2,000 | 1,350 | 124 | r-c | | 34x3½ | 36x4 | | | | | | | | | Torb | d | Buda | 4 | 3¾x5¼ | | | ⅝ | T | | | | 75.00 | | | 1 | | p | sel | | | | int-g |
| Landshaft LI | 4,000 | 1,950 | 144 | r-c | s | 34x4 | 36x6 | | | | | | | | | Torb | d | Buda | 4 | 4⅛x5½ | | | | T | | | | 75.00 | | | 1¼ | | d | sel | | | | Int-g |
| Lange C | 3,000 | 1,950 | 130 | r-c | s | 36x3½ | 38x4 | | | | | | | | | | | | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | o-d | ind-c | u-j | | 8.05-1 | chn |
| Lange B | 5,000 | 2,650 | 136 | r-c | s | 36x4 | 38x6 | 14 | 14 | 2 | 2¼ | | 10½ | | 4¾ | | | | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | o-d | ind-c | u-j | | 9.21-1 | chn |
| Lapeer A | 6,000 | 2,000 | 88 | r-c | s | 34x3½ | 34x5 | 12 | 14 | 1½ | 2 | | | | | Torb | b | Wauk | 4 | 3½x5¼ | 19.60 | b-r | ¼ | P | cell | Dixie | none | | Wauk | Stmbg | 1 | | d-d | u-m | u-m | 3 | 10.00-1 | int-g |
| Lapeer Tractor | 10,000 | 2,700 | 88 | r-c | s | 34x3½ | 34x3½d | 14 | 14 | 1¾ | 2½ | | | | | Torb | | Wauk | 4 | 4x5¾ | 25.60 | l | ¼ | P | | Dixie S-F | none | | Wauk | Stmbg | 1 | | d-p | | u-m | 3 | 10.00-1 | int-g |
| Larrabee M | 2,000 | 1,950 | 130 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 1¾ | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Larrabee CD | 5,000 | 3,000 | 154-172 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | P | sq-t | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Larrabee AB | 7,000 | 3,950 | 154-172 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅝ | P | | Bosch S-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Larrabee T | 10,000 | 4,750 | 178 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.25-1 | worm |
| Lenox Amer. Tractor | 8,000 | 4,750 | 192 | | | 60x18 | 60x18 | | | | | | | | | | | | 4 | 5¾x7 | 52.90 | | | P | | Dixie | | | | Carter | | | | sel | | | | 4-w |
| Lenox Amer. Tractor | 3,000 | 2,750 | 144 | | | 48x10 | 48x10 | | | | | | | | | | | | 4 | 4¾x5½ | 36.10 | | | P | | Dixie | | | | Carter | | | | sel | | | | 4-w |
| Lippard-Stewart D | 1,500 | 1,900 | 125 | pr-s | p | 35x4½ | 35x4½ | 12 | 12 | 1⅞ | 1½ | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b- | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | none | Zenith | | g | c | sel | amid | 3 | 6.00-1 | worm |
| Lippard-Stewart H | 2,000 | 2,250 | 145 | pr-s | s | 36x3 | 36x5 | | | | | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 6.75-1 | worm |
| Lippard-Stewart F | 3,000 | 2,750 | 145 | pr-s | s | 36x3½ | 36x3d | 12 | 12 | 2 | 2¼ | | | | | Timken | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 7.75-1 | worm |
| Lippard-Stewart G | 4,000 | 3,050 | 158 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2⅛ | 2¾ | | | | | Timken | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 9.25-1 | worm |
| L. M. C. | 4,000 | 164 | | ch-s | | 36x4 | 36x4d | | | | | | | | | Russell | | Cont | 4 | 4¼x5¼ | 27.20 | | | P | | | | | | Stmbg | | | d-d | | amid | 4 | | int-g |
| Lombard | 10,000 | | | | | | | | | | | | | | | | | | 4 | 5½x6¾ | | 2 | | | | | | | | Scheb | | | | | | 3 | | worm |
| Luverne | 4,000 | 1,800 | 136 | c-r | p & s | 34x4 | 34x5 | | | | | | | | | Torb | f-f | G B S | 4 | 3¾x4½ | 24.00 | b-l | ⅝ | F | cell | Bosch | Dyneto | | | Scheb | 1 | g | d | sel | u-m | 3 | 8.00-1 | int-g |
| Loyal | 1,000 | 835 | 110 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Loyal | 1,500 | 950 | 120 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Maccar L | 3,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x5 | 12 | 14 | 2 | 2¼ | 9½ | 9½ | 4⅝ | 3 11/16 | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maccar H | 5,000 | 3,300 | 162 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2½ | 9½ | 10½ | 4 7/16 | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Maccar M | 7,000 | 4,100 | 174 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3 | 12 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Maccar U | 11,000 | 5,000 | 186 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | 4 | 12 | 15 | 5½ | 7 7/16 | Timken | f-f | Wisc | 4 | 5.10x5½ | 41.60 | 2-l | ¼ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | amid | 4 | 10.25-1 | worm |
| Mack AB | 3,000 | 2,800 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | 12 | 2 | 2½ | | | | | Tinkem | f | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack AB | 4,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | S pit S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack Tractor AB | 10,000 | 3,100 | 120 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | own | d | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.53-1 | chn |
| Mack AC | 7,000 | 4,600 | 156-168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 7.54-1 | chn |
| Mack AC | 11,000 | 5,250 | 156-168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 8.40-1 | chn |
| Mack AC | 15,000 | 5,500 | 156-168 | pr-s | s | 36x7 | 40x7d | 14 | | 143 | 4 | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor AC | 14,000 | 4,600 | 119 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 10.77 | chn |
| Mack Tractor AC | 22,000 | 5,250 | 119 | pr-s | s | 36x6 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor AC | 30,000 | 5,500 | 119 | pr-s | s | 36x7 | 40x7d | | | | | | | | | own | l | own | 4 | 5 x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 14.10-1 | chn |
| Maibohm | 1,000 | 1,290 | 116 | pr-s | p | 32x3½ | 32x3½ | | | | | | | | | | f-f | Falls | 6 | 3⅛x4½ | 23.44 | b | | T | | At-K | Wagner | | | Stmbg | | v | d-d | sel | u-m | 3 | 4.50-1 | b |
| Manly 30 | 3,000 | 2,050 | 156 | pr-s | s | 36x4 | 36x5 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Manly 40 | 4,000 | 2,350 | 156 | pr-s | | 36x4 | 36x6 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Manly 50 | 5,000 | 2,800 | 168 | pr-s | s | 36x4 | 40x7 | | | | | | | | | | s-f | Wauk | 4 | 4 x5¾ | 25.60 | 2-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.50-1 | worm |
| Manly 60 | 6,000 | 3,250 | 168 | pr-s | s | 36x5 | 40x8 | | | | | | | | | own | s-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| Master W | 4,000 | 2,590 | 144 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | | d-d | sel | u-m | 4 | 8.33-1 | worm |
| Master J-I | 3,000 | 1,990 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Master J-W | 3,000 | 2,090 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.33-1 | worm |
| Master M | 4,000 | 2,390 | 144* | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Master A | 7,000 | 3,890 | 158 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | P | d-d | sel | amid | 4 | 10.33-1 | worm |
| Master B | 10,000 | 4,890 | 170 | pr-s | s | 36x6 | 40x6d | | st | eel | wh | eels | | | | Timken | | Buda | 4 | 4½x6 | 32.40 | | | | tube | Eism | | | Pierce | Master | 1½ | g | d-d | sel | amid | | 10.75-1 | worm |
| Master Tractor T | 12,000 | 2,650 | 110 | pr-s | s | 34x4 | 36x4d | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | | | McCanna | Master | 1½ | g | d-d | sel | u-p-p | 3 | 8.00-1 | int-g |
| Maxfer | 2,000 | 1,195 | 130 | | p & s | 34x4 | 34x4 | 12 | 12 | 2 | 2 | | | | | | | | 4 | 3½x5 | 19.60 | l | | T | | Delco | Delco | | | | | g | | sel | u-m | | | worm |
| Maxim E | 2,000 | 2,200 | 130 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maxim CC-4 | 4,000 | 3,200 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4¼x5½ | 28.90 | b-r | | P | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1½ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Maxim L | 7,000 | 4,200 | 160 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x6 | 32.60 | b-r | | T | cell | Eism D | Bijar | 200.00 | Simp | Zenith | 1½ | | d-d | sel | amid | 4 | 10.70-1 | worm |
| ¶Maxwell 25 | 1,000 | 880 | 109 | pr-s | p | 30x3½ | 30x3½ | | | | | | | | | own | ¾-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | Simms | | | Johnson | 1 | g | c | sel | u-m | 3 | 3.58-1 | b |
| Maxwell | 2,000 | 1,085 | 124 | pr-s | s | 32x3 | 32x4 | 12 | 12 | 2 | 2 | 8 | | 1⅝ | | Timken | s-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | | | | Johnson | 1 | g | c | sel | u-m | 3 | 7.25-1 | worm |
| Menominee | 2,000 | 1,890 | | | s | 34x4½ | 34x5 | 12 | 12 | 1¼ | 1¼ | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | b | | T | | Eism S-H | | | Pierce | Stmbg | | g | d | | | 3 | 7.00-1 | worm |
| Menominee H | 3,000 | 2,475 | 130 | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | | | | | Timken | w | Cont | 4 | 3⅝x5¼ | 22.50 | b-l | ⅝ | P | cell | Eism | Auto | extra | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Menominee D | 4,000 | 2,950 | 144 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | | | Timken | w | Cont | 4 | 4 x5¼ | 27.20 | b-l | | P | fin | Eism | | extra | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Menominee G | 7,000 | 3,880 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2 | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | | stock | Pierce | Stmbg | | g | | | amid | 3 | | worm |
| Menominee J | 10,000 | 4,950 | 160 | r-c | s | 36x6 | 40x6d | 12 | 14 | 2½ | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | | stock | Pierce | Stmbg | | g | | | amid | 3 | | worm |
| Metropolitan | | 895 | 115 | pr-s | p | 34x4 | 35x4½ | 14 | 14 | 3 | 4 | | | | | | s-f | | 4 | 3¾x4½ | 20.00 | b-l | | T | fin | S-H | | | | | | | d-d | sel | u-m | | 6.00-1 | b |
| Midland MT | 4,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism F | West | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Midland MS | 5,000 | 3,150 | 150 | pr-s | r | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | | fin | Eism F | West | 150.00 | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Militor M-1 | 10,000 | | 140 | pr-s | s | 40x7 | 40x7 | | | | | | | | | Timken | | | 4 | 4¾x5½ | 36.10 | 2-o | | P | tube | Dixie S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 11.80-1 | int-g |
| Myers 55 | 2,000 | 1,495 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Myers 75 | 3,000 | 1,750 | 130 | pr-s | s | 35x5 | 35x5 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | worm |
| Modern 30 | | 1,800 | 123 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | | P | fin | | | | none | Zenith | | v | d-d | sel | u-m | 3 | | worm |

*Price including body

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | RUNNING GEAR: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | Wheels: No. of Spokes: Rear | Wheels: Width of Spokes: Front | Wheels: Width of Spokes: Rear | Wheels: Size of Flange: Front | Wheels: Size of Flange: Rear | Wheels: Hub Bore: Front | Wheels: Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | ENGINE: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING LIGHTING SYSTEM: Make | STARTING LIGHTING SYSTEM: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | GEARSET: Type | GEARSET: Location | GEARSET: Speeds | Total Gear Reduction High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Moreland.....19B | 3,000 | 2,650 | 126 | pr-s | s | 36x3½ | 36x5 | 8 | 8 | 2¼ | 2½ | 9 | 9 | 4⅝ | 3⅜ | Timken | s-f | Cont | 4 | 4½x5¼ | 27.30 | b-l | ⅝ | P | cell | Dixie S-H | opt | 150.00 | Pierce | Miller | 1¼ | g | d-d | sel | amid | 4 | 7.00-1 | worm |
| ¶Moreland.....19C | 5,000 | 3,400 | 144 | pr-s | s | 36x4 | 36x7 | 8 | 8 | 2¼ | 2¾ | 9 | 10 | 4⅜ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | cell | Dixie D-H | opt | 175.00 | none | Miller | 1½ | g | d-d | sel | amid | 4 | 6.80-1 | worm |
| ¶Moreland.....19G | 8,000 | 4,375 | 162 | pr-s | s | 36x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4¾ | 7¾ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ⅝ | P | cell | Dixie D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 7.80-1 | worm |
| ¶Moreland.....19J | 10,000 | 4,725 | 192 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ⅝ | P | cell | Dixie D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Muskegon | 4,000 | 2,325 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10½ | 10¾ | 5 | 5¾ | Torb | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | cell | Eisn S-F | ..... | ..... | Pierce | Stew | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Mutual | 4,000 | 2,885 | 150 | pr-s | s | 36x4 | 36x4d | .. | .. | .. | .. | .. | .. | .. | .. | Wisc | .... | Wisc | 4 | 4¾x6 | 29.40 | b | .... | P | .... | Bosch S-H | Vesta | ..... | Duplex | Stmbg | .. | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Napoleon.....M-9 | 2,000 | 1,285 | 134½ | r-c | s & p | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | 8 | 8 | 4⅛ | 4¼ | Clark | .... | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | ..... | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.00-1 | int-g |
| Napoleon.....M-11 | 3,000 | 1,485 | 132 | r-c | s & p | 35x5 | 35x5 | 12 | 14 | 1¾ | 2 | 8 | 8½ | 4⅛ | 4¼ | Clark | .... | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | ..... | Stumg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Nash.....2018 | 2,000 | 1,650 | 130 | pr-s | s | 34x3 | 34x4 | .. | .. | .. | .. | .. | .. | .. | .. | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | ..... | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 6.83-1 | int-g |
| Nash.....3018 | 4,000 | 2,175 | 144 | pr-s | s | 34x4 | 34x6 | .. | .. | .. | .. | .. | .. | .. | .. | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | ..... | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Nash-Quad.....4017 | 4,000 | 3,250 | 124 | pr-s | s | 36x5 | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | own | d | Buda | 4 | 4½x5½ | 28.90 | b-r | ¼ | P | tube | Eisn S-H | Bijur | 125.00 | Simplex | Stmbg | 1¼ | g | d-p | ind-e | amid | 4 | 8.50-1 | int-g-4 |
| ¶Nelson & LeMoon F1 | 2,000 | on app | opt | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 9 | 4⅝ | 3⅜ | Timken | s-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Nelson & LeMoon F2 | 4,000 | on app | opt | r-c | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Nelson&LeMoon F3½ | 6,000 | on app | opt | r-c | s | 36x5 | 36x5c | 14 | 14 | 2¾ | 3 | 10 | 13 | 4¾ | 7¼ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| ¶Nelson & LeMoon F5 | 10,000 | on app | opt | r-c | s | 36x6 | 40x6d | 14 | 14 | 3¼ | 4 | 12 | 13⅝ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 11.33-1 | worm |
| Neteo.....D | 4,000 | 3,000 | 144 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Eisn S-F | G & D | 200.00 | none | Zenith | 1¼ | g | d-d | sel | u-m | .. | 8.50-1 | worm |
| Neteo.....H | 5,000 | 3,400 | 168 | .... | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 9½ | 9½ | 4 | 4 | Timken | f-f | Cont. | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eisn | ..... | ..... | none | Zenith | 1½ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| New York.....M | 3,000 | 2,600 | 144 | r-c | s | 36x3½ | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | .... | ..... | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-F | ..... | ..... | Pierce | Stmbg | .. | g | d-p | ind-e | u-m | .. | 7.75-1 | worm |
| New York.....N | 4,000 | 2,800 | 144 | r-c | s | 36x4 | 36x4d | .. | .. | .. | .. | .. | .. | .. | .. | ..... | .... | ..... | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-F | ..... | ..... | Pierce | Stmbg | .. | g | d-p | ind-e | u-m | .. | 7.75-1 | worm |
| Niles.....B | 2,000 | 1,500 | 124 | pr-s | p | 35x5 | 35x5 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | P | sq-t | Eisn S-H | ..... | ..... | Pierce | Stmbg | .. | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Niles.....E | 4,000 | 2,400 | 140 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x6½ | 27.20 | b-l | ⅝ | P | s-s-t | Eisn S-H | ..... | ..... | Pierce | Stmbg | .. | g | d-p | sel | amid | 3 | 8.50-1 | worm |
| Noble.....NW-2 | 5,000 | ..... | 148 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10¾ | 10¾ | 4 | 5 | Sheldon | s-f | Cont | 4 | 4½x5½ | 27.20 | b-l | ⅝ | P | fin | Eisn H-S | none | ..... | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Noble.....NW-4 | 8,000 | ..... | 168 | r-c | s | 36x5 | 36x5d | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.00 | 2-l | ⅝ | P | sit | Eisn S-H | ..... | ..... | Pierce | Strom | 1¼ | v | d-p | sel | amid | 4 | 10.25 | worm |
| Northwestern | 3,000 | 2,400 | 140 | r-c | ..... | 34x3½ | 36x6 | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | .... | Cont | 4 | 4½x5¼ | ..... | ..... | ..... | P | ..... | Bosch | ..... | ..... | ..... | Stmbg | .. | e | sel | ..... | ..... | .. | 7.75-1 | worm |
| Norwalk | 2,000 | ..... | 130 | pr-s | s | 34x4 | 34x4 | 12 | 14 | 1⅝ | 2 | 8 | 9 | 3½ | 3 | Empire | .... | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | ..... | ..... | Zenith | 1 | g | d | sel | u-m | .. | 7.00-1 | worm |
| Norwalk | 3,000 | ..... | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9 | 3½ | 3⅛ | Standard | .... | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | ..... | ..... | Zenith | 1 | g | d | sel | u-m | .. | 7.30-1 | worm |
| Ogden | 4,000 | 2,695 | 160 | pr-s | s | ..... | ..... | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5¼ | 27.20 | ..... | ..... | ..... | ..... | Bosch S-H | ..... | ..... | Pierce | Rayf | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Ogden.....A-1 | 2,000 | 2,095 | 136 | pr-s | s | 36x3 | 36x4 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | ..... | ..... | ..... | ..... | Bosch S-H | ..... | ..... | Pierce | Rayf | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶O.K.....1½T | 3,000 | 2,450 | 142 | pr-s | s | 36x3½ | 36x3½ | .. | .. | .. | .. | .. | .. | .. | .. | Standard | .... | Ruten | 4 | 4½x5½ | ..... | 2-l | .... | P | cell | Dixie S-H | ..... | ..... | Pierce | Carter | 1¼ | g | d-d | sel | u-m | 3 | ..... | worm |
| ¶O.K.....2T | 4,000 | 2,650 | 150 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Wisc | .... | Buda | 4 | 4¼x5½ | ..... | 2-l | .... | P | tube | 3plit S-H | ..... | ..... | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | ..... | worm |
| ¶O.K.....3T | 6,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Wisc | .... | Buda | 4 | 4¾x5½ | ..... | b-r | .... | P | .... | Eisn S-H | ..... | ..... | Pierce | Zenith | 1¾ | v | d-d | sel | u-m | 4 | ..... | worm |
| Old Hickory | 1,500 | 995 | 112 | r-c | p | 33x4 | 33x4 | 12 | 12 | 1¾ | 1¾ | .. | .. | .. | .. | Salis | s-f | Lycmg | 4 | ¼ x6 | 16.92 | b-r | ⅝ | T | cell | Conn S-H | Dyneto | stock | none | Carter | 1 | g | s | sel | u-m | 2 | 6.00-1 | b |
| Old Reliable.....W-15 | 2,500 | 2,350 | 138-150 | pr-s | s | 34x3½ | 36x6 | 14 | 16 | 1¾ | 2¼ | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | .... | P | cell | Bosch H | Vesta | ..... | Mon | Rayt | .... | v | d-d | sel | u-m | 3 | 8.75 | worm |
| Old Reliable.....W-25 | 5,000 | 3,250 | 160 | r-c | s | 34x4 | 36x4d | 14 | 16 | 2½ | 2½ | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | .... | P | tube | Bosch H | Vesta | ..... | Mon | Rayf | .... | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| Old Reliable.....W-35 | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x5d | 14 | 16 | 2½ | 2½ | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4¼x6 | 36.10 | b-l | .... | P | tube | Bosch H | Vesta | ..... | Mon | Stmbg | .... | v | o-d | sel | amid | 4 | 7.75-1 | worm |
| Old Reliable.....W-50 | 10,000 | 5,000 | 166 | r-c | s | 36x5 | 40x6d | 14 | 16 | 2¾ | 3 | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 5 1/10 x5½ | 41.60 | 2-o | .... | P | tube | Bosch H | Vesta | ..... | Duplex | Stmbg | .... | v | o-d | sel | amid | 4 | 10.25-1 | worm |
| Old Reliable.....C-70 | 14,000 | 6,000 | 124-136 | r-c | s | 36x6 | 40x7d | 14 | 16 | 3 | 3½ | .. | .. | .. | .. | Sheldon | dou | Wauk | 4 | 4¼x6¾ | 36.10 | 2-l | .... | P | tube | Bosch H | ..... | ..... | Wauk | Stmbg | 1 | v | o-d | sel | amid | 4 | 10.86-1 | chain |
| ¶Oldsmobile | 1,500 | 1,250 | 128 | .... | p | 35x5 | 35x5 | .. | .. | .. | .. | .. | .. | .. | .. | Torb | .... | ..... | 4 | 3 1/16x5¼ | 21.70 | h | .... | P | .... | Auto | Auto | ..... | ..... | Zenith | .... | c | sel | u-m | 2 | ..... | int-g |
| Oneida.....A | 2,000 | 2,200 | 144 | r-c | p&s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2 | .. | .. | .. | .. | Timken | s-f | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | fin | Bosch | Bosch | ..... | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 8 75-1 | worm |
| Oneida.....B | 3,000 | 2,650 | 144 | r-c | p&s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2 | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | ..... | Pierce | Stmbg | 1¼ | g | o-d | se | amid | 3 | 9.25-1 | worm |
| Oneida.....C | 4,000 | 3,000 | 144 | r-c | p&s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | ..... | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 9 25-1 | worm |
| Oneida.....D | 7,000 | 3,700 | 160 | r-c | p&s | 36x5 | 36x5d | 12 | 14 | 2 | 2½ | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x5½ | 34.40 | 2-l | ⅝ | P | fin | Bosch | Bosch | ..... | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 10.33-1 | worm |
| Oneida.....E | 10,000 | 4,750 | 180 | pr-s | p&s | 36x6 | 40x12 | 8 | 10 | 2½ | 2¾ | .. | .. | .. | .. | Timker | f-f | Cont • | 4 | 5½x5¾ | 14 20 | 2-l | ¼ | P | cell | Bosch | Bosch | ..... | P erce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 11.67-1 | worm |
| Oshkosh.....A | 4,000 | 3,500 | 130 | pr-s | p | 36x6 | 36x6 | .. | .. | .. | .. | .. | .. | .. | .. | own | f-f | Her-Spll | 4 | 3¼x5 | 16 90 | b-r | .... | P | d-d | ..... | N E | ..... | Duplex | Zenith | .... | P | d-d | ..... | amid | 4 | ..... | b |
| ¶Overland.....90 | 800 | 900 | 104 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1¼ | 1¼ | 6 | 6¾ | 2⅝ | 4 | own | ¾-l | own | 4 | 3½x3½ | 18.23 | b-r | ⅝ | T | cell | Bat h | Autolite | stock | none | Tillotson | 1 | v | c | sel | u-x | 3 | 4.33-1 | Sp b |
| ¶Overland.83 B, O, E | 1,200 | 1,075† | 106 | pr-s | p | 33x4½ | 33x4½ | 12 | 12 | 1¾ | 1¾ | 7½ | 8½ | 3½ | 4 | own | ¾-l | own | 4 | 4½x4½ | 27.20 | b-l | ⅝ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | c | c | sel | u-x | 3 | 4.40-1 | Sp b |
| Packard.....1⅛-E | 3,000 | 3,000 | 126 | r-c | s | 34x3½ | 34x3½d | 10 | 12 | 2 | 2½ | 8⅜ | 11¼ | 4⅜ | 5⅛ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 6.28-1 | worm |
| Packard.....3-E | 4,000 | 3,400 | 144 | r-c | s | 34x4 | 34x4d | 12 | 14 | 2 | 2¾ | 9⅝ | 11¼ | 5⅛ | 6¾ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 7.28-1 | worm |
| Packard.....3-E | 6,000 | 4,100 | 156 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7 | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 9.00-1 | worm |
| Packard.....4-E | 8,000 | 4,450 | 156 | r-c | s | 36x5 | 40x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7⅞ | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.00-1 | worm |
| Packard.....5E | 10,000 | 5,150 | 156 | r-c | s | 36x6 | 40x6d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packard.....6E | 12,000 | 5,400 | 156 | r-c | s | 36x6 | 40x7d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Dixie D-H | Bijur | ..... | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packet | 600 | 320 | 100 | pr-s | p | 28x3 | 28x3 | 12 | 12 | 1⅜ | 1⅜ | 6 | .. | 1½ | .. | own | d | own | 4 | 2¾x4 | 12.08 | b-r | ⅜ | T | fin | At-K S-A | ..... | ..... | none | Carter | 1 | c | c | frie | u-j | 3 | 4.25-1 | cha |
| Paige .....50-18 | 4,000 | 2,950 | 150 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | 9 | 10 | .. | .. | Timken | f-f | Cont | 4 | 4½x5¼ | 27.00 | b-r | ⅝ | P | fin | Bosch S-F | none | ..... | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Palmer | 2,000 | 1,685 | 132½ | pr-s | s | 34x3½ | 34x4 | .. | .. | .. | .. | .. | .. | .. | .. | Torb | .... | Cont | 4 | 3¾x5 | 22.50 | b-s | .... | P | sq-t | Bosch S-F | ..... | ..... | none | Stmbg | .. | g | d-d | sel | u-m | .. | ..... | int-g |
| Palmer | 4,000 | 2,495 | 144 | pr-s | s | 36x3½ | 36x3½d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5¼ | 27.20 | b-l | .... | P | sq-t | Bosch S-F | ..... | ..... | Pierce | Stmbg | .. | g | d-d | sel | u-m | .. | 7.75-1 | worm |
| Palmer-Moore.....K | 1,500 | 1,150 | 106 | pr-s | s | 30x3 | 30x3½ | .. | .. | .. | .. | .. | .. | .. | .. | ..... | .... | ..... | 4 | 3½x5½ | 19.61 | b-r | ⅝ | T | fin | Bosch S-A | opt | ..... | Mon | Zenith | .... | g | d-d | sel | amid | .. | 6.83-1 | int-g |
| Palmer-Moore.....M | 2,000 | 1,350 | 126 | pr-s | s | 32x3½ | 32x4 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | .... | ..... | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | T | fin | Bosch S-A | opt | ..... | Mon | Zenith | .... | g | d-d | sel | amid | .. | 6.83-1 | int-g |
| Panhard.....A | 2,000 | 1,195 | 130 | r-c | p & s | 32x3½ | 32x3½ | 12 | 12 | 1¾ | 2 | .. | .. | .. | .. | Torb | f-f | Gray | 4 | 3½x5 | 19.61 | b- | ⅝ | T | cell | Auto | Auto | 50.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Panhard.....B | 3,000 | 1,395 | 130 | r-c | s | 32x3½ | 32x4 | 14 | 14 | 2 | 2 | .. | .. | .. | .. | Torb | f-f | Gray | 4 | 3¼x5 | 19.61 | b-l | ⅝ | T | cell | Auto | Auto L | 50.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Panhard.....E | 5,000 | 2,350 | 150 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¾ | 2½ | .. | .. | .. | .. | Torb | f-f | Buda | 4 | 4¼x5½ | 33.60 | b | ⅝ | P | cell | Mog H | ..... | ..... | Duplex | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9 00-1 | int-g |
| Parker | 4,000 | 3,150 | 150 | pr-s | s | 34x4 | 36x6 | 12 | 14 | 2 | 2¾ | 9 | 12 | 4⅝ | 6½ | own | f-f | Cont | 6 | 3½x5½ | 29.40 | b-l | .. | P | sq-t | Dixie-F | West | Std | Pierce | Stmbg | .... | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Parker | 6,000 | 3,700 | 160 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 12 | 4⅝ | 6½ | own | f-f | Cont | 6 | 3½x5½ | 29.40 | b-l | .... | P | sq-t | Dixie-F | West | Std | Pierce | Stmbg | .... | g | did | sel | u-m | 3 | 10.66-1 | worm |
| Parker | 8,000 | 4,250 | 160 | pr-s | s | 36x5 | 40x5c | 12 | 14 | 2½ | 3 | 10 | 15 | 4¾ | 8¼ | own | f-f | Cont | 6 | 3¾x5½ | 33.70 | b-r | .... | P | sq-t | Dixie-F | West | Std | Pierce | Stmbg | .... | g | d-d | sel | u-m | 3 | 11.33-1 | worm |
| Parker | 10,000 | 5,000 | 168 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | 4 | 12 | 15 | 5½ | 8¼ | own | f-f | Cont | 6 | 3¾x5½ | 33.70 | b-r | .... | P | sq-t | Dixie-F | West | Std | Pierce | Stmbg | .... | g | d-d | sel | amid | 4 | 12.66-1 | worm |
| ¶Patriot | 3,000 | 2,150 | 135 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9⅞ | 4 | 4⅛ | Russel | .... | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1¼ | .. | d-d | sel | amid | 3 | 7.76-1 | int-g |
| ¶Patriot | 5,000 | 3,150 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2 | 9 | 13 | 4⅜ | 7½ | Wisc | .... | Cont | 4 | 4½x5½ | 27.20 | b-l | ⅝ | T | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1¼ | .. | d-d | ..... | amid | 4 | 9.66-1 | worm |
| Peasey | 1,000 | 935 | 98 | pr-s | p | 30x3½ | 31x4 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | .... | ..... | 4 | 4½x5½ | 27.20 | b-r | .... | P | fin | Dixie S-F | Dyneto | 75.00 | none | Zenith | .... | g | d-d | sel | u-m | 4 | 4.78-1 | b |
| Pierce-Arrow | 4,000 | 3,750 | 150 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2¼ | .. | .. | .. | .. | own | .... | own | 4 | 4x5½ | 25.60 | 2-o | .... | P | fin | Eisn D-H | West | 325.00 | own | own | .... | p | c | sel | amid | 4 | 7.00-1 | worm |
| Pierce-Arrow | 10,000 | 5,500 | 168 | pr-s | s | 36x5 | 40x6d | 14 | 16 | 2½ | 3½ | .. | .. | .. | .. | own | .... | own | 4 | 4¾x6 | 38.30 | 2-o | .... | P | fin | Eisn D-H | West | 325.00 | own | own | .... | p | c | sel | amid | 3 | 7.80-1 | worm |
| Power.....A | 2,000 | 1,985 | 144 | ..... | ..... | 34x3½ | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4¼x5¼ | 27.20 | ..... | ..... | ..... | ..... | Simms | ..... | ..... | ..... | Stmbg | ..... | ..... | ..... | ..... | ..... | .. | ..... | worm |
| Power.....B | 4,000 | 2,950 | 150 | ..... | ..... | 36x4 | 36x8 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 27.20 | ..... | ..... | ..... | ..... | Simms | ..... | ..... | ..... | Stmbg | ..... | ..... | ..... | ..... | ..... | .. | ..... | worm |
| Power.....C | 7,000 | 3,785 | 180-204 | ..... | ..... | 36x5 | 40x5d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | ..... | ..... | ..... | ..... | Simms | ..... | ..... | ..... | Stmbg | ..... | ..... | ..... | ..... | ..... | .. | ..... | worm |
| Power.....E | 10,000 | 4,800 | 180-216 | ..... | ..... | 36x6 | 40x6d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | ..... | ..... | ..... | ..... | Simms | ..... | ..... | ..... | Stmbg | ..... | ..... | ..... | ..... | ..... | .. | ..... | worm |

† Price including body.

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Rainier R-7 | 1,500 | 1,750 | 125 | pr-s | s | 34x4 | 34x4 | 12 | 12 | 1½ | 2 | | | | | Timken | | Cont | 4 | 3½x5 | 19.60 | | | | | Simms | Bijur | 125.00 | none | Zeni | 1¼ | g | d-p | sel | u-m | 3 | 7.25-1 | worm |
| ¶Rainier R-6 | 3,000 | 1,975 | 133 | pr-s | s | 34x4 | 34x4 | 12 | 12 | 2 | 2¼ | | | | | Sheldon | | Cont | 4 | 3½x5¼ | 19.60 | b-l | | T | cell | Simms | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| ¶Rainier R-8 | 4,000 | 2,400 | 147 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Sheldon | | Cont | 4 | 3½x5 | | | | | | Simms | | | Mon | Zeni | | | d-p | sel | u-m | 3 | | worm |
| ¶Reliance 10 | 3,000 | 2,500 | 150 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11/16 | Badger | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b | | P | cell | Bosch S-H | Vesta | Pierce | | Stmbg | 1¼ | g | d-p | sel | u-m | 4 | 7.75-1 | ext-g |
| ¶Reliance 20 | 5,000 | 3,200 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11/16 | Badger | f-f | Buda | 4 | 4¼x5½ | 28.60 | b-r | ⅜ | P | cell | Bosch S-H | Vesta | | | Stmbg | 1¼ | g | d-p | sel | u-m | 4 | 8.50-1 | ext-g |
| Rennoc | 5,000 | 2,895 | 144 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Rennoc Tractor | 16,000 | 2,895 | 116 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Reo F | 1,500 | 1,350 | 128 | pr-s | p | 34x4½ | 34x4½ | | | | | | | | | own | f-f | own | 4 | 4⅛x4½ | 27.20 | 2-r-b | ⅜ | P | fin | Remy S-H | Remy | stock | none | Johns | 1 | g | d-d | sel | amid | 3 | 4.30-1 | sp-b |
| Republic 10 | 2,000 | 1,535 | 124 | pr | s | 34x3 | 34x4 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | Jacox | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Republic 11X | 3,000 | 1,885 | 144 | pr | s | 34x3½ | 34x5 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | Jacox | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Republic 19 | 4,000 | 2,395 | 144 | pr s | s | 36x4 | 36x7 | | | | | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Bosch S-F | Jacox | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Republic 20 | 7,000 | 3,450 | 165 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Torb | f-f | Cont | 4 | 4¼x5½ | 28.90 | b-l | ¼ | P | cell | Eism S-H | Jacox | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Reya | | | 117 | | | | | | | | | | | | | Peru | | | 4 | 3¾x4½ | 22.50 | | | | | Dixie-5 | Dyneto | | | | | | | | | | | |
| Riker | 6,000 | 4,600 | 150-190 | pr-s | s | 36x5 | 36x5d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Riker | 8,000 | 4,700 | 150-190 | pr-s | s | 36x5 | 36x6d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Rowe CDW | 4,000 | 3,000 | 142 | r-c | s | 34x4 | 36x3½d | 12 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe CDW | 5,000 | 3,250 | 164 | r-c | s | 34x4 | 36x4d | 14 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe GW | 6,000 | | 170 | c | p | 38x7 | 42x9 | | | | | | | | | Sheldon | | Her-Spill | 8 | | | | | | | At-K | West | | | Zenith | | | d | sel | | 3 | | worm |
| Rowe DEW | 7,000 | 3,800 | 156 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | | | | 4 | 4x6 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe FsW | 10,000 | 4,900 | 171 | r-c | s | 36x6 | 36x6d | 14 | 14 | 3 | 3½ | | | | | | | | 4 | 4¾x5½ | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Royal | 2,000 | | 124 | r-c | s | 34x4 | 34x5 | | | | | | | | | Sheldon | | Wisc | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 5,000 | | 132 | r-c | s | 36x4½ | 36x6 | | | | | | | | | Sheldon | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 7,000 | | 158 | r-c | s | 36x5 | 38x5d | | | | | | | | | Timken | | Wisc | 4 | 4¼x6 | 29.00 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 10,000 | | 168 | r-c | s | 36x6 | 40x6d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | o-d | ind-c | amid | | | worm |
| Royal | 12,000 | | 158 | r-c | s | 36x6 | 40x6d | | | | | | | | | Sheldon | | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind c | amid | | | worm |
| Royal | 14,000 | | 158 | r-c | s | 36x7 | 40x7d | | | | | | | | | Sheldon | | Wisc | 4 | 5¼x7 | 44.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind-c | amid | | | chn |
| Rush F | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | own | | Lycmg | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | fin | Conn S-H | Split | stock | | Carter | 1 | g | d-d | sel | u-m | | 4.42-1 | b |
| Sandow G | 2,000 | 1,795 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| Sandow CG | 2,500 | 2,090 | 134 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| ¶Sandow SPL | 4,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Tort | f-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | P | fin | Eism S-H | | | none | Stmbg | 1 | g | d-d | sel | u | 3 | 9.25-1 | int-g |
| Sandow J | 4,000 | 2,975 | 165 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 9.25-1 | worm |
| Sandow K | 7,000 | 3,995 | 175 | chan | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | u | 3 | 10.33-1 | worm |
| Sandow L | 10,000 | 4,775 | 175 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timekn | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Sanford W25 | 5,000 | 3,000 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | 10¼ | | 1 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Sanford W35 | 7,000 | 3,975 | 174 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3¼ | | 12 | | 1½ | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | b-r | ⅜ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Sanford W50 | 10,000 | 4,750 | 174 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3⅝ | 3⅝ | | 15 | | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | | | ⅜ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.75-1 | worm |
| Saurer L | 10,000 | 4,800 | 153½ | pr-s | s | 36x5 | 42x5d | | | | | | | | | own | | own | 8 | 4⅜x5½ | 30.60 | 2 | | | | Mag | | | | own | | | c | se | | 4 | | chain |
| Saurer M | 13,000 | 5,800 | 156½ | pr-s | s | 36x5 | 42x6d | | | | | | | | | own | | own | 4 | 4⅜x5½ | 30.60 | 2 | | P | | Mag | | | | own | | | c | sel | | 4 | | chain |
| Schleicher | 6,000 | 3,500 | 150 | r-c | s | 34x4½ | 34x3½d | | | | | | | | | | | | 4 | 4¼x5½ | 29.00 | 2-r | ¼ | P | sq-t | Bosch D-H | | | opt | Stmbg | | | | | | | | chn |
| Schleicher | 10,000 | 4,500 | 150 | r-s | s | 34x5 | 34x4d | | | | | | | | | b-b | b | | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | sq-t | Bosch D-B | | | | Stmbg | | g | c | sel | amid | | 5.00-1 | chn |
| Schwartz H | 3,000 | 2,175 | 140 | pr-s | | 34x3½ | 36x5 | 14 | 14 | 2 | 2 | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | zz-t | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Schwartz C | 5,000 | 2,675 | 146 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | | Cont | 4 | 4⅛x5¼ | 27.00 | b | ⅜ | P | | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | se | u-m | 3 | 8.00-1 | int-g |
| Selden Alden Spec. | 3,000 | 2,185 | 140 | cl'th | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Selden JWBL | 4,000 | 3,050 | 162 | blk | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.25- | worm |
| Selden NL | 7,000 | 3,850 | 164 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.4 | 2-l | ⅜ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.33- | worm |
| Selden DL | 10,000 | 5,000 | 170 | pr-s | s | 36x6 | 40x12 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.4 | 2-l | ⅜ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 13.66- | worm |
| Seneca 31 | 1,000 | 965‡ | 108 | pr-s | p | 30x3½ | 30x3½ | 12 | 12 | 1½ | 1¼ | 7 | 8 | 1⅝ | 1¾ | Adams | f-f | Le Roi | 4 | 3⅛x4½ | 15.63 | b-l | ⅜ | T | cell | Remy H | Al-Ch | Stock | | Scheb | 1 | v | d-d | sel | amid | 4 | 4.50-1 | bev |
| ¶Service 31 | 3,000 | | 150 | pr-s | s | 36x3½ | 36x6 | 14 | 14 | ¾ | 2½ | 7 | 9 | 3½ | 3⅝ | Tron | | Buda | 4 | 4 x5½ | 25.6 | b-r | ¼ | p | fin | Eismsh | West | 140.00 | Simp | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.55-1 | worm |
| ¶Service 220 | 2,000 | 2,100 | 137 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 9 | 9 | 4⅛ | 3⅝ | Timken | | Buda | 4 | 3½x5¼ | 19.61 | b-r | ⅜ | T | fin | Eism S-H | West | 120.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Service 41 | 4000 | 3,000 | 160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 5⅛ | 5½ | Timken | | Buda | 4 | 4¼x5¼ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Service 71 | 7,000 | 3,900 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 18 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4¼x5¼ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Service 76 | 7,000 | 4,200 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.8-1 | worm |
| ¶Service 101 | 10,000 | 5,000 | 171½ | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 10.25 | worm |
| Shaw M-2 | 1,500 | 1,700 | 116½ | pr-s | p | 32x4 | 32x4 | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | | | | g | d-p | | u-m | 3 | 4.45-1 | 6 |
| Shaw M-4 | 2,500 | 1,850 | 130 | pr-s | p | 34x4½ | 43x4½ | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | none | Zenith | | g | d-p | | u-m | 3 | 7.20-1 | worm |
| Shaw M-3 | 6,000 | 2,950 | 153 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | | b | | P | tube | Bosch S-F | | | Pierce | Zenith | | g | m-d | | u-m | 3 | 8.50-1 | worm |
| Shelby S35 | 1,500 | | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | | | | 4 | 3½x4½ | 19.60 | b-l | | T | | Dixie | Dyneto | | | Zenith | | | d-d | | | | | int-g |
| Sheridan | 1,000 | 490 | 104 | | | 31x3½ | 31x3½ | | | | | | | | | | f-f | | 4 | 3½x4 | | | ⅜ | T | | Bosch | | | | Carter | | | d | sel | | | | b |
| Signal F | 2,000 | 2,400 | 144 | pr-s | s | 34x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 1⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Signal H | 3,000 | 2,700 | 144 | pr-s | s | 34x4 | 36x6 | 12 | 12 | 2 | 2½ | 9 | 10 | 1⅝ | 5 5/16 | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal J | 4,000 | 3,100 | 150 | pr-s | s | 34x4 | 36x8 | 12 | 12 | 2 | 2½ | 9 | 10 | 4 5/32 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal M | 7,000 | 4,100 | 168 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-F | | | Pierre | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Signal R | 10,000 | 5,100 | 180 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7 5/16 | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-F | | | Cont | Stmbg | | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Southern | 2,000 | 1,395 | 130 | pr-s | p-s | 34x4 | 34x4 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.00 | worm |
| ¶Southern | 3,000 | 1,695 | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Deloc | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.75-1 | worm |
| ¶Standard 56 | 2,000 | 1,900 | 134 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1¾ | 2 | 9 | 7½ | 4¼ | 3 | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-h | ¾ | P | T | Eism S-A | | | own | Stmbg | 1 | g | d-d | sel | u-p | 3 | 7.20-1 | worm |
| ¶Standard 76 | 4,000 | 2,800 | 140 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | 9½ | 10 | 4 5/32 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Eism S-F | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Standard 66 | 7,000 | 3,675 | 160 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4 11/16 | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Standard 86 | 10,000 | 4,650 | 160 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | [illegible] | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Steele C | 4,000 | 2,250 | 115 | r-c | s | 38x5 | 40x4d | | | | | | | | | own | d | own | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | | o-d | ind-c | u-j | 3 | 9.51-1 | chn |
| Steele B | 6,000 | 3,000 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele BA | 8,000 | 3,500 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele A | 10,000 | 4,000 | 127 | r-c | s | 38x7 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-b | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.58-1 | chn |
| Sterling | 5,000 | 3,300 | 156 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2¼ | | | | | Sheldon | s-f | own | 4 | 4¼x5¼ | 29.00 | 2-r | ¼ | P | cell | Eism S-H | | | Wauk | Ray | 1½ | v | d-d | sel | u-m | 3 | 7.70-1 | worm |
| Sterling | 7,000 | 4,325 | 162 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | Timken | f-f | own | 4 | 4¼x6¼ | [illegible] | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | amid | 3 | 8.75-1 | worm |
| Sterling | 10,000 | 5,100 | 168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | Timken | f-f | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | amid | 3 | 8.80-1 | worm |
| Sterling | 14,000 | 5,600 | 168 | pr-s | s | 36x6 | 40x7d | 10 | 12 | 3 | 5 | | | | | own | d | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | jack | 31 | 0.64-1 | chn |

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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders how Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Transmission: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Stewart........6 | 1,500 | 1,050 | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | Clark | | Le Ro | 4 | 3¾x4½ | 15.62 | b-r | ⅜ | T | v-t | Eism | | | Le Roi | Zenith | | g | d-d | sel | u-m | 3 | 5.80-1 | int-g |
| ¶Stewart........7 | 4,000 | 2,575 | 156174 | pr-s | p | 34x7 | 34x4d | | | | | | | | | Clark | | Cont | 4 | 4½x5¼ | 27.23 | b-r | ⅜ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 3 | 9.60-1 | int-g |
| ¶Stewart........8 | 2,000 | 1,575 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Clark | | Cont | 4 | 3½x5 | 19.60 | b-r | ⅜ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| ¶Stewart........9 | 3,000 | 1,975 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 7.60-1 | int-g |
| Stewart........11 | 7,000 | 3,500 | 165-185 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Clark | | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Sullivan........F | 3,000 | 2,350 | 129 | r-c | s | 36x3 | 36x5 | | | | | 10½ | 10 | 5 | 5½ | Timken | f | Buda | 4 | 3¾x4½ | 22.50 | b-r | ⅜ | T | fin | Bosch S-F | none | | | Stmbg | 1 | g | c | sel | amid | 3 | 8.50-1 | worm |
| Sullivan........E | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x6 | | | | | 9 | 10 | 1⅝ | 5½ | Timken | f-f | Buda | 4 | 4½x5½ | 27.20 | b-r | ⅜ | P | fin | Bosch S-F | | | | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Superior........A | 2,000 | 1,600 | 124 | pr-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | 9 | | 5 | | Torb | | own | 4 | 3½x5 | 19.61 | b-h | ⅜ | T | sq-t | Eism S-F | | | Mon | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Superior........E | 4,000 | 2,275 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | 10½ | 8½ | 4⅝ | 5¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b | — | P | sq-t | Eism S-F | | | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Taylor........ | 2,000 | 1,750 | 134 | pr-s | s | 34x4 | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.60 | | ⅜ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 3 | 7.80-1 | worm |
| Taylor........ | 3,000 | 2,200 | 142 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | ⅜ | P | fin | Eism S-H | | | Pierce | Zenith | | v | l-p | sel | amid | 4 | 7.80-1 | worm |
| Taylor........ | 5,000 | 2,900 | 145 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅜ | P | fin | Eism D-H | | | Pierce | Zenith | | v | l-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor........ | 7,000 | 3,650 | 156 | pr-s | s | 36x5 | 40x10 | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ⅜ | P | fin | Eism D-H | | | Pierce | Zenith | | v | l-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor........ | 10,000 | 4,600 | 160 | pr-s | s | 36x6 | 40x14 | | | | | | | | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | | ⅜ | P | fin | Eism D-H | | | Pierce | Zenith | | v | l-p | sel | amid | 4 | 10.20-1 | worm |
| Texan........T-39 | 3,000 | 1,550 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Chicago | | Lycom | 4 | 3½x5 | 19.60 | b-l | ⅜ | T | | Delco | Dymeto | | | Carter | 1 | v | l-d | | u-m | 3 | 7.75-1 | worm |
| Tiffin........GW | 3,000 | 2,125 | 135 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2 | | | | | Sheldon | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | l-d | sel | u-m | 3 | 8.60-1 | worm |
| Tiffin........MW | 5,000 | 2,850 | 148 | pr-s | s | 36x4 | 36x3½d | 12 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | 3 | 7.75-1 | worm |
| Tiffin........PW | 7,000 | 3,760 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | | Cont | 4 | 4½x5¼ | 32.40 | b-l | ⅜ | P | fin | Bosch S-H | West | 152.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | 3 | 11.70-1 | worm |
| Tiffin........RW | 10,000 | 5,000 | 168 | r-l | s | 36x5 | 40x6d | 4 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅜ | P | fin | Bosch S-H | West | 125.00 | Pierce | Scheb | 1½ | g | d-p | sel | amid | 3 | 11.70-1 | worm |
| Tiffin........SW | 12,000 | 5,200 | 168 | r-l | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅜ | P | fin | Bosch S-H | West | 125.00 | Pierce | Schebg | 1½ | g | l-p | sel | amid | 3 | 13.00-1 | worm |
| Titan........ | 7,000 | 4,300 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | l-p | ind-c | amid | 3 | 8.00-1 | [illegible] |
| Titan........ | 12,000 | 5,150 | 156 | pr-s | s | 36x5 | 40x6d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ⅜ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 3 | 11.00-1 | int-g |
| Tower........ | 4,000 | 2,975 | 146 | pr-s | s | 36x4 | 36x7 | | | | | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 27.23 | b-l | | P | tube | Bosch S-H | | | Pierce | Stmbg | 1½ | g | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Tower........ | 7,000 | 4,100 | 165 | ch-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5 | 32.40 | | | | tube | Bosch | | | Pierce | Stmbg | | | l-d | sel | u-m | | | |
| ¶Traffic........ | 4,000 | 1,395 | 133 | ch-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | 8½ | 9⅝ | 3¾ | 4⅞ | Russell | | Cont | 4 | 3¾x5 | 22.50 | b-h | ⅛ | T | cell | Mag. S-H | none | | none | Carter | 1 | | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| ¶Transport........30 | 3,000 | 1,950 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | | ⅜ | T | cell | Eism | none | | Simplex | Stmbg | 1 | | d | sel | u-m | 3 | 7.60-1 | int-g |
| (Mt. Pleasant, Mich.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ¶Transport........50 | 5,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅜ | P | cell | Eism | none | | Duplex | Stmbg | 1¼ | | d | sel | u-m | 4 | 8.00-1 | int-g |
| Transport Tractor..T | 10,000 | 2,750 | 80 | r-c | s | 34x3½ | 34x4d | | | | | | | | | | | Cont | 4 | 3½x5 | 19.61 | b-r | | T | cell | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | | worm |
| Triangle........A | 3,000 | 2,185 | 144 | r-c | s | 34x3½ | 34x6 | 14 | 14 | 1¼ | 2½ | | | | | Clark | | Wauk | 4 | 3¾x5¼ | 22.50 | b-b | ¼ | P | tube | Eism | | | Wauk | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| Triangle........B | 5,000 | 2,850 | 151 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Clark | | Ruten | 4 | 4⅛x5½ | 27.20 | 2-r | | P | tube | Eism | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Tructor........A | 10,000 | | 93 | r-s | s | | 36x4 | | | | | | | | | own | | | 4 | 3¾x5½ | 22.50 | | | P | | Eism S-H | opt | | | Schb | | g | d-d | sel | u-m | 4 | 3.40-1 | int-g |
| Twin City...4-W-D-B | 10,000 | 5,250 | 140 | pr-s | s | 36x7 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Twin City...4-W-D-C | 7,000 | 4,750 | 130 | r-c | s | 36x6 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | P | sel | amid | 3 | | bev |
| Union........B | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2¼ | | | | | Russel | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | fin | Eism | | | Dup | Scheb | 1¼ | g | o-d | sel | u-m | 3 | 7.75-1 | int-g |
| ¶United........AX | 3,000 | 2,095 | 145 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-l | | P | tub | Dixie | opt | | Simplex | Stmbg | | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶United........BX | 5,000 | 2,800 | 165-171 | pr-s | s | 36x4 | 36x8 | | | | | | | | | Clark | s-f | Buda | 4 | 4¼x5½ | 29.00 | b-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 8.15-1 | worm |
| ¶United........CX | 7,000 | 3,400 | 157-177 | pr-s | s | 36x5 | 36x5 | | | | | | | | | Clark | s-f | Buda | 4 | 4¼x5½ | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 10.00-1 | worm |
| ¶United........VX | 10,000 | 4,700 | 160-185 | pr-s | s | 36x6 | 40x6 | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 12.50-1 | worm |
| United F. W. D........ | 6,000 | 4,500 | 130 | r-c | s | 36x7 | 36x7 | | | | | | | | | own | | Beav | 4 | 4¾x6 | 34.30 | | ⅜ | P | fin | Eism D-H | Bijur | | Ray | Duplex | | g | | ind-c | amid | 3 | 9.00-1 | bev |
| U. S........N | 3,000 | 1,995 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | | | | 4 | 3¾x5 | 22.50 | b-r | | P | tube | Eism | | | | Stmbg | | | | sel | u-m | 3 | | int-g |
| U. S........E | 5,000 | 2,800 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10¼ | 1⅞ | 1⅞ | own | d | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.16-1 | chn |
| U. S........H | 5,000 | 3,250 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10¼ | 1⅞ | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 7.75-1 | worm |
| U. S........D | 7,000 | 3,500 | 162 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 7¼ | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.01-1 | chen |
| U. S........J | 7,000 | 3,950 | 162 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 4½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| U. S........K | 10,000 | 4,850 | 168 | r-c | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | 12 | 14¼ | 7¼ | 7½ | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | D | v-t | Eism | | | Wauk | Stmbg | | g | d-d | ind-c | amid | 4 | 10.25-1 | worm |
| Universal........G | 3,000 | 2,175 | 133 | r-c | s | 34x3½ | 34x5 | | | | | | | | | own | f-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | T | fin | Berling | opt | | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.25-1 | worm |
| Universal........D | 4,000 | 2,800 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | own | d | own | 4 | 4½x5½ | 29.86 | 2-l | ⅜ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 9.16-1 | chn |
| Universal........A | 6,000 | 3,700 | 132 | r-l | s | 36x5 | 36x5d | | | | | | | | | own | d | own | 4 | 4½x5½ | 29.86 | 2-o | ⅜ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 10.29-1 | chn |
| Velie........25B | 4,000 | 2,950 | 150¼ | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 10 | | 5½ | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 6.00-1 | worm |
| Velie........26B | 7,000 | 3,900 | 173½ | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3¼ | 13 | | ¼ | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 10.30-1 | worm |
| Vim........21 | 1,000 | 945 | 108 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅜ | T | fin | Dixie S-H | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| Vim........26 | 1,000 | 1,280 | 127 | pr-s | p | 32x4½ | 32x4½ | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅜ | T | fin | Dixie S-H | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| Vim........25 | 2,000 | 2,195 | 120 | pr-s | s | 35x5 opt 34x4 | 35x5 opt 34x4 | 12 | 12 | 1⅝ | 1⅝ | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | West | none | none | Zenith | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Vim........22 | 4,000 | 3,150 | 142 | pr-s | s | 34x4 | 36x4 | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Vim........23 | 6,000 | 3,950 | 150opt 175 | pr-s | s | 36x4 | 36x4 dual | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 8.50-1 | wo m |
| ¶Vim........24 | 10,000 | | 150 | pr-s | s | 36x5 | 40x5d | 8 | 10 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zenl | | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Walter........C | 10,000 | 5,500 | 132 | pr-s | s | 40x6 | 40x6 | | | | | | | | | own | | | 4 | 4¾x6 | 30.65 | b-l | | P | fin | Eism S-A | | | own | H & N | 1½ | g | c | sel | u-m | 4 | 8.50-1 | int-g |
| Walter........B | 15,000 | 5,750 | 162 | pr-s | s | 40x6 | 40x6d | | | | | | | | | own | | | 4 | 4¾x6 | 30.65 | b-l | | P | fin | Eism S-F | | | own | H & N | 1½ | g | c | sel | u-m | | 7.85-1 | int-g |
| Watson........Tractor | 10,000 | 4,050 | 80 | r-s | s | 34x4 | 36x5d | 1 | 14 | 2½ | 3 | 10 | 13 | 1¼ | ¼ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Bosch D-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Ward La France........ | 4,000 | 3,350 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅗ | 5½ | | f-f | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | S-H | Dyneto | 75.00 | Duplex | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| Ward La France........ | 6,000 | 3,750 | 166 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 1 | 3½ | 10½ | 12 | 5 | 4½ | | s-f | | 4 | 4⅛x5¼ | 27.20 | b-l | — | P | fin | S-H | Dyneto | 75.00 | Duplex | Zenith | | g | d-p | sel | amid | 4 | 10.00-1 | worm |
| Ward La France........ | 7,000 | 3,900 | 170 | pr-s | | 36x5 | 36x5d | 14 | 14 | 2 | 3½ | 10½ | 12 | 5 | 4½ | Timken | s-f | | 4 | 4½x5½ | 32.40 | 2-l | ⅛ | P | fin | S-H | Dyneto | 75.00 | Duplex | Zenith | 1⅛ | | l-p | sel | amid | 4 | 9.00-1 | worm |
| Western........ | 14,000 | 4,600 | 146 | r-c | s | 36x7 | 40x7d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.10 | | | P | | Bosch S-H | Vesta | 75.00 | Simplex | Stmbg | | v | d-d | sel | amid | 4 | 13.60-1 | chn |
| ¶White........GBBE | 1,500 | 2,400 | 133½ | pr-s | | 34x4½ | 34x4½ | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1¼ | g | l-p | sel | amid | 4 | | b |
| White........TBC | 4,000 | 3,300 | 145½ | pr-s | s | 36x4 | 36x7 | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1¼ | g | l-p | sel | amid | 4 | | l-red |
| ¶White........TJ | 6,000 | 4,300 | 174 | r-l | s | 36x5 | 40x5d | 8 | 10 | | | | | | | own | f-f | own | 4 | 3¼x5¼ | 22.50 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | l-red |
| White........TG | 10,000 | 5,000 | 174 | r-l | s | 36x6 | 40x6d | 8 | 10 | | | | | | | own | f-f | own | 4 | 4¼x5¾ | 29.00 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | l-red |
| White Hickory........H | 4,500 | 2,400 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 3¾x5 | 32.50 | b-r | ⅜ | P | cell | Eism S-F | | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Wichita........L | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Sheldon | | own | 4 | 3½x5 | 19.60 | b-l | | T | cell | Mag S-A | | | none | Stmbg | | g | c | sel | amid | 3 | 7.80-1 | worm |
| Wichita........M | 4,000 | 2,750 | 144 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.66-1 | worm |
| Wichita........R | 5,000 | 2,950 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.33-1 | worm |
| Wichita........O | 7,000 | 3,750 | 165 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Sheldon | | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | | P | cell | Mag S-H | | | Waulk | Stmbg | | g | c | sel | amid | 4 | 11.75-1 | worm |
| Wichita........S | 12,000 | 5,400 | 165 | pr-s | s | 36x6 | 40x6d | | | ste | el | | | | | own | | Beaver | 4 | 4½x6 | 32.40 | 2-o | | P | cell | Mag S-H | | | Duplex | Stmbg | | g | c | sel | amid | 4 | 14.00-1 | d-red |

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## STEAM TRUCKS

| NAME AND MODEL | Capacity | Price | Wheel Base | Size of Tires | Engine Location | No. Cylinders | Bore and Stroke | Type of Engine | Type of Valve Gear and Valves | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|
| Steamobile | 10,000 | | 180 | Front 36x6; rear 40x7d | Under Seat | 4 | 3¼x5 | Simp., Sing. Act. | | Worm int-g |
| Steamotor | 4,000 | 3,000 | 144 | Front 36x4; rear 36x6 | Rear Axle | 2 | 5x4 | Simp., Doub. Act. | Stevenson-Slide Doble | |
| Doble Steamer | 4,000 | 3,500 | 144 | Front 36x4; rear 36x7 | | 2 | 5x4 | Simp., Doub. Act. | | |

## Complaint Against Pan Motors

The Federal Trade Commission has issued a complaint against the Pan Motor Co., St. Cloud, Minn., and the president, Samuel C. Pandolfo, charging him and the company with having sold stock worth $4,723,111 and deceiving the public by circulating false statements and unfair advertisements regarding the assets and resources of the company. They claim there were 54,000 recorded subscribers of stock of whom 39,000 have paid the subscriptions in full.

The Auto Wheel Co., Lansing, Mich., is now approaching capacity production. The company is producing 450 sets of wheels daily.

## Plans for 150,000 Fordsons

Henry Ford & Son plans to produce approximately 150,000 tractors during the fiscal year, which commenced June 1, 1919. The plant has been in operation 14 months and on May 1, the date it closed down for inventory, it had made 53,078 tractors. Inventory work was completed June 1 and the company is back in production. Approximately 100 tractors were run daily this week, and before the middle of June the daily output will be between 300 and 400 machines. Orders have been received from France, England and Belgium for 1,000 tractors.

## Martin-Parry Merger

The Martin Truck & Body Corp., York, Pa., and the Parry Manufacturing Co. of Indianapolis, Ind., both commercial car body makers, have merged as the Martin-Parry Corp. John J. Watson, Jr., is chairman of the board, and other directors are: Guy E. Tripp, Westinghouse Electric & Manufacturing Co.; James F. Shaw, Knauth, Nachod & Kuhne; F. M. Small, former president of the Martin Truck Co.; Robert I. Burr, S. C. Parry, Parry Manufacturing Co.; Walter R. Herrick, Herrick, Berg & Co., and George R. Walbridge, Bonbright Co., Inc.

## Stromberg Financial Report

The Stromberg Carbureter Co. of America, Inc., New York City, holding company of the Stromberg Motor Devices Co., has just published its annual report for the fiscal year ending Dec. 31 last. Net profits of $279,097 are shown, as compared with $318,819 of the previous year. The profit per share is $5.58, as compared with $6.37 in 1917, on the 50,000 shares of no par value.

The income of the Carbureter company consisted of $350,628, the net earnings of the Motor Devices company and $21,742 other income, a total of $372,368. The deductions are $70,392 for Federal taxes and $22,879 for other taxes and sundry expenses. In this report no provision is made for the 1919 taxes because the Federal rate was not known at the time the books were closed.

The Motors Devices Co. report shows sales for the year of $2,160,373 and operating profit of $384,781. The added income was $6,817, making total income $391,598. Charges of $40,972 were deducted for taxes, etc.

## Detroit Seamless Tube Plant Started

The Detroit Seamless Steel Tubes Co., Detroit, Mich., has begun construction of a $3,000,000 plant on a 60-acre tract on Warren Avenue. The first section, costing $1,000,000, will be completed by Jan. 1. The company's present location has been sold to the Pennsylvania Railroad.

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## Prest-O-Lite Gas Saves the Day for Newspaper

The following story tells how a Memphis, Tenn., garage helped to tide over the difficulties of a local newspaper.

To fully appreciate the importance of an ample gas supply in the printing of a daily newspaper, it is necessary to see the large quantity consumed in any modern typesetting room for melting the type metal.

The Memphis Press ordinarily depends upon the city gas supply for this purpose, hence there was great consternation one day in the offices of this publication when the city gas supply failed for a period of several hours. An hour is an eternity in the newspaper business. Time is reckoned in minutes and even in seconds.

The emergency called for the immediate installation of a substitute gas supply. It was quickly decided to use acetylene for the purpose. Acetylene is easily obtained in convenient form in metal cylinders in almost any locality, and produces a very hot flame suitable for quickly heating the metal melting pots in the typesetting machines. Compared with other gases commonly used for heating purposes, acetylene has a much greater heating power. It contains three or four times as many heat units per cubic foot.

Acetylene in cylinders produced by the Prest-O-Lite Company is known as Prest-O-Lite gas. The cylinders are supplied in different sizes, the smaller ones being used extensively for automobile illumination, as every dealer knows, and the larger ones for oxy-acetylene welding and other industrial purposes. They embody a scientific principle which permits storing an enormous quantity of acetylene in a phenomenally small space. For instance, as much as 300 cubic feet of acetylene is contained in a cylinder which has a volume of only two or three cubic feet. The explanation is found in the fact that the liquid acetone (one of the products of the distillation of wood) has the ability to absorb acetylene much the same as water dissolves sugar. At ordinary atmospheric pressure and temperature acetone will dissolve about 24 times its own volume of the acetylene, and for each additional atmosphere of pressure to which it is subjected a similar quantity will be dissolved. As Prest-O-Lite gas is supplied under a pressure of about 17 atmospheres (250 pounds per square inch) the feasibility of storing so much gas in such a small space will be apparent. Prest-O-Lite cylinders are completely filled with a porous material, such as asbestos; this is saturated with acetone, after which the acetylene is dissolved under pressure.

As the pressure in the cylinder becomes reduced, due to the withdrawal of the gas, the acetone's absorbing power likewise diminishes, insuring a steady liberation of gas. The gas flow is easily regulated by means of a reducing valve which also delivers the gas at a low pressure suitable for the purpose for which it is being used.

The Memphis Press called upon the Quality Motor Car Company and the Metal Welding Company, both of Memphis, for acetylene to tide it over its difficulties. The former sent two small automobile Prest-O-Lite cylinders and the latter supplied a large cylinderful of the gas. These were put to work immediately and the paper soon appeared, making acknowledgement for the timely aid received in the following heavy type headline: "This emergency edition of The Press is printed with the help of Prest-O-Lite gas."

### De Lisser Condemns Trade Pirates

"When an industry meets with rapid growth, as pneumatic tire manufacture, it attracts charlatans and fakirs, who exploit promises of performances which cannot be made good," says Horace DeLisser, president of Ajax Rubber Co.

"Ultimately industries free themselves of those who seek to fatten without giving value for the tax they impose. Though one is cut down, another springs up. The past winter has been a busy one for so-called 'tire gyps,' following the Government's curtailment order of last fall. With the passing of years, industries become free of such molluscs.

"Rarely is there ingenuity or change in the programs of the fakirs. The generally adopted form is to trade upon well known and strongly advertised names of standard tires, offering prices which cost of manufacture could not permit in the name of good business.

"If a tire fakir is more bold he attempts to organize a new tire business, selling stock, and offering special prices to stockholders for their tire requirements. Despite the fact that a comparatively few manufacturer produce 99 per cent of tires required, and that tire manufacture is only profitable when the volume of tire sales is very large, persons without rubber or manufacturing experience ply their trade in shares of stock of doubtful value.

"The time has come for the public to know that the tire business is going through that same transition stage, which every industry meets, and when elimination of the most unfit takes place.

"Thus in the farm implement business there were once several hundred manufacturers, whose total volume was relatively small. Only a few have survived, but their growth of influence has been a thousandfold greater than the combined efforts of the larger number.

"So it is in the manufacture of tires, when the needs of motorists are more and more being supplied by those manufacturers who have established their products, through merit and advertising to be standard equipment for cars.

"The dishonest practices of the tire 'gyp' who has no right to do business or consideration from the public, fool the unwary. The deceits are all old and shop-worn. The scrap casing masquerading in a new 'overcoat' tread is still an old casing with its life gone and its usefulness done.

"One is always exposed to risk of personal concern in issuing such a warning as this, but at this time when a new touring season is at hand, such words of warning need to be said."

### U. S. Rubber Offers Common Stock to Employees at $70

Employees of the United States Rubber Co. have been offered the chance to purchase common stock of the company at $70 a share. It is now selling on the market for $95. Employees will be given 5 years in which to pay for subscriptions.

### Building Factory for Transport Truck

Work on the new plant of the Transport Truck Co., Mt. Pleasant, Mich., has commenced. The buildings will cost $150,000 and will be ready for operation before the end of the year.

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# TRADE GOSSIP

J. L. Justice, who for the past three years has been zone supervisor for the Maxwell Motor Co., Detroit, resigned to become general sales manager of the National Wire Wheels Works, Inc. He will have his office in the Book Building, Detroit.

C. E. Wilson, formerly of the Westinghouse Electric & Manufacturing Co., has been made manager of the motor equipment division of the Remy Electric Co., and will have charge of engineering and sales with headquarters in Detroit.

Joseph Leopold has resigned as sales manager for the Jones-Motrola, Inc., to become sales manager of the Trego Motors Corp.

Asher Golden has been appointed by the Compagnie d'Applications Méchaniques, Paris, its exclusive agent in the United States for the sales of RBF bearings and retainers.

Miss Ruth Edwards, who has been treasurer of the Bantam Ball Bearing Co., Bantam, Conn., for the past three years, has resigned her position. She has been with the company for twelve years.

J. W. McCabe, formerly district sales manager of the Chicago Pneumatic Tool Co. at Buffalo, has been made special representative for that company's foreign trade department, and is about to make a trip through the Orient.

George W. Rowell, newspaper man, and formerly scretary and manager of the Upper Peninsula Development Bureau, has been made publicity and advertising manager of the Lloyd Mfg. Co., Menominee, Mich.

S. A. Schaeffer, foundry superintendent of the Fairbanks-Morse Co., Three Rivers, Mich., has resigned to become assistant superintendent of the Clarage Fan Co., Kalamagoo, Mich. He is succeeded by B. C. Page of Spokane, Wash.

F. L. Sanford will be in charge of the New York branch of the Dort Motor Car Co., Flint, which will be opened shortly in the Ehret Building, Fifty-eighth Street and Broadway. Mr. Sanford was for several years manager of the Studebaker branch in New York.

E. H. Beacham, assistant to A. C. Barley, president of the Barley Motor Car Co., Kalamazoo, Mich., has resigned and gone to Chicago to accept a post with the Waldon W. Shaw Co., operating the Shaw Taxicab Co. and the Yellow Taxicab Co. He has been acting as general sales manager during the past six months. His successor has not been named.

Clarence V. McGuire has been appointed general sales manager and advertising director of the Carlisle Cord Tire Co. Until now he has been vice-president of Van Patten, Inc., advertising agency. In entering the company he becomes a director of the organization and a member of the executive board.

Harold W. Woodworth, who has been in the Boston office of the Ahlberg Bearing Co., Chicago, will be in charge of the new office of the company at 511 Westminster Street, Providence, R. I.

Bruce E. Anderson, formerly with the Ideal Engine Co., has become general manager of the Lansing Body Co., succeeding Frank Thoman, who retires as manager but continues as a member of the board of directors.

R. S. McLaughlin, president of the McLaughlin Motor Car Co. and a vice-president and director of the General Motors Corp., has been elected president of the newly organized General Motors of Canada, Ltd., which has a capital of $10,000,000.

L. P. Helm, for two years in charge of production of the Olympian Motors Co., Pontiac, has resigned to become production engineer of the Chief Motors Corp., Port Huron, Mich.

J. H. McMillan, advertising manager of the Mueller Metals Co., Port Huron, Mich., has resigned, to take effect June 15. His future plans have not been announced.

Otto Bruenauer, formerly director of sales and engineering of the U. S. Ball Bearing Mfg. Co., Chicago, has resigned. Otto Bruenauer and Howard L. Spohn became identified with the U. S. Ball Bearing Company in January, 1917, and with Walter H. Strom had charge of the plant. As a result of reorganization and changes in policy consequent upon the death of Walter H. Strom in January, 1919, Spohn resigned as commercial manager in May, Bruenauer's resignation following.

Mark L. Requa resigned recently as director of the oil division of the U. S. Fuel Administration. Mr. Requa's departure marks the disbanding of the oil division, which controlled the production and consumption of oil, including gasoline, during the war.

George W. Parks has been elected president and general manager of both the Maxwell Motor Co. of Canada, Ltd., and the Chalmers Motor Co. of Canada, Ltd., Walkerville, Ont.

*(Continued on page 75)*

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# Technical Specifications of Truck Units—1919

## For Converting Passenger Cars into Trucks

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS—**CARS UNIT WILL CONVERT**—F., Ford., U., Universal (will convert nearly all cars into trucks): C., Cadillac: D., Dodge Bros.: O., Overland. **PRICE OF UNIT**—† Indicates price with body. **REAR AXLE**—Reinf., Original axle reinforced by special member: **Bev. g.**, Bevel gear: **Int-g.**, Internal gear: R., Roller: B., Ball. **BRAKES**—Ext-r-w., Externa lcontracting on rear wheels: Int-r-w., Internal expanding on rear wheels: Int-j., Internal expanding on jackshaft: Ext-j., External contracting on jackshaft. **ORIGINAL REAR AXLE**—Rear ax., Rear axle of truck: **Takes Torque**, means original axle is used as that part of the internal gear axle which transmits the torque but does not carry the wheel on the truck: Alt., Altered: Unalt., Unaltered. **DRIVE AND TORQUE**—S., Springs: T., Tube: A., Arm: R., Radius Rods or Arms. **REAR TIRES**—S., Solid: R., Pneumatic. **WHEELS**—W., Wood: S., Steel: Sq., Square: Ov., Oval: R-d., Round Spokes. **SPRINGS**—Sem., Semi-Elliptic: F. El., Full Elliptic: Patl., Platform. **FRAME**—Ch-s., Channel Section Steel: Pr-s., Pressed Steel: R-S., Rolled Steel. **ORIGINAL FRAME**—Alt., Altered: Unalt., Unaltered.

| NAME OF UNIT | Cars Unit Will Convert | Pounds Capacity | Price of Unit | Wheelbase | Tread | REAR AXLE: Make | REAR AXLE: Final Drive | REAR AXLE: Total Gear Reduction | REAR AXLE: Type of Bearings | BRAKES: Hand | BRAKES: Foot | ORIGINAL REAR AXLE: Use Made of | ORIGINAL REAR AXLE: Altered or Unaltered | DRIVE & TORQUE: Truck Drives Through | DRIVE & TORQUE: Torque Taken by | REAR TIRES: Type | REAR TIRES: Size | WHEELS: Material | WHEELS: Shape of Spokes | SPRINGS: Type | SPRINGS: Length | SPRINGS: Width | SPRINGS: Number of Leaves | FRAME: Material | FRAME: Length | FRAME: Width | Original Frame Altered or Unaltered | Weight of Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Affordable | F | 2000 | 185 | | | Ford reinf | Bev g | | B | | | Rear Ax | Unalt | | | | | | Sq | | 44 | 2¼ | | Ch-s | 113 | 34 | Unalt | 333 |
| All-Car | U | 2500 | 410 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 2½ | 12 | | 140 to 168 | 34 | Alt | 1100 |
| All-Car | U | 4000 | 510 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 3 | 15 | | 140 to 168 | 34 | Alt | 1200 |
| Ameston | U | 3000 | 475 | 134 or more | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 150 | 33½ | Unalt | 1175 |
| Ameston | F | 3000 | 425 | 120 | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | So | Semi | 46 | 2½ | 10 | Ch-s | 148 | 33½ | Unalt | 1100 |
| Ameston | U | 3000 | 475 | 120 to 170 | 56 | Empire | Worm | 7.02 | B | Int-r-w | Int-r-w | Not Used | | | | | 32x4 | W | Sq | Semi | 46 | 2½ | | | | 33½ | Unalt | 1200 |
| Axleford | F | 1500 | 65 | 100 | 56 | Ford reinf | Bev g | 3.63 | R | Ford | Ford° | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Semi | 44 | 2½ | 4 | Ford | | | Unalt | 130 |
| Axleford | F | 2000 | 165 | 124 | 56 | Ford reinf | Bev g | 3.63 | R-B | Ford | Ford | Rear Ax | Unalt | T | T | P | 32x3½ | Ford | Ford | Semi | 44 | 2½ | 7 | Ford | 143 | 36 | Unalt | 165 |
| Barber Tractor A | U | 6000 | 500 | | 25 | Own | Worm | 6.50 | R | Ext-r-w | Int-r-w | Not used | | T | A | S | 32x3½ | W | Sq | F El | 30 | 2¼ | 8 | | | | | |
| Barber Tractor B | | 14000 | On app | | 25 | Own | Worm | 9.00 | R | Ext-r-w | Int-r-w | Not used | | T | A | S | 34x6 | W | Sq | F El | 40 | 3 | 10 | | | | | |
| Champion | F | 3000 | 400 | 125 | 64 | | Chain | 7.00 | | | | | | | | | 32x3½ | W | Sq | Semi | 42 | 2½ | 10 | | 164 | | | 1000 |
| Champion | U | 3000 | 375 | 125 | 56 | | Chain | 7.00 | | Ext-r-w | Ford | Jackshaft | | | | | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | | | | Unalt | 1100 |
| Comdelcar (Longford) | F | 1500 | 125 | 136 | 56 | Ford | Bev g | | R | Ford | Ford | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Ford | | | | | 135½ | | Unalt | 270 |
| Camelford | F | 2000 | 40 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Semi | | | | Ford | | | | 90 |
| Camelford | F | 2000 | 50 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Ford | | | | | | | | 100 |
| Dearborn | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1000 |
| Dearborn | F | 4000 | 500 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1400 |
| Dearborn | U | 2000 | 450 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1100 |
| Dearborn | U | 4000 | 550 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 34x5 | W | Ov | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1500 |
| Detroit | F | 2500 | 400–430 | 112 to 170 | | Russel | Int-g | 6.80 | R | Int-r-w | Ext-r-w | Not used | | | | S | 34x3½ | W | | | 47 | 2½ | | S | 170 | 34 | | 1200 |
| Detroit | U | 4000 | 500–530 | 112 to 136 | | Russel | Int-g | 7.70 | R | | Ext-r-w | Not used | | | | S | 34x4 | W | | | 47 | 2½ | | S | 170 | 34 | | 1400 |
| Detroit | U | 6000 | 675 | | | Russel | Int-g | 9.40 | R | Ford | Ext-r-w | Not used | | | | S | 34x3 dual | W | | | 47 | 2½ | | S | 170 | 34 | | 1800 |
| E. & W. | U | | | | | Torbenson | Int-g | | | Ford | | | | | | | | | | | | | | | | | | |
| Giant Convert-A-Car | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Semi | 42 | 2½ | 10 | Ch-s | 168 | 32 | Unalt | 1030 |
| Graham Brothers | F | 2000 | 300 | 125 | 56 | Hess | Chain | 7.64–1 | R | Int-r-w | Trans | Jackshaft | Unalt | R | R | S | 32x3½ | W | R | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1005 |
| Graham Brothers | F | 2000 | 425 | 125 | 56 | Torbenson | Int-g | 6.50–1 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Unalt | 1070 |
| Graham Brothers | F | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 32 | Unalt | 1160 |
| Graham Brothers | D | 2000 | 450 | 139 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | D | 3000 | 550 | 139 | 56 | Torbenson | Int-g | 7.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1160 |
| Graham Brothers | D | 5000 | 715 | 139 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1560 |
| Graham Brothers | D | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1340 |
| Graham Brothers | U | 2000 | 450 | 140 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | U | 3000 | 550 | 140 | 56 | Torbenson | Int-g | 7.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1180 |
| Graham Brothers | U | 5000 | 732 | 140 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 16 | 3 | 13 | Ch-s | | 23 | Alt | 1570 |
| Greb | F | 1000 | 70 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 110 |
| Greb, P. B. B. | F | 2000 | 125 | 124 and 136 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 290 |
| Grebford | F | 1000–1800 | 75–85 | 112 to 136 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ | W | | Ford | | | | | | | Unalt | 125 |
| Guaranty, O. | U | 2500 | 420 | 114 to 138 | 56 | Russel | Int-g | 5.50–7.70 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 49½ | 2½ | 12 | Ch-s | 150 to 174 | | Unalt | 1200 |
| Guaranty, A. | U | 4000 | 520 | 126–160 | 56 | Russel | Int-g | 7.70–8.20 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 49½ | 2½ | 15 | Ch-s | 150 to 174 | | Unalt | 1450 |
| Guaranty, U. | U | 6000 | 720 | 126 to 160 | 56 | Russel | Int-g | 8.20 | R | Extr-w | Int-r-w | Not used | | S | S | S | 34x6 | W | Sq | Semi | 49 | 3 | 15 | Ch-s | 108 | | Unalt | 1650 |
| Hay-Dee | F | 1500 to 2000 | 55 to 60 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | | 30x3½ | W | | | | | | | | | | |
| Iowa, E. | U | 2000 | 490 | 130 | 56 | Russel | Int-g | 5.50 to 6.50 | R-B | Ford | Ext-r-w | Not used | | S | | S | 32x3½ | W | Sq | Semi | 54 | 2½ | 10 | Ch-s | 144 | 53 | Alt | 1200 |
| Iowa, O. | U | 4000 | 575 | 140 | 56 | Russell | Int-g | 7.00 to 8.00 | R-B | Ford | Ext-r-w | Not used | | S | | S | 34x4 | W | Sq | Semi | 54 | 3 | 12 | Ch-s | 144 | 53 | Alt | 1400 |
| Iowa E. | D | 3000 | 500 | 140 | | | Int-g | 5.50–6.50 | | | | Not used | | | | S | 32x4 | W | Sq | | 54 | 2½ | 10 | Ch-s | | | | |

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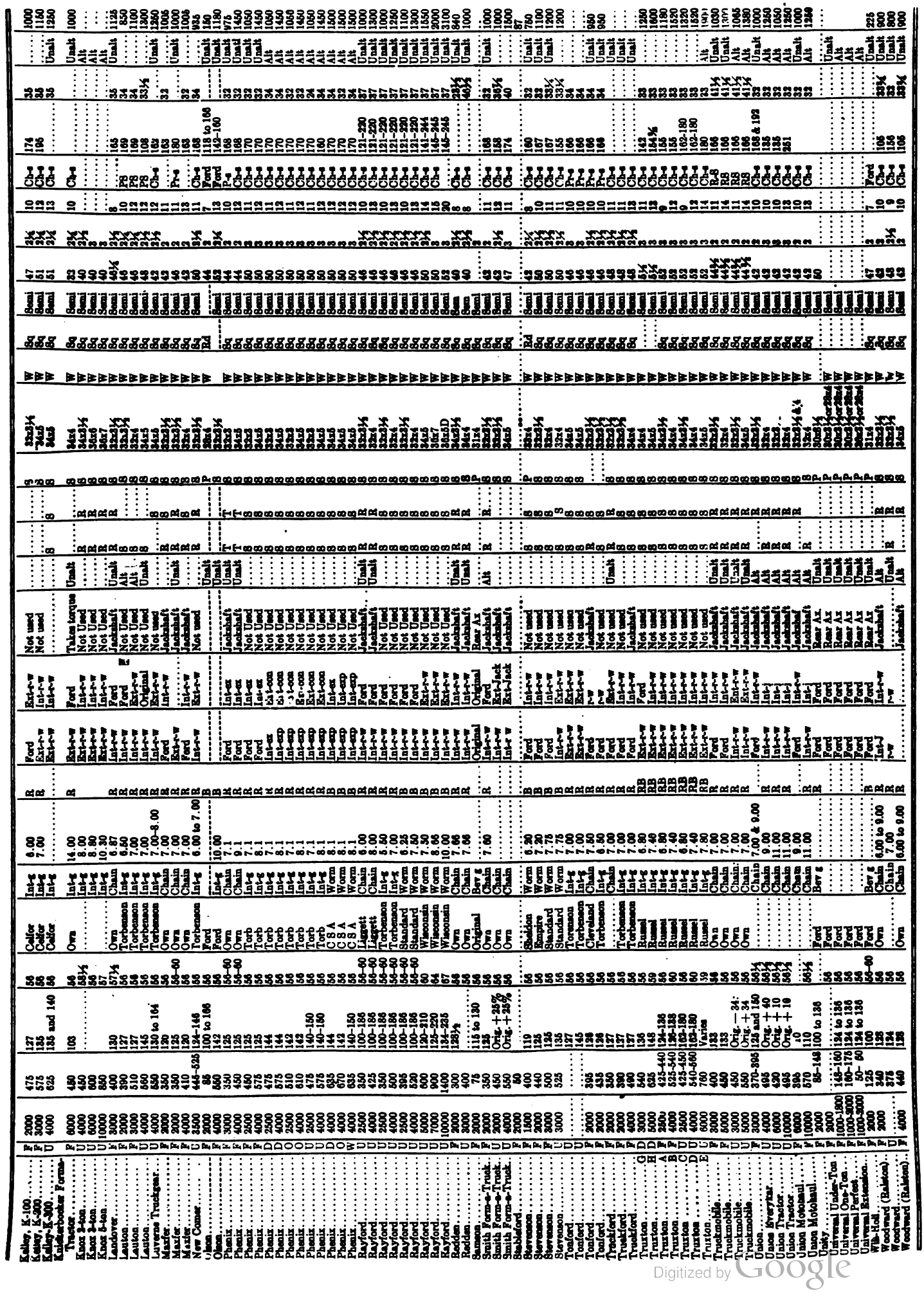

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### McGraw Employees Get Common Stock

At a recent meeting of the board of directors of the McGraw Tire & Rubber Co., an appropriation of common capital stock of the company was made and set aside for the benefit of employees.

According to the plan of distribution, the stock may be purchased by employees for cash or on deferred monthly payment. As soon as subscribed and the first payment is made on the stock, all cash dividends are credited to the subscriber's account as additional payment until the entire amount of the stock is paid, after which, dividends earned will be paid direct to the employee.

Another advantage of the plan of distribution is that the Company's Employees' Stock Department will extend time of payment in case of inability to meet assessments due to accident, sickness or other unavoidable cause. The stock being offered to employees is non-assessable, and is sold at the par value of $50.00 per share.

The company has also developed plans for the establishment of an employees' park. A large tract of land near the factory, with plenty of water facilities, has been purchased. Swimming, boating and fishing facilities will be provided, besides general athletic fields and golf course.

### Price of Acme Trucks Increased

Acme Model C 3½-ton and Model E 5-ton trucks have each been increased in price $100, according to an announcement of the Acme Motor Truck Co., Cadillac, Mich. The Acme 3½-ton truck of improved design is now in production. This truck is equipped with a pressed sheet heat-treated frame instead of a channel section. It is equipped with a Continental E 7 motor with flywheel inclosed. These improvements, with others, are accountable for the increase in list of $100 on this model.

The Acme 5-ton chassis Model E has been repriced on an actual cost basis, this being practically the first year of production on this model, the price quotation heretofore having been nominal.

Mr. C. J. Helm, Secretary and Sales Manager, of the Acme Motor Truck Company, announces that the first five months of this year show a marked increase in sales over the same period of any previous year in the company's history, making necessary a largely increased schedule of production for the balance of the year. The Acme body building department is being taxed to its capacity, producing bodies which are used exclusively on Acme trucks. A very satisfactory foreign trade is now being established on the Acme line in addition to the domestic distribution being considerably reinforced so far the present year.

### Swander and Utz Become Vice Presidents of Standard Parts

Two men prominent in The Standard Parts Co. organization, have been promoted to vice-presidencies. They are Dan C. Swander, supervisor of sales, and J. G. Utz, supervisor of engineering, headquarters for both of whom are at the executive offices of the company in Cleveland.

Both men have been with Standard Parts from its beginning. Mr. Utz was formerly director of engineering in the Perfection Spring Co. and Mr. Swander was well known to the trade as eastern sales manager of The Firestone Tire and Rubber Co. prior to his present connection.

### New Car and Tractor

The L. M. Heifner Manufacturing Co., Philadelphia, with L. M. Heifner at the head, is being formed with a capital of $1,500,000, to manufacture cars and tractors. An option dating from July 1 has been taken on a building in Chester, Pa., having 100,000 sq. ft. of floor space, and operations are expected to begin by August 15. The tractor to be made will be composed of standard units, especially suitable for small farms, and will cost $1,000. It will be designed to be used with a 2-bottom plow, having a clearance of 27 inches. Production of 3,000 the first year is the goal.

All types of passenger cars are planned, having the following specifications: aluminum body, Continental Red Seal engine, 128-in. wheelbase, Bosch magneto, Brown-Lipe transmission, Borg & Beck clutch, Spicer universals, Timken axles, Parish & Bingham Co. frame, Perfection springs, Stewart vacuum feed, Fedders radiator, Delco starting and lighting system. The color will be optional.

### Government Needs More Stenographers

The Government is in urgent need of a large number of stenographers, typists and bookkeepers in Washington, D. C.

Usual entrance salaries are: Stenographers $1,200, typists $1,100, bookkeepers $1,100 and $1,200 a year, aside from any temporary bonuses allowed. Higher salaried positions are usually filled through promotion.

The Government constantly maintains a list of available rooms in private houses in Washington, and conducts attractive residence halls to accommodate a limited number. Living conditions are considerably improved.

Full information and application blanks may be obtained from the Secretary of the Local Board of Civil Service Examiners at the post office or customhouse in any city.

### Long Wear Acquires Another Tire Factory

The Long-Wear Rubber Co., of Elyria, Ohio, has taken over the entire production of sales of The Quality Tire & Rubber Co., of Anderson, Ind., makers of "Quality" cord and fabric tires.

This adds a daily capacity of 2,000 casings and 2,000 tubes of the Long-Wear production, which is now several hundred per day in Elyria and will shortly be increased by a substantial addition to the Elyria plant.

Both factories will be under the personal supervision of Frank W. O'Brien, general manager of the company with headquarters at Elyria.

Plans for expansion now under way contemplate a total daily production of 20,000 pneumatic and solid tires and the manufacture of boots and shoes and general rubber goods.

### Le Bourveau

L. G. LeBourveau has retired from his position as secretary and sales manager of the American Electric Co., Chicago. He will go South to engage in the automobile accessory business, having offices at Atlanta, Ga., and Jacksonville, Fla.

### U. S. Rubber Helps Subsidiary

The United States Rubber Co. will spend $3,000,000 this year in extensions and equipment to the works of Morgan & Wright, its subsidiary in Detroit.

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# MANUFACTURERS' NOTES

ıe International Harvester Co. has purchased Chattanooga Plow Co., maker of chilled plows. Chattanooga Plow Co. was formed 40 years ago is being operated by the founders. Its plant rs about 3½ acres of a 7-acre site.

ıe Northway Motors Corp., one of the General ›rs units, is averaging 580 automobile engines . The company is also making engines for the pson tractor. Approximately 400 engines are ; turned out daily for the Oakland Motor Car 150 for Olds Motor Works and 30 for the Cole ›r Car Co. It will be nearly one year before the ling program, recently outlined for this com- , goes into effect.

ıe Oneida Motor Truck Co., Green Bay, Wis., the end of the war has more than doubled its uction and increased its sales by 130 per cent. ng May salesrooms were established at Balti- , Denver and Sioux City.

ıe Briggs & Stratton Co., Milwaukee, Wis., will ge its productive facilities approximately 100 ent at a cost of nearly $500,000. Ground will roken early this week for a 5-story fireproof ry building, 60 by 185 ft., duplicating the pres- actory, erected about three years ago. In addi- a new office building, laboratory and engineer- building, 69 by 120 ft., 4 stories high, will be . The new facilities will be available by Oct. 1.

ıe Smith-Davis Machinery Co., Market and 21st ets, of which Mr. Heifner is general manager, represent the new line in Eastern Pennsylvania, Jersey, Delaware, and part of Maryland.

ıe Moline Plow Co. is building a foundry at Moline to cost $275,000. The contract calls for completion of the structure by October 15. The ling will be two stories, 120 by 380 ft, of rein- d concrete and steel. Tractor and agricultural ement castings will be produced at the new .

ıe Kalamazoo Motors Corp., Kalamazoo, Mich., al $250,000, fully paid up, has bought out the cal assets of the Lane Motor Truck Company vill continue to manufacture the same model trucks the name "Kalamazoo." The officers of the any are: H. A. Crawford, President; C. J. John- Vice-President; Wm. B. Milham, Treasurer; R. M. ry, Secretary.

The Chandler, Grant and King cars will in the future be equipped with Prest-O-Lite lighting and starting equipment, according to an announcement of the Prest-O-Lite Co.

H. L. Hall has resigned as Chicago branch manager of the Swinehart Tire and Rubber Co. He will take charge of the Chicago office of the Troy Carriage Sunshade Co., manufacturers of Troy windshields and specialties with which company he was connected for eight years prior to becoming associated with the Swinehart interests.

The Chicago office of the Troy Carirage Sunshade Co. is located at 20 East Jackson Boulevard.

The Standard Parts Co. has taken office space at 1006 Times Building, New York City, where Mr. W. A. Paxton will represent the company in the eastern territory for the sale of Stanweld products. The company's products were formerly handled in this territory by Mr. L. D. Rockwell.

The Fulton Truck Company of New York, which has been located at 1800 Broadway on Columbus Circle, has moved to 240 West Fifty-ninth Street, just east of Broadway, where it has a much larger salesroom for the display of Fulton trucks.

The Dearborn Truck Co. announces the appointment of the Wm. H. Ranken Co., of New York, Chicago and Washington, as its advertising representatives.

The H. B. Shentz Co., Inc., 157 W. 54th Street, New York City, has been appointed distributors for the Shuro cell tester, a device for testing storage batteries.

The Machine Tool Engineering Co., 149 Broadway, New York City, will be the sales agent for the Smalley General Co., Bay City, Mich., in New York and New England territory.

Stronghold fabric tires, manufactured by The Rubber Products Co., Barberton, Ohio, are now guaranteed 7,500 miles on Ford sizes and 6,000 miles on all other sizes, according to an announcement of the company.

The Detroit Culto-Tractor Co., Detroit, Mich., a new company incorporated at $1,500,000 for the manufacture of a farm tractor to sell at $755, has leased the Indian Village garage on Jefferson Avenue, and is converting it into a manufacturing plant.

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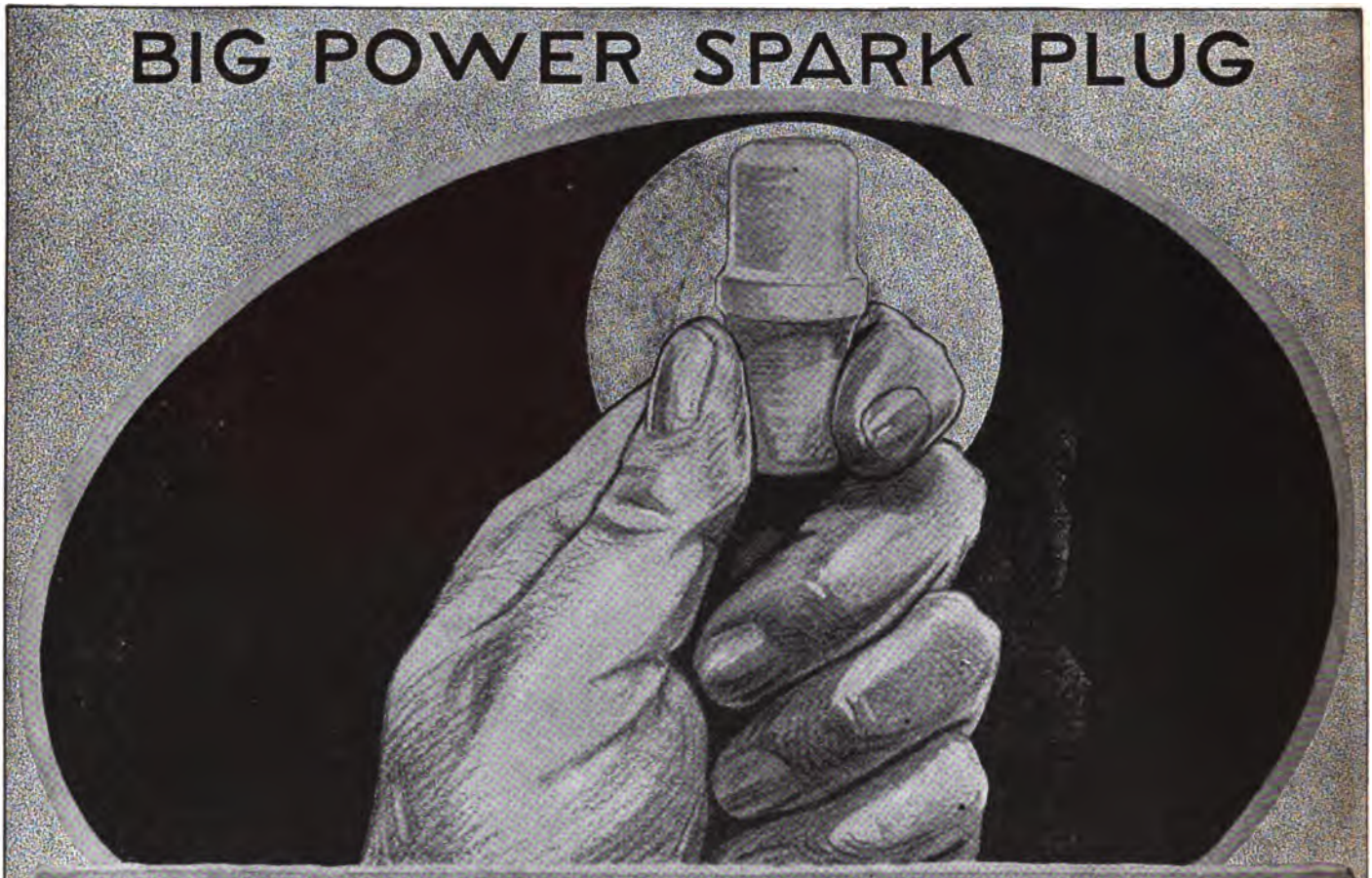
# National

## BIG POWER SPARK PLUG



## STONE INSULATOR

THE NATIONAL Stone Insulator is made of an entirely new *basic material.* It is practically unbreakable —not affected by extremes of heat or cold—heat proof—impervious to oil—oil proof—compression tight. The National Tractor Special—equipped with Big Stone Insulator—and oversize electrodes of extra heavy wire, designed especially to ignite low grade oils that have a tendency to slow, lazy ignition —is positively unequalled for durability—economy of fuel—positive ignition and steady, satisfactory service under the heavy duty requirements of Tractors and High Compression stationary engines.

NATIONAL—Big Power—Spark Plugs are made in all sizes—to fit any motor—for every requirement of air, land and water service. Every one is carefully inspected and rigidly tested. Prices: Standard sizes for automobiles, etc., $1—Tractor Special for tractors and high compression stationary engines, $2.

*SOLD BY RELIABLE DEALERS—BOOKLET MAILED ON REQUEST*

**NATIONAL SPARK PLUG CO., Rockford, Ill.**

**New York** **Pittsburgh** **Atlanta** **San Francisco** **Dallas**

Export Dept., WERNER & BUTTS, 336 Whitehall Bldg., New York, U.S. A.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# Technical Specifications of Tractors—1919

## REVISED MONTHLY

ABBREVIATIONS: **TYPE**—2-w., Two-wheel; 3-w., Three-Wheel; 4-w., Four-Wheel; **Creepr.**, Creeper; **c or w.**, either tracks or wheels furnished; **DRIVEN BY**—rw., Rear Wheel; **rw-s.**, Rear Wheel Single; **rw-d.**, Rear wheel Double; **tw-s.**, Front Wheel Single; **fw-d.**, Front Wheel Double; **ENGINE MAKE**—Overl'd., Overland; **Imp.**, Imperial; **Wauk.**, Waukesha; **Buff.**, Buffalo; **H-Spill.**, Herschel Spillman; **Twin Cy.**, Twin City; **Auto.**, Automatic; **Kerm.**, Kermath; **Herc.**, Hercules; **TYPE AND NUMBER OF CYLINDERS**—v., Vertical; h., Horizontal; o., Opposed; **POSITION OF ENGINE**—c., Crosswise of Tractor; l., Lengthwise of Tractor; **MAKE OF RADIATOR**—Sp. With., Sparks Withington; **Cand.**, Candler; **COOLING SYSTEM**—p., pump; t-s., Thermo Syphon; **MAKE OF CARBURETOR**—Kings., Kingston; **Scheb.**, Schebler; **Buck.**, Buckeye; **Stmbg.**, Stromberg; **MAKE OF AIR CLEANER**—Donld., Donaldson; **TYPE OF IGNITION**—**Mag.**, Magneto; Bat., Battery; **MAKE OF IGNITION SYSTEM**—Eise., Eisemann; **Sump.**, Sumpter; **TYPE OF LUBRICATION**—f., Force Feed; s., Splash; f-s., Force and Splash; **FUEL USED**—**k.**, Kerosene; **g.**, Gasoline; **d.**, Distillate; **a.**, Alcohol; **TYPE OF CLUTCH**—**co-bnd.** Contracting Band; **exp. sh.**, Expanding Shoe; **fr. plate**, Friction Plate; **d.d.**, Dry Disc.; **d-p.**, Dry Plate; **m-d.**, Multiple Disc; **ext. co.**, External Contracting; **int.-exp.**, Internal Expanding; **TYPE AND MAKE OF TRANSMISSION**—**fric.**, Friction; **Foote**, Foot Starter; **sel.**, Selective; **Nil. enc.**, Nilson enclosed; **spr. & bev.**, Spur and Bevel; **MAKE OF BEARINGS**—**Hy.**, Hyatt; **Tim.**, Timken; **Guern.**, Guerney; **New Dep.**, New Departure; **Faf.**, Fafuir; **FINAL DRIVE**—**b.** & S., Bevel and Spur; **bev.**, Bevel; **int.**, Internal; **w.**, Worm; **SPRINGS**—**spir.**, Spiral; **elip.**, Eliptic; **s-elip.**, Semi-eliptic; **susp.**, Suspension; **DRAWBAR TYPE**—**hor. adj.**, Horisontal Adjustable; **adj.**, Adjustable; **lat. adj.**, Lateral Adjustment; **vert. adj.**, Vertical Adjustment; **swing.**, Swinging; **float**, Floating.

| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H. P. | Engine: R. P. M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings in Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axle | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | 2250 | Creepr | r-w | 90 | 6000 | 3 | 12 | 2600 | Beaver | 24 | 850 | v-4 | 4½x6 | c | Eureka | p | Kings | Donld | Mag | K-W | ½ | f | k-g-d | exp sh | Own | Tim&Hy | 2 | 2½–3½ | ext spr | Own | Own | Own | Own | ..... | hor adj | 14 | 7 | 36 | 54 | 144 | 76 | ... | 17 |
| Allis-Chalmers | 6-12 | 850 | 2-w | rw-d | .... | 1800 | 1 | 6 | 1000 | LeRoy | 12 | .... | v-4 | 3¼x4½ | v | Own | t-s | Kings | Bennet | Mag | Eise | ½ | s | g | frict | Own | Guern] | 1 | 1½–2½ | spur | ..... | ..... | ..... | ..... | ..... | swing | 10 | 5½ | 48 | ... | 174 | 60 | 28 | 28 |
| Allis-Chalmers | 18-30 | ..... | 4-w | rw-d | 81 | 5300 | 3-4 | 15 | 3000 | Own | 30 | .... | v-4 | 4½x6½ | v | Own | t-s | Kings | Bennet | Mag | K-W | ½ | f-s | k-g | exp sh | Own | Hyatt | 2 | 2½–3½ | spur | Own | Hyatt | Own | Own | coil | swing | 15 | 7½ | 36 | 50 | 132 | 68 | 26 | 15 |
| Allis-Chalmers | 10-18 | ..... | 3-w | rw-d | 96 | 4800 | 2 to 3 | 10 | 1650 | Own | 18 | 720 | o-2 | 5½x7 | l | Own | p | Kings | Bennet | Mag | Kings | ½ | f-s | k-g | exp sh | Own | Own | 1 | 2½ | int | Own | Own | Own | Own | ..... | swing | 14½ | 6½ | 32 | 56 | 140 | 68 | 9 | 27 |
| Adams | ..... | 850 | 4-w | rw-d | 100 | 5000 | 2 | 9 | .... | Herc | 13 | .... | h-1 | ..... | l | Hopper | .. | ..... | ..... | Mag | ..... | ..... | ..... | ..... | ..... | Own | Plam | 1 | ..... | cham | ..... | ..... | ..... | ..... | ..... | ..... | 18 | 8 | 28 | 36 | 144 | 72 | ... | 17 |
| Adams | ..... | 1000 | 4-w | rw-d | .... | 6000 | 3 | 12 | ..... | ..... | ..... | ..... | h-1 | ..... | l | Hopper | .. | ..... | ..... | Mag | ..... | ..... | ..... | ..... | ..... | Own | Plam | 1 | ..... | cham | ..... | ..... | ..... | ..... | ..... | ..... | 22 | 10 | 36 | 50 | ..... | ..... | ... | ... |
| All-Steel Oil | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 1500 | Bates | 25 | .... | v-4 | 4½x5½ | l | Bates | p | Bates | Bates | Mag | Sumpt | ½ | f | k | ..... | Own slid | ..... | 3 | 6 | int & w | Bates | Bates | Bates | Bates | coil | ..... | 10 | 7 | 30 | 50 | ..... | ..... | 10 | 16 |
| Allwork | 14-28 | 1575 | 4-w | rw-d | 80 | 5000 | 3 | 14 | 3000 | Own | 28 | 800 | v-4 | 5x6 | c | Perfex | p | Kings | Bennet | Mag | Kings | ½ | f | k | frplate | Own | Own | 2 | 3 | spur | Own | Own | Own | Own | ..... | box adj | 12 | 7 | 32 | 48 | 125 | 76 | 24 | 14 |
| Atlas Jr | 16-26 | 1750 | 3 | rw-d | 86 | 5200 | 3 | 14 | 2600 | Wauk | 22 | 1000 | v-4 | 4½x5½ | l | Perfex | p | Kings | Own | Mag | Dixie | ½ | f-s | k-g | int-ex | Enclosed | Hyatt | 1 | 2½ | spur | Own | Own | Own | Own | ..... | lat adj | 12 | 6 | 30 | 66 | 136 | 67 | 9 | 17 |
| American | 15-30 | 1895 | 4-w | rw-d | 93 | 5200 | 3 to 4 | 15 | 3000 | Beaver | 30 | 555 | v-4 | 4½x6 | l | S. J. | p | Holley | Bennet | Mag | Bosch | ½ | f | k-g | s-p | Foote | Hyatt | 2 | 3½ | int | Own | Own | Own | Own | ..... | swing | 18 | 8 | 32 | 52 | 126 | 75 | 10 | 14 |
| Andrews | 12-25 | 1000 | 3-w | rw-s | 110 | 5250 | 2-3 | 12 | 1900 | Veerac | 20 | 900 | h-4 | 4x5 | l | Air | .. | Krice | None | Mag | Bosch | ½ | f | s | d-d | friction | Own | 5 | 4–5 | chain | ..... | ..... | ..... | ..... | spiral | lat adj | 12 | 7 | 36 | 48 | 176 | 90 | 24 | 14 |
| Appleton | 12-20 | 1800 | 4-w | rw-d | 96 | 5300 | 3 | 14 | 2200 | Buda | 20 | 825 | v-4 | 4½x5½ | l | Perfex | p | Scheb | Bennet | Mag | Eise | ½ | f | k-g | d-d | Nuttall | Hyatt | 2 | 2½–3½ | b & s | Own | Hyatt | Own | Plain | spiral | lat adj | 12 | 7½ | 36 | 54 | 152 | 67½ | 10 | 16 |
| Aultman & Tay | 15-30 | ..... | 4-w | rw-d | 99 | 7800 | 3 to 4 | 15 | 2900 | Wauk | 30 | 450 | v-4 | 4½x6½ | l | Hooven | p | Kings | Bennet | Mag | Eise | ½ | s | k-g | int-ex | Own | Hyatt | 1 | 2½ | Spur | Own | Own | Own | ..... | bel | swing | 20 | 8 | 36 | 70 | 150 | 80 | ... | 17 |
| Aultman & Tay | 22-45 | ..... | 4-w | rw-d | 102 | 12800 | 4-6 | 22 | 4000 | Own | 36 | 600 | h-4 | 5½x8 | c | Hooven | p | Kings | ..... | Mag | Eise | ½ | f-s | k-g | friction | Own | Own | 2 | 2.93 | spur | Own | Own | Own | ..... | ..... | ..... | 20 | 10 | 36 | 70 | 166 | 105 | 15 | 20 |
| Aultman & Tay | 30-60 | ..... | 4-w | rw-d | 136 | 25250 | 8-11 | 30 | 7000 | Own | 60 | 500 | h-4 | 7x9 | c | Hooven | p | Kings | None | Mag | Eise | ½ | f | k-g-d | exp | Own | Own | 1 | 2.2 | spur | Own | Own | Own | Own | ..... | angleadj | 24 | 11 | 44 | 90 | 220 | 131 | 17 | 22 |
| Austin | 12-20 | ..... | Creepr | ..... | ..... | ..... | 2-3 | 12 | 2000 | Buff | 28 | 1000 | v-4 | 4x5 | l | Modine | p | Bennet | Oren | Mag | K-W | ½ | f | k-g-d-a | d-d | Own | Hyatt | 1 | 2½–3½ | int | Own | Own | Hyatt | Own | Own | elip | swing | 8 | 6 | ..... | ..... | 99 | 54 | 12 | 13½ |
| Austin | 20-40 | ..... | Creepr | ..... | ..... | ..... | 4-6 | 20 | 3200 | Auto | 45 | 800 | v-4 | 5½x7 | l | Modine | p | Bennet | Oren | Mag | K-W | ..... | f | k-g-d-a | exp | Own | Hyatt | 1 | 1–3 | chain | Own | Hyatt | Own | Own | elip | swing | 20 | 6 | ..... | ..... | 151 | 73 | 12 | 17 |
| Auto Tiller | 1919 | 450 | 2-w | rw-d | ..... | 1000 | 1 | .. | 900 | Own | 11 | 180 | v-1 | 5x7 | .. | Own | p | Stmbg | Own | ..... | At-K | ..... | s | k-g | ..... | Enclosed | Own | ..... | ..... | worm | Own | Own | Own | ..... | ..... | ..... | 9 | 8 | 36 | ... | 75 | 36 | ... | ... |
| Avery | 5-10 | ..... | 3-w | rw-d | 106 | 3050 | .... | 5 | .... | Own | 10 | 1200 | v-4 | 3x4 | v | Own | t-s | Kings | none | Baty | K-W | ½ | s | k-g | m-d | Own sld | Own | 2 | 1–3 | spur | Own | Hyatt | Own | Own | none | ..... | 9 | 9 | 28 | 42 | 184 | 112 | 9½ | 30 |
| Avery | 5-10 | 550 | 4-w | rw-d | 106 | 2600 | ..... | 5 | 800 | Own | 10 | 1200 | v-4 | 3x4 | v | Own | t-s | Kings | none | Mag. | K-W | ½ | s | k-g | m-d | Own sld | Own | 3 | 1½–4½ | spur | Own | Hyatt | Own | Own | none | swing | 5½ | 6½ | 28 | 38 | 135 | 50 | 10½ | 17 |
| Avery | 8-16 | ..... | 4-w | rw-d | 90 | 4900 | 2-3 | 8 | 1800 | Own | 16 | 600 | h-2 | 5½x6 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | k-g-d | e-s | Own sld | Own | 2 | 1½–3 | spur | Own | Own | Own | Own | none | swing | 17½ | 7 | 30 | 50 | 130 | 56 | 11 | 18 |
| Avery | 12-25 | ..... | 4-w | rw-d | 95 | 7500 | 3-4 | 12 | 2800 | Own | 25 | 670 | h-2 | 6½x7 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | k-g-d | e-s | Own sld | Own | 2 | 1½x2½ | spur | Own | Own | Own | Own | none | swing | 19½ | 7 | 30 | 56 | 164 | 80 | 14 | 18 |
| Avery | 14-28 | ..... | 4-w | rw-d | 96 | 6800 | 3-4 | 14 | 3000 | Own | 28 | 650 | h-4 | 4½x7 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | k-g-d | m-d | Own sld | Own | 2 | 2-3 | spur | Own | Hyatt | Own | Own | none | swing | 16 | 7½ | 36 | 60 | 152 | 68 | 12 | 16 |
| Avery | 18-36 | ..... | 4-w | rw-d | 97 | 9250 | 4-5 | 18 | 3500 | Own | 36 | 650 | h-4 | 5½x6 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | k-g-d | e-s | Own sld | Own | 2 | 2-3 | spur | Own | Own | Own | Own | none | swing | 18 | 8 | 35 | 65 | 152 | 84 | 14½ | 15 |
| Avery | 25-50 | ..... | 4-w | rw-d | 114 | 12500 | 5-6 | 25 | 4800 | Own | 50 | 500 | h-4 | 6½x7 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | k-g-d | e-s | Own sld | Own | 2 | 2-3 | spur | Own | Own | Own | Own | none | swing | 22 | 8½ | 38 | 69 | 176 | 90 | 20 | 16 |
| Avery | 40-80 | ..... | 4-w | rw-d | 138 | 22000 | 8-10 | 40 | 7600 | Own | 80 | 500 | h-4 | 7¾x8 | c | Own | t-s | K. D. | none | Mag | K-W | ½ | s | k-g-d | e-s | Own sld | Own | 2 | 1½–2½ | spur | Own | Own | Own | Own | none | swing | 26 | 10 | 42 | 87½ | 215 | 111 | 20½ | 20 |
| Bates Steel Oil | d | ..... | Creepr | 2 crwl | 80 | 4300 | 3-4 | 12 | 3000 | Erd | 20 | 735 | v-4 | 4x6 | l | Modine | p | Bennet | Bennet | Mag | Eise | ¼ | f | k-g-d | d-p | enclosed | Timken | 2 | 2.4-3½ | spur | Own | Tim | Own | Tim | coil | adj | 12 | 10 | 30 | ... | 105 | 62 | 15 | 14 |
| Bates Steel Oil | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 1500 | Bates | 25 | .... | v-4 | 4½x5½ | l | Bates | p | Bates | Bates | Mag | Sump | ½ | f | k | periph | Own slid | ..... | 3 | 6 | int & w | Bates | Bates | Bates | Bates | coil | ..... | 10 | 7 | 32 | 50 | ... | 10 | 10 | 16 |
| Bean Track Pull | ..... | 1375 | Creepr | track | .... | 3200 | 2 | 6 | 1125 | LeRoi | 10 | 1300 | v-4 | 3½x4½ | .. | Perfex | p | Mayer | Donld | Mag | Bosch | ½ | s | d | ..... | Own | New Dep | 1 | ..... | int | ..... | ..... | ..... | ..... | ..... | lat adj | 12 | 5 | ..... | ..... | 102 | 60 | 10 | ... |
| Beeman | f | 285 | 2-w | fw-d | .... | 550 | 1–7 | .. | ..... | Own | 4 | 230 | v-1 | 3½x4½ | .. | ..... | t-s | Kings | Donld | Mag | Heinze | ½ | s | gas | special | Special | ..... | 1 | 1–3 | gear | ..... | ..... | ..... | ..... | ..... | ..... | 4½ | 3½ | 25 | 9 | 86 | 17½ | 6 | 7 |
| Belt-Rail | b | ..... | 2w &c | Creep | .... | 4500 | 2-3 | 12 | 2000 | Wauk | 20 | 950 | v-4 | 3½x5½ | l | Sp With | p | Kings | Bennet | Mag | ..... | ½ | s | g-d | d-d | Own | Hyatt | 2 | 3½ | int | ..... | ..... | ..... | Tmken | ..... | double | 10 | 6 | 36 | ... | 110 | 72 | 18 | .. |
| Besser | 15-30 | 1695 | ..... | ..... | 76 | 4500 | ..... | ..... | ..... | ..... | ..... | ..... | v-4 | 4x6 | l | ..... | ..... | Kings | ..... | Mag | Kings | ..... | ..... | ..... | ..... | Nuttall | Timken | ..... | 2½–4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 40 | 54 | 124 | 77 | ..... | ... |
| Besser | ..... | 1895 | ..... | ..... | 76 | 4500 | ..... | ..... | ..... | ..... | ..... | ..... | v-4 | 4½x6 | l | ..... | ..... | Kings | ..... | Mag | Kings | ..... | ..... | ..... | ..... | Nuttall | Timken | ..... | 2½–4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 54 | 124 | 77 | ..... | ... |
| Boring | ..... | 1435 | 3-w | ..... | 100 | 3550 | 2 | ..... | ..... | Wauk | 20 | 1000 | v-4 | 4½x5½ | l | Perfex | p | Kings | Bennet | Mag | Kings | ½ | s | k-g | int exp | Own | Hyatt | 2 | 3½ | chain | Own | Hyatt | Own | Hyatt | ..... | ..... | 12 | 6 | 54 | 24 | 150 | 84 | 15½ | 33 |
| Buckeye | 40 | 5500 | Creepr | ..... | ..... | 21000 | ..... | 16 | ..... | Auto | 30 | ..... | v | 6½x8 | .. | ..... | ..... | ..... | Bennet | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ... |
| Buckeye | 60 | 6500 | Creepr | ..... | ..... | 25000 | ..... | 12 | ..... | Auto | 45 | ..... | v | ..... | .. | ..... | ..... | ..... | Bennet | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ... |
| Bull | 1918 | 1200 | 3-w | rw | 107 | 4870 | 2-3 | 12 | 2000 | Toro | 24 | 750 | o-2 | 5½x7 | l | Own | p | Kings | Donld | Mag | K-W | ..... | f | k-g-d | ext co | Own 3spr | ..... | 1 | 2.4-2.7 | spur | Own | Hyatt | Fixed | ..... | ..... | v adj | 12 | 6½ | 30 | 60 | 163 | 78 | 13 | 14 |
| Bullock Cr. Grip | e | 2400 | Creepr | rw-d | .... | 7200 | 3-4 | 18 | 3000 | Wauk | 30 | 900 | v-4 | 4½x6½ | l | Modine | p | Bennet | Bennet | Mag | Dixie | ½ | .. | k-g | exp sh | Own | ..... | 2 | 2½ | Chain | ..... | ..... | ..... | ..... | ..... | ..... | 12 | 8 | ..... | ..... | 108 | 81 | 12½ | 16 |
| Case | 10-18 | 1200 | 4-w | rw-d | 72 | 3400 | 2 | 10 | 2100 | Own | 23 | 1050 | v-4 | 3½x5 | c | Own | p | Kings | Own | Mag | Kings | .. | s | k-g-d | exp sh | Own slid | Hyatt | 2 | 2½–3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 14½ | 5½ | 30 | 42 | 101 | 56 | 22 | 13½ |
| Case | 10-20 | 1325 | 3-w | rw-d | 76 | 5325 | 3 | 10 | 2650 | Own | 25 | 900 | v-4 | 4½x6 | c | Own | p | Kings | Own | Mag | Kings | ½ | f-s | k-g | cone | Own slid | Hyatt | 1 | 2½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 17 | 6½ | 30 | 52 | 150 | 67 | 11½ | 11 |
| Case | 15-27 | 1600 | 4-w | rw-d | 76½ | 5600 | 4 | 15 | 3000 | Own | 27 | 900 | v-4 | 4½x6 | c | Own | p | Kings | Own | Mag | K-W | ½ | f | k-g | exp sh | Own slid | Hyatt | 2 | 2½–3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 16 | 6½ | 32 | 52 | 127 | 72 | 27 | 14 |
| Case | 20-40 | 3000 | 4-w | rw-d | 114 | 14380 | 5-6 | 20 | 4200 | Own | 61 | 475 | o-2 | 8½x9 | .. | Own | t-s | Kings | ..... | Mag | K-W | ..... | f-f | k-g | exp sh | Own slid | Own | 2 | 2-3 | spur | Own | Own | Own | Case | ..... | lat adj | 24 | 8½ | 40 | 66 | 177 | 100 | 20½ | 24 |
| Case | 30-60 | 3500 | 4-w | rw-d | 126 | 28000 | 8-12 | 30 | 6000 | Own | 80 | 365 | h-2 | 10x12 | .. | Own | p | Kings | ..... | Mag | Sump | ½ | f-f | k-g | exp sh | Own slid | Own | 1 | 2 | spur | Own | Own | Own | Case | ..... | lat adj | 32 | 12½ | 42 | 72 | 216 | 106 | 28 | ... |
| Chase | 9-18 | ..... | 3-w | ..... | ..... | 4700 | 3 | ..... | ..... | Buda | 20 | 1000 | v-4 | 3½x5½ | c | Prefex | .. | Holley | Bennet | Mag | Kings | ½ | f | k-g-d | Own | Own | Hyatt | 2 | 2½–3 | int | Chase | Chase | Chase | Chase | coil | adj | 12 | 8 | 36 | 48 | 138 | 66 | 13 | 18 |
| Cletrac | 12-20 | 1585 | Creepr | ..... | ..... | 3300 | 2 | 12 | 1500 | Weidely | 20 | 1200 | v-4 | 3½x5½ | l | McCord | p | Kings | Clevel | Mag | Eise | ½ | f-f | k-g-d | d-p | Clevelnd | ..... | 1 | 3½ | int | Own | Tim | ..... | Tim | s elip | fixed | 8 | 6 | ..... | ..... | 96 | 50 | 12 | 12 |
| C. O. D. | 12-25 | 1395 | 4-w | rw-d | 108 | 6500 | 3 | 13 | 2400 | Own | 25 | 550 | h-2 | 6½x7 | .. | S. J. | p | Kings | ..... | Mag | At-K | ..... | f-f | k-g | Own | Own | Own | 1 | 2½ | bevel | Own | Own | Own | Own | ..... | lat adj | 18 | 8 | ..... | 70 | 156 | 78 | 11 | ... |
| Coleman | ..... | ..... | 4-w | rw-d | .... | 4800 | 3 | 16 | 3000 | Climax | 30 | 750 | v-4 | 5x6½ | l | Perfex | p | Stmbg | Own | Mag | Dixie | ½ | f | k | int exp | worm | Hy&Tim | .. | 4 | worm | Own | Hyatt | Own | Hyatt | elip | ..... | 12 | 7 | 34 | 44 | 126 | 78 | 8½ | 6 |
| Common Sense | 4 | 2200 | 3-w | rw-s | 108 | 6000 | 4 | 15 | 3000 | Beaver | 25 | 900 | 4 | 4½x6 | .. | Todd | p | Kings | Bennet | Mag | K-W | ½ | s | k-g | ..... | ..... | Hyatt | 2 | 1½–3½ | chain | ..... | ..... | ..... | ..... | ..... | lat adj | 22 | 8 | ... | 62 | 179 | 90 | 32 | ... |
| Common Sense | 8 | 2200 | 3-w | rw-s | 108 | 6000 | 4 | 20 | 3000 | H-Spill | 40 | 1200 | v-8 | 3½x5 | .. | Todd | p | Kings | Bennet | Mag | K-W | ½ | f | g | ..... | ..... | Hyatt | 2 | 2½–3½ | chain | ..... | ..... | ..... | ..... | ..... | lat adj | 22 | 8 | ... | 62 | 179 | 90 | 32 | ... |

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| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H.P. | Engine: R. P. M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | | 1750 | 4-w | rw-d | 77 | 4500 | 3 | 15 | 3000 | Buda | 60 | 1050 | v-4 | 4¼x5½ | l | Modine | p | Zenith | Bennet | Mag | Split |
| Depue-A | 20-30 | 2500 | 4-w | rw-d | 100 | 6500 | 3-4 | 20 | 6000 | Buda | 30 | 800 | v-4 | 4¼x6 | l | Perfex | p | Stmbg | Bennet | Mag | Bosch |
| Dill | | 2480 | w | | | 4400 | | 20 | 600 | | | | | 4¼x5½ | | | | | Donld | | K-W |
| Eagle | 12-22 | 1400 | 4-w | rw-d | 81 | 6000 | 3 | 12 | 2500 | Own | 22 | 450 | h-2 | 7x8 | | Perfex | p | Linga | Bennet | Mag | Dixie |
| Eagle | 16-30 | 1850 | 4-w | rw-d | 88 | 7100 | 4 | 16 | 3600 | Own | 31 | 450 | h-2 | 8x8 | | Perfex | p | Linga | Bennet | Mag | Dixie |
| Ebert | 12-20 | 775 | 2-w | | | 2600 | 2 | 12 | 2000 | Reliable | 20 | 700 | h-2 | 6x6 | | Modine | p | Kings | | Mag | K-W |
| Elgin | 12-25 | 1385 | 4-w | rw-d | 87 | 3500 | 2 to 3 | 10 | 2000 | Erd | 25 | 900 | v-4 | 4x6 | l | Spire | p | Kings | Own | Mag | Sump |
| E-B | 9-16 | | 4-w | rw-d | 81 | 4260 | 2 | 9 | 1500 | Own | 16 | 800 | v-4 | 4¼x4½ | l | Perfex | p | Bennet | Bennet | Mag | K-W |
| E-B | 12-20 | | 4-w | rw-d | 93 | 6500 | 3 | 12 | 2000 | Own | 20 | 850 | v-4 | 4¾x5 | l | Perfex | p | Bennet | Bennet | Mag | K-W |
| E-B (S. A. E.) | 12-20 | | 4-w | rw-d | 87 | 4355 | 3 | 12 | 2600 | Own | 20 | 900 | v-4 | 4¼x5 | l | Modine | p | | Bennet | Mag | K-W |
| E-B | 20-35 | | 4-w | rw-d | 125 | 9700 | 5 | 20 | 3300 | Own | 35 | 700 | v-4 | 5x7 | l | Perfex | p | Bennet | Bennet | Mag | K-W |
| E-B (Reeves) | 40-65 | | 4-w | rw-d | 136 | 23000 | 8-10 | 40 | 10-000 | Special | 65 | 500 | v-4 | 7¾x9 | l | Perfex | p | Bennet | Bennet | Mag | K-W |
| Fageol Walk. T | 8-16 | 1295 | 4-w | rw-d | 66 | 3000 | 2 | 6 | 1200 | Overld | 15 | 950 | v-4 | 3¼x5 | l | Flexo | p | Tlston | Own | Mag | Dixie |
| Fair-Mor | 10-20 | | 4-w | rw-d | 77 | 3800 | 2 | 10 | 1750 | Own | 20 | 600 | h-2 | 6x7 | c | Own | p | Own | None | Mag | Dixie |
| Farm Horse | 15-30 | 1485 | 4-w | rw-d | 96 | 4950 | 3-4 | | | Climax | 34 | 800 | h-4 | 5x6½ | c | Modine | p | Kings | Bennet | Mag | Dixie |
| Farquhar | 15-25 | | 3-w | rw-d | 90 | 6000 | 3-4 | 15 | 2800 | Buda | 25 | 900 | v-4 | 4½x6 | | Perfex | p | Kings | Bennet | Mag | K-W |
| Farquhar | 18 | | 4-w | rw-d | 132 | 16000 | 4-5 | 18 | 3600 | Own | | 550 | v-4 | 6x8 | | Own | p | Kings | | Mag | K-W |
| Farquhar | 25 | | 4-w | rw-d | 132 | 19000 | 6-7 | 25 | 5000 | Own | | 550 | v-4 | 7x8 | | Own | p | Kings | | Mag | K-W |
| Fitch 4-Drive | I | 2500 | 4-w | 4w-d | 86 | 6000 | 4 | 20 | 3200 | Climax | 36 | 800 | v-4 | 5x6½ | l | Spirex | p | Kings | own | Mag | Dixie |
| Flour City Jr. | 14-20 | | 4-w | rw-d | | | 3 | 11 | | Own | 20 | | v-4 | 5x5 | | Modine | p | Scheb | | Mag | K-W |
| Flour City | 20-35 | | 4-w | rw-d | | | 5-6 | 20 | | Own | 35 | 350 | v-4 | 5¼x6 | | | | Scheb | | Mag | K-W |
| Flour City | 30-50 | | 4-w | rw-d | | | 6-8 | 30 | | Own | 50 | 275 | v-4 | 6½x7 | | | | Scheb | | Mag | K-W |
| Flour City | 40-70 | | 4-w | rw-d | | | 8-10 | 40 | | Own | 70 | | v-4 | 7½x9 | | | | Scheb | | Mag | K-W |
| Fordson | 22 | 750 | 4-w | rw-d | 63 | 2700 | 2 | 13 | 1800 | Own | 22 | 1000 | v-4 | 4x5 | | | t-s | Holley | Holley | Mag | Own |
| Four-in-One | 20-35 | 2250 | 3-w | rw-d | 104 | 6100 | 3 | 20 | 2500 | Wauk | 35 | 900 | v-4 | 4½x5¼ | | Eureka | p | Bennet | Bennet | Mag | Dixie |
| Frick | 12-25 | 1650 | 4-w | rw-d | 92 | 5800 | 3 | 12 | 2440 | Erd | 25 | 900 | 4 | 4x6 | c | Perfex | p | Kings | Bennet | Mag | Kings |
| Fulton | 12-22 | | 3-w | fw-d | 107 | 2500 | 2 | 12 | 2300 | Wauk | | | v-4 | 3½x5¼ | | Own | p | Kings | Own | Mag | |
| Gile | q | | 4-w | rw-d | 95 | 6500 | 4 | 18 | 4000 | Gile | 36 | 875 | v-4 | 4¾x6½ | | Modine | p | | | Mag | |
| Grain Belt | 15-35 | 2250 | 4-w | rw-d | | 7200 | 4 | 15 | | Wauk | 35 | 900 | v-4 | 4½x6¼ | | | p | Bennet | Bennet | Mag | Dixie |
| Gray | 18-36 | | 3-w | rw-s | 106 | 6250 | 4 | 18 | 3300 | Wauk | 36 | 900 | v-4 | 4½x6¾ | | S. J. | p | Bennet | Bennet | Mag | Bosch |
| Hackney | | 1250 | 4-w | rw-d | 84 | 3000 | 2-3 | 12 | 1800 | Field | 20 | 850 | h-4 | 3¾x5 | c | Own | p | Kings | Bennet | Mag | Dixie |
| Hart Parr | 30 | 1395 | 4-w | rw-d | 90 | 5200 | 3 | | 3000 | Own | 30 | 750 | h-2 | 6½x7 | l | Perfex | p | Dray | Own | Mag | K-W |
| Heider | d | 1070 | 4-w | rw-d | 90 | 4000 | 2 | 9 | 1500 | Wauk | 16 | 800 | v-4 | 4½x5¼ | | Perfex | p | Kings | Bennet | Mag | Dixie |
| Heider | c | 1395 | 4-w | rw-d | 96 | 6000 | 3 | 12 | 2000 | Wauk | 20 | 750 | v-4 | 4½x6¾ | l | Perfex | p | Kings | Bennet | Mag | Dixie |
| Hoke | 12-24 | 1195 | 4-w | rw-d | | 3600 | 2-3 | 12 | 1200 | Wauk | 24 | | v-4 | 4½x5¼ | | Perfex | p | Kings | Bennet | Mag | |
| Hollis | 15-25 | 1375 | 4-w | fw-d | 54 | 2750 | 3 | 15 | 3000 | Light | 25 | 1600 | v-4 | 3¼x4½ | c | Bremer | p | Zenith | Bennet | Mag | Dixie |
| Holt | | | Creepr | | | 9400 | | | | | | | v-4 | 4¾x6 | | | | | | | |
| Holt | | | Creepr | | | 18600 | | | | | | | v-4 | 6½x7 | | | | | | | |
| Holt | | | Creepr | | | 26500 | 12 | | | | | | v-4 | 7½x8 | | | | | | | |
| Holt | | | Creepr | | | 25200 | 8-12 | | | | | | v-4 | 7½x8 | | | | | | | |
| Huber | Light 4 | | 4-w | rw-d | 91 | 5000 | 3 | 12 | 2500 | Wauk | 25 | 900 | v-4 | 4½x5¾ | c | Perfex | p | Kings | Bennet | Mag | Kings |
| Hudson | k | 1985 | 4-w | rw-d | 92 | 5800 | 3-4 | 20 | 3000 | Buda | 35 | 1000 | v-4 | 4½x6 | l | Cand | p | Rayfld | | Mag | Dixie |
| Hudson | L | | 4-w | rw-d | 92 | 5300 | 3-4 | 20 | 3500 | Buda | 35 | 100 | vz4 | 4½x6 | l | Perfex | p | Rayfld | | Mag | Dixie |
| I. H. C. | 6-12 | | 4-w | rw-d | 72 | 3400 | | 6 | | LeRoi | 12 | 1000 | v-4 | 3½x4½ | | Own | t-s | Own | Own | Mag | Dixie |
| Illinois | c | 2375 | 4-w | rw-d | 90 | 5000 | 4 | 18 | 4000 | Climax | 30 | 800 | v-4 | 5x6½ | l | Modine | p | Stmbg | Bennet | Mag | Dixie |
| Imperial Forty | e | 4500 | 4-w | rw-d | 137 | 20800 | 10-12 | 40 | 7000 | Imp | 70 | 400 | o-4 | 7½x9 | c | Own | p | Kings | Bennet | Mag | Dixie |
| International | 8-16 | | 4-w | rw-d | 85 | 3300 | | 8 | | | | | v-4 | 4x5 | l | | t-s | | | | |
| International | 15-30 | 1900 | 4-w | rw-d | 86 | 8700 | 4 | 15 | 2350 | Own | 30 | 575 | h-4 | 5½x8 | | Own | p | Own | Own | Mag | K-W |
| J. T. | u | 2600 | Creepr | | 74 | 6500 | 3-4 | 16 | 32 | Chief | 40 | 1000 | v-4 | 4¾x6 | l | Perfex | p | Own | Bennet | Mag | K-W |
| Kardell Utility | 8-16 | | 4-w | rw-d | | 2300 | 2-14 | 8 | 1600 | G.B.S. | 10 | 1000 | | 3¾x4½ | | Eureka | | Bennet | Bennet | Mag | Dixie |
| KeckGonnerm'n | 12-24 | 1500 | 4-w | rw-d | 88 | 6500 | 3 | 12 | 2000 | Own | 24 | 650 | h-2 | 6½x8 | | Own | p | Scheb | Bennet | Mag | Bosch |
| Kenison | 12-24 | | 4-w | rw-d | | | | | | Wauk | | | | 4¾x5¼ | | Perfex | | | | | |
| La Crosse | G | 1250 | 4-w | rw-d | 91 | 4000 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7½ | c | Modine | p | Kings | Bennet | Bat | At-k |
| La Crosse | F | 1150 | 3-w | rw-d | 106 | 3800 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7½ | c | Modine | p | Kings | Own | Bat | At-K |
| Lang | | 1485 | 3-w | rw-d | 116 | 4200 | 3 | | 3000 | Climax | | 800 | v-4 | 5x6½ | l | | p | Stmbg | Bennet | Mag | Dixie |
| Lauson | 15-25 | 1985 | 4-w | rw-d | 86 | 6000 | 3-4 | 15 | 2900 | Beaver | 25 | 950 | v-4 | 4½x6 | l | Perfex | p | Kings | Own | Mag | Dixie |
| Leader | o-18-36 | 2250 | Creepr | track | 94 | 6500 | 4 to 6 | 18 | 4000 | TwinCy | 36 | 700 | v-4 | 5x7½ | l | Eureka | p | Kings | | Mag | K-W |
| Leader | b-12-18 | 1000 | 4-w | rw-d | 81 | 4800 | 2 to 3 | 12 | 2000 | Own | 24 | 800 | o-2 | 6½x6 | l | Eureka | p | Kings | Own | Mag | Kings |
| Leonard | 20-30 | 1650 | 4-w | 4w-d | 98 | 5000 | 3-4 | 20 | 4000 | Beaver | 30 | 800 | v-4 | 4½x6 | l | Long | p | Zenith | Own | Mag | Dixie |
| Liberty | d | 2250 | 4-w | rw-d | 97 | 5775 | 4 | | | Climax | | 800 | u-4 | 5x6½ | l | S & J | p | Stmbg | Bennet | Mag | Dixie |

| Trade Name | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings and Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axles | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | ½ | f | g | o-d | Fuller | | 3 | 1¼x2½ | spur | Own | Guer | Own | Tim | semi | spring | 12 | 6½ | 28 | 40 | 125 | 56 | 20 | 10½ |
| Depue-A | ½ | s | g | b & b | Own slid | Timken | 3 | 1½-5 | bevel | Own | Tim | Own | Tim | | adj | 12 | 10 | 40 | 40 | 116 | 56 | 16 | 12 |
| Dill | ½ | | | | | | | | chain | | | | | | | | | | | | | | |
| Eagle | | f | k-g | friction | | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | | lat adj | 20 | 8½ | 28 | 48 | 132 | 65 | 13 | 14 |
| Eagle | ⅞ | f | k-g | | | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | | lat adj | 24 | 10 | 32 | 52 | 141 | 70 | 14½ | 16 |
| Ebert | ½ | f-s | k-g | | | | 1 | 3-6 | rollers | | Hyatt | | Hyatt | | adj | 16 | 6 | | 44 | 86 | 59 | 12 | |
| Elgin | ½ | f | k-g-d | frplate | Own | Hyatt | 6 | 2-6 | chain | Own | Tim | Own | Tim | s elip | swing | 9 | 8 | 30 | 42 | 122 | 54 | 22 | 19 |
| E-B | ½ | f-s | g | cone | Own | Hyatt | 2 | 1.72-2.33 | sliding | Own | Hyatt | | Own | | | 12 | 6 | 36 | 54 | 150 .50 | 72 | 27 | 16 |
| E-B | ½ | f-s | k | cone | Own | Hyatt | 3 | 1.64-3.4 | sliding | Own | Hyatt | | Own | | | 12 | 8 | 40 | 60 | 164 .25 | 81½ | 30 | 16 |
| E-B (S. A. E.) | ½ | f-s | k | cone | Own | Hyatt | 2 | 1.81-2.33 | sliding | Own | Hyatt | | Own | | | 12 | 6½ | 36 | 54 | 121 .75 | 55 | 25 | 14 |
| E-B | ½ | f-s | k | cone | Own | Hyatt | 2 | 1.71-2.26 | sliding | Own | Hyatt | | Own | | | 16 | 9 | 42 | 72 | 152 | 81½ | 38 | 20 |
| E-B (Reeves) | ½ | f-s | k | int | Own | Own | 1 | 2 | sliding | Own | Own | | Own | | | 22 | 10 | 44 | 90 | 192 | 111 | 23½ | 24 |
| Fageol Walk. T | ⅞ | f-s | g-d | exp | Own | Tim&Faf | 1 | | spur | Own | Tim | Own | Tim | | adj | 8 | 6 | 26 | 48 | 110 | 53 | 14 | 10 |
| Fair-Mor | ½ | f | k-g | friction | Own | Own | 1 | 2½ | spur | Own | Own | Own | | | adj | 18 | 6½ | 27 | 48 | 116 | 55 | 17 | 12 |
| Farm Horse | ⅞ | f-s | k | exp | Sel | Own | 2 | 3½ | chain | Own | Own | Own | Own | | swing | 14 | 8 | 32 | 48 | 128 | 80 | 25 | 14 |
| Farquhar | | f-s | k-g | cone fr | | | 2 | 1-4 | ext spr | Own | -*- | Own | Hyatt | coil | | 14 | 7 | 36 | 54 | 161 | 74 | | 17 |
| Farquhar | ⅞ | f-s | k-g | friction | | | 2 | 1-2.3 | ext spr | Own | | Own | Own | coil | | 32 | 9 | 48 | 84 | 216 | 98 | | 24 |
| Farquhar | ⅞ | f-s | k-g | friction | | | 2 | 1.2.3 | ext spr | Own | | Own | Own | coil | | 32 | 9 | 48 | 84 | 216 | 106 | | 24 |
| Fitch 4-Drive | ⅞ | f | k | d-d | Cotta | Tim | 3 | 1½-4 | b-s | Own | Tim | Own | Tim | | vert adj | 14 | 8 | 36 | 42 | 130 | 69 | 9 | 11½ |
| Flour City Jr. | ½ | | k | | enclosed | | 2 | 2-3 | | | | | | | | 24 | 6 | | 60 | | | | |
| Flour City | | | k | | | | | | | | | | | | | 26 | 8 | | 72 | | | | |
| Flour City | ½ | | k | | | | | | | | | | | | | 32 | 9 | | 84 | | | | |
| Flour City | ½ | | k | | | | | | | | | | | | | 34 | 10 | | 96 | | | | |
| Fordson | ½ | s | k-g | d-p | Sel | Guern | 3 | 1-7 | worm | Own | Guern | Own | Tim | | | 9½ | 6½ | 30 | 42 | 102 | 62 | 21 | 13 |
| Four-in-One | ⅞ | f-s | g | exp sh | enclosed | Hyatt | 2 | 3 to 8 | chain | Own | Own | Own | Hyatt | spiral | hor adj | 24 | 8 | 60 | 30 | 156 | 84 | 10 | 6 |
| Frick | | s | k-g | friction | Sel slid | Hyatt | 2 | 2.3-3.8 | | | | | | | adj | 13 | 7 | 46 | 60 | 158 | 77 | 25 | 15½ |
| Fulton | ½ | | k-g | friction | gearless | | | | chain | | | | | | | | | | | | | | 16½ |
| Gile | ⅞ | f | k-g | frplate | enclosed | S K F | 2 | 2½-3½ | spur | Own | S K F | Own | Tim | coil | lat adj | 16 | 8 | 38 | 60 | 150 | 72 | 12 | 12 |
| Grain Belt | ⅞ | f-s | k-g | fr'ct on | enclosed | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | | adj | 18 | 12 | 40 | 60 | 132 | 97 | 16 | |
| Gray | ½ | f-s | g | friction | enclosed | Hyatt | 2 | 2-2½ | chain | | | | Tim | | adj | 18 | 8 | 40 | 54 | 174 | 81 | | |
| Hackney | ⅞ | f | k-g-d | friction | Own | Hyatt | 1 | 3-4 | int | Own | Own | Own | Own | | adj | 14 | 8 | 30 | 48 | 118 | 68 | | 32 |
| Hart Parr | ½ | f-s | k-d | co-bnd | Own | S K F | 2 | 2-3 | int | Own | Own | Own | Own | | swing | 14 | 8½ | 28 | 52 | 141 | 71 | 26 | 17½ |
| Heider | ⅞ | s | k-g | friction | friction | U S. | 7 | 4 | spur | Own | Own | Own | Own | coil | lat adj | 12 | 6 | 30 | 54 | 130 | 68 | 25 | 20 |
| Heider | ⅞ | s | k-g | friction | friction | U. S. | 7 | 4 | spur | Own | Own | Own | Own | co l | adj | 14 | 7 | 30 | 57 | 144 | 74 | 25 | 20 |
| Hoke | ⅞ | f-s | g | | enclosed | Bower | 1 | | spur | | Bower | | | | adj | 10 | 7 | | 61 | 192 | 72 | 12 | |
| Hollis | | f-s | k-g | Cone | Own | Own | 3 | 1¾x7 | Bevel | Own | Hyatt | Own | Hyatt | coil | adj | 14 | 8 | 30 | 38 | 136 | 76 | 4½ | 12 |
| Holt | | | | | | | | | | | | | | | | | | | | 124 | 63 | | 12 |
| Holt | | | | | | | | | | | | | | | | | | | | 146 | 80 | | 12 |
| Holt | | | | | | | | | | | | | | | | | | | | 252 | 104 | | |
| Holt | | | | | | | | | | | | | | | | | | | | 240 | 104 | | |
| Huber | ⅞ | s | k-g | exp | Own sel | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | | swing | 13 | 7 | 46 | 60 | 150 | 74 | 24 | 16¾ |
| Hudson | | | g | d-p | Own | Tim&Hy | 2 | 2½-4½ | spur | Own | Tim | Own | Tim | | float | 24 | 6 | 36 | 60 | 164 | 56 | 12 | 16 |
| Hudson | | | k-g | d-p | Own | Tim | 2 | 2½x4½ | spur | Own | Tim | Own | Tim | | float | 24 | 6 | 36 | 60 | 164 | 36 | 12 | 16 |
| I. H. C. | | f-s | g | d-d | enclosed | | 1 | 2½ | bevel | | | | | | rigid | 8 | 8 | | 36 | 120 | 84 | 38 | |
| Illinois | | f | k | d-d | Foote | Hyatt | 2 | 3½ | | Foote | Hyatt | Own | Hyatt | | swiv | 14 | 8½ | 34 | 54 | 142 | 72 | 22 | 16 |
| Imperial Forty | | f | k-g-d | exp | Own | | 2 | 1.5-3 | spur | | | | | | swing | 30 | 12 | 60 | 96 | 215 | 110 | 30 | 18 |
| International | | f-s | g | friction | | | | | chain | | | | | | | 12¼ | 8½ | 32 | 40 | 64 | 65½ | | |
| International | ⅞ | f | k-g-d | | enclosed | | 2 | 1.8-2.4 | chain | | | | | | | 18 | 9 | | 66 | 160 | 80 | 19 | |
| J. T. | ½ | f | k | cone | Det-se | Ball | 3 | 1½-2½ | -5 spur | Own | Bock | Own | Hyatt | | floating | 10 | 8 | 29 | 36 | 126 | 60 | 12 | 17 |
| Kardell Utility | | f-s | k-g | flex | Own | Gurney | 2 | 2½x5 | spur | Own | Hyatt | Own | Tim | coil | adj | 9 | 6 | 30 | 48 | 98 | 56 | 15 | 17 |
| KeckGonnerm'n | ½ | f-s | k-g | co bnd | enclosed | Hyatt | | | spur | Own | Own | Own | Plain | coil | lat adj | 12 | 8 | | 61 | 150 | 78 | 15 | 17 |
| Kenison | ½ | | k-g | shol | enclosed | Hyatt | | | | | | | | | | | | | | | | | |
| La Crosse | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Hyatt | | swing | 11 | 7½ | 36 | 56 | 135 | 82½ | 9½ | 14½ |
| La Crosse | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Own | | swing | 11 | 7½ | 31 | 56 | 150 | 82½ | 8½ | 14½ |
| Lang | ⅞ | f | k | c | | Tim | 1 | 5 | | | | | | | | 14 | 8 | 50 | 30 | 116 | | 12 | 18 |
| Lauson | | f-s | k | int exp | own slid | Hy&Tim | 2 | 1¾x2½ | spur | Own | Hyatt | Own | Tim | | rigid | 18 | 8 | 54 | 32 | 136 | 74 | 20 | |
| Leader | ⅞ | f | k-d | cone | Own | Modern | 2 | 1.8- | chain | Own | Hyatt | Own | Own | coil | swing | 14 | 9 | 38 | | 153 | 64 | 50 | 18 |
| Leader | ½ | f | k-d | exp sh | Own | Modern | 2 | 2½-3½ | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 48 | 129 | 60 | 30 | 12 |
| Leonard | | f-s | k-g | | enclosed | Bower | 2 | | | | | | | | adj | 16 | 8 | 30 | 50 | 136 | 72 | 8½ | |
| Liberty | | f-s | | exp | own sel | Hyatt | 2 | 2½x4½ | | Own | | Own | Own | Cross | | 11½ | 8 | 34 | 48 | 131 | 66 | 20 | 14 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minneapolis | 15 | ... | 4-w | rw-d | ... | 6600 | 3 | 15 | ... | Own | 30750 | v-4 | 4½x7 | c | Modine | p | Kings | Bennet | Mag | K-W | [illegible] | s | k | ... | ... | Own | 2 | [illegible] | spur | Own | Own | Own | Own | ... | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Minnesota | 18-36 | ... | 4-w | rw-d | 102 | 8000 | 4 | 18 | ... | Own | 36500 | o-2 | 7½x8 | ... | Perfex | p | Kings | ... | Mag | Dixie | ½ | f | k | ... | ... | ... | 1 | 2½ | spur | ... | ... | ... | ... | ... | adj | 16 | 10 | ... | 61 | 144 | 68 | 30 | ... |
| Mogul | 10-20 | ... | ... | rw-d | 90 | 5500 | 3 | 10 | ... | Own | 20400 | h-1 | 8½x12 | ... | ... | p | Own | Own | Mag | ... | ¼ | f | k-g-d | ... | ... | ... | 2 | 1.8-2½ | chain | ... | ... | ... | ... | ... | ... | 20 | 10½ | ... | 54 | 135 | 56 | 10 | ... |
| Moline Universal | 9-18 | 1500 | 2-w | fw-d | ... | 3380 | 2 | 9 | 2000 | Own | 181000 | v-4 | 3½x5 | l | Modine | t-s | Holley | Benne | Battery | Romy | ¼ | f | g | b & b | Own | Hyatt | 1 | 3½ | bevel | ... | Hyatt | Own | Hyatt | ... | adj | 9 | 6½ | 52 | ... | 160 | 54 | 16 | 29 |
| Monarch | 12-7 | 1550 | Creepr | ... | ... | 3200 | 1-2 | 6 | 1200 | Kerm | 12800 | v-4 | 4x4 | ... | Perfex | p | Kings | Own | Mag | K-W | ... | s | k-g | ... | enclosed | ... | ... | ... | chain | ... | ... | ... | ... | ... | swing | 14½ | 6½ | ... | ... | 94 | 54 | 5 | 12½ |
| Monarch | 12-20 | 2050 | Creepr | ... | ... | 6900 | 3 | 12 | 2250 | Erd | 20850 | v-4 | 4x6 | ... | Perfex | p | Kings | Bennet | Mag | K-W | ¼ | f | k-g | ... | enclosed | Hyatt | 2 | 2-3 | chain | ... | ... | ... | ... | ... | swing | 16 | 8 | ... | ... | 114 | 64 | 5½ | 16 |
| Monarch | 18-3 | 2350 | Creepr | ... | ... | 7500 | 4 | 18 | 3300 | Beaver | 30750 | v-4 | 4½x6 | ... | Perfex | p | Kings | Bennet | Mag | K-W | ⅛ | s | k-g | ... | enclosed | Hyatt | 2 | 2-3 | chain | ... | ... | ... | ... | ... | swing | 16 | 8 | ... | ... | 126 | 66 | 5½ | 16 |
| Motox | 12-24 | ... | 4-w | rw-d | 76 | 4300 | 3-4 | 12 | 2500 | Buda | 24980 | v-4 | 4½x5½ | ... | Modine | p | Kings | Own | Mag | Kings | ⅛ | s | k-g | ... | enc spur | Hyatt | ... | ... | spur | ... | ... | ... | ... | ... | adj | 10 | 6½ | ... | 42 | 122 | 63 | 8 | ... |
| National | F | 1375 | 4-w | r-wd | 85 | 4200 | 3 | 12 | 2250 | Wauk | 22 | v-4 | 4½x5½ | ... | Perfex | ... | Kings | Bennet | Mag | Eise | ⅛ | s | k | friction | friction | SKF | 6 | 2-3½ | bevel | Own | Own | Own | Own | coil | adj | 10 | 6 | 30 | 46 | 20 | 61 | 13 | 8 |
| National | G | 1485 | 4-w | r-wd | 85 | 4200 | 2 | ... | 2650 | Wauk | 28900 | v-4 | 4½x5½ | l | Perfex | p | Kings | Bennet | Mag | Eise | ... | f | k | none | Own | SKF | 6 | 2-3½ | spur | Own | ... | Own | ... | coil | Own | 6 | 8 | 30 | 46 | 123 | 68 | 13 | 8 |
| New Age | 16-2 | ... | 3-w | fw-d | ... | 4400 | 3 | 16 | ... | Beaver | 28900 | v-4 | 4½x6 | ... | S. J. | p | Kings | Own | Mag | Dixie | ⅛ | s | k-g | ... | enclosed | Hyatt | 2 | 2¾-3.6 | spur | ... | ... | ... | ... | ... | swing | 13 | 6½ | 60 | ... | 173 | 74½ | 11 | |
| Nichols-Shepard | 25-50 | ... | 4-w | rw-d | 114 | 19000 | 6 | 25 | ... | Own | 50375 | h-2 | 9x12 | l | Own | p | Kings | ... | ... | ... | ... | f | k-g | int exp | Own | Own | 1 | 2-2.42 | spur | Own | Own | Own | Own | ... | lat adj | 24 | 9 | 43 | 69 | 187 | 113 | 18½ | ... |
| Nichols-Shepard | 35-70 | ... | 4 | rw-d | 135 | 24000 | 8-10 | 35 | ... | Own | 70300 | h-2 | 10½x14 | ... | Own | p | Kings | ... | ... | ... | ⅛ | f | k-g | ... | ... | ... | 1 | ... | spur | ... | ... | ... | ... | ... | lat adj | 30 | 12 | ... | 73 | 222 | 134 | 20 | ... |
| Nilson | Juni | 1775 | 5-w | 3-rw | 84 | 5000 | 3-4 | 16 | 3000 | Wauk | 25900 | v-4 | 4½x5½ | l | Modine | p | Kings | Bennet | Mag | K-W | ⅛ | s | k-g | exp sh | Own | Hyatt | 2 | 2½-5 | chain | Own | Hyatt | Own | Hyatt | s-elip | adj | 20 | 6 | 32 | 50 | 139 | 80 | 32 | 11 |
| Nilson | Seni | 2475 | 5-w | 3-rw | 100 | 6400 | 4-5 | 24 | 4000 | Wauk | 36800 | v-4 | 4½x6½ | ... | Modine | p | Kings | Bennet | Mag | K-W | ½ | | k-g | ... | Own | Hyatt | 2 | 2½x5½ | chain | Own | Hyatt | Own | Hyatt | s-elp | lat adj | 24 | 8 | 36 | 52 | 163 | 89 | 34 | 13 |
| Oliver | 15-30 | 3900 | Creepr | ... | ... | 7000 | 3-4 | 15 | 2500 | Beaver | 25... | v-4 | 4½x6 | ... | Modine | p | Bennet | Bennet | Mag | Dixie | ½ | | k-g | ... | Own enc | Hyatt | 2 | 1½-2½ | spur | ... | Hyatt | ... | Hyatt | ... | adj | 24 | 8 | ... | ... | 137 | 60 | 11 | 13 |
| Parrett | H | ... | 4-w | rw-d | 92 | 5225 | 3 | 12 | 2800 | Buda | 251000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Own | Mag | Eise | ⅛ | f | k-g | plate | Own | S K F | 3 | 4 | int | Own | Hyatt | Own | Hyatt | ... | swing | 12 | 7½ | 46 | 60 | 158 | 77½ | 22 | 16½ |
| Peoria | 12-25 | 1985 | 4-w | rw-d | 96 | 5100 | 3 | 12 | 3000 | Climax | 25700 | v-4 | 5x6½ | l | Eureka | p | Stmbg | Bennet | Mag | Eise | ... | r | k | d-d | Nuttall | Hyatt | 2 | 2½-4 | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 56 | 120 | 64 | 26 | 14 |
| Pioneer | 18-36 | ... | 4-w | rw-d | 90 | 6000 | 4 | 18 | 4000 | Own | 36750 | h-4 | 5½x6 | ... | S. J. | p | Kings | Bennet | Mag | K. W | ¼ | ... | k | m-d | Own | Timken | 3 | 1½x4½ | spur | Own | Tim | Own | Tim | s-elip | lat adj | 14 | 7 | 36 | 60 | 138 | 72 | 26 | 16 |
| Pioneer | 30 | ... | 4-w | rw-d | 156 | 24000 | 10 | 40 | 8000 | Own | 75650 | h-4 | 7x8 | ... | S. J. | p | Kings | Opt | Mag | K-W | ⅛ | f | k | ... | enclosed | ... | 3 | 1½-4½ | spur | ... | ... | ... | ... | s-elip | lat adj | 17½ | 15 | ... | 96 | 237 | 120 | 60 | ... |
| Plowman | 13-30 | 1595 | 4-w | rw-d | 99 | 4400 | 2-3 | 13 | 2800 | Buda | 301000 | v-4 | 4½x5½ | l | Perfex | p | Bennet | Bennet | Mag | Dixie | ⅛ | s | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Own | Own | Own | ... | swing | 12 | 7 | 36 | 61 | 156 | 66 | 16½ | 20 |
| Plowman | 15-30 | 1895 | 4-w | rw-d | 99 | 4800 | 3-4 | 15 | 3300 | Buda | 30900 | v-4 | 4½x6 | l | Perfex | p | Bennet | Bennet | Mag | Dixie | ⅛ | f | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Hyatt | Own | Own | ... | swing | 14 | 8 | 30 | 60 | 156 | 66 | 15 | 2 |
| Pontiac | 15-30 | 1485 | 4-w | rw-d | ... | 4500 | 3-4 | 12 | 3000 | Own | 32350 | h-1 | 9x12 | ... | ... | ... | Own | ... | Mag | Dixie | ⅛ | f | k | ... | enclosed | Bronse | 1 | 2 | int | ... | ... | ... | ... | ... | lat adj | 20 | 10 | ... | 60 | 148 | 53 | ... | ... |
| Port Huron | A | 1600 | 4-w | rw-d | 93 | 5700 | 3 | 12 | 2200 | Erd | 25900 | v-4 | 4x6 | l | Perfex | p | Kings | Bennet | Mag | Kings | ⅛ | f-s | k-g | ... | Own spr | S K F | 7 | 1½-4 | spur | Own | Own | Own | Own | coil | swing | 14 | 8 | 34 | 56 | 156 | 75 | 12 | 12 |
| Powell | 18-30 | ... | 4-w | rw-d | 84 | 4500 | 3-4 | 18 | 3000 | Climax | 30750 | v-4 | 5x6½ | ... | Perfex | p | Kings | Own | Mag | Dixie | ⅛ | s | k-g | ... | enclosed | ... | 2 | 2-5 | int | Own | Own | Own | Own | ... | adj | 14 | 7 | 32 | 48 | 123 | 72 | 7 | 12 |
| Prairie Dog | L | 1250 | 3-w | rw-s | 97 | 3000 | 2 | 10 | 1500 | Wauk | 18950 | v-4 | 3½x5½ | l | Perfex | p | Bennet | Bennet | Mag | Dixie | ⅛ | s | kgda | c | Own gear | Hyatt | 2 | 6 | spur | Own | Hyatt | laVigne | ... | s-elip | adj | 10 | 6 | 32 | 48 | 150 | 74 | 13 | 16½ |
| R. & P. | 12-20 | 1365 | 4-w | rw-d | 70 | 3500 | 2 | 12 | ... | Wauk | 20900 | v-4 | 3½x5½ | ... | ... | p | Kings | Bennet | Mag | Eise | ⅛ | f | k-g | ... | Fuller | N-D | 3 | 1½-5 | int | ... | ... | ... | Tim | ... | lat adj | 8 | 7 | ... | 40 | 120 | 6½ | 12½ | ... |
| Rex | 12-25 | 1800 | 4-w | rw-d | ... | 5600 | 3 | 12 | 2400 | Wauk | 25900 | v-4 | 4½x5½ | ... | Perfex | p | Kings | ... | Mag | Eise | ⅛ | ... | k-g | exp sh | enclosed | S K F | 2 | 2½x4 | spur | Own | none | Own | ... | ... | swing | 12 | 7 | 46 | 60 | 108 | 78 | 21 | 16 |
| Royal | ... | ... | 2-w | ... | ... | 3000 | ... | ... | ... | ... | 1200 | v-4 | 3½x4½ | ... | ... | ... | ... | ... | ... | ... | ... | ... | k | d | Foote | Hyatt | 3 | ... | ... | ... | ... | ... | Hyatt | ... | ... | 6 | 8 | ... | ... | ... | ... | ... | ... |
| Royer | 1918 | 1650 | 4-w | rw-s | 84 | 4500 | 3 | 12 | 2200 | Erd | 25850 | v-4 | 4x6 | l | Perfex | p | Kings | Own | Mag | Kings | ... | f-s | k-g | friction | friction | ... | 1 | 2-3½ | chain | Own | Own | Own | Own | ... | ... | 18 | 8 | 32 | 56 | 150 | 84 | 18 | 18 |
| Rumely Oil Pull | 12-20 | ... | 4-w | rw-d | 80½ | ... | 3 | 12 | 2150 | Own | 20560 | h-2 | 6x8 | l | Own | p | Own | Don'ld | Mag | Bosch | ⅛ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2.1-3.2 | spur | Own | Hyatt | Own | Own | ... | adj | 19 | 7 | 34 | 51 | 132 | 64 | 14 | 13½ |
| Rumely Oil Pull | 16-30 | ... | 4-w | rw-d | 92½ | ... | 4 | 16 | 2850 | Own | 30530 | h-2 | 7x8½ | l | Own | p | Own | Don'ld | Mag | Bosch | ⅛ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2.1-3 | spur | Own | Hyatt | Own | Own | ... | adj | 23 | 8½ | 40 | 56 | 155 | 80½ | 17 | 13½ |
| Rumely Oil Pull | 20-40 | ... | 4-w | rw-d | 103 | ... | 5-6 | 20 | 3750 | Own | 40450 | h-2 | 8x10 | l | Own | p | Own | Don'ld | Mag | Bosch | ⅛ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2-3.2 | spur | Own | Hyatt | Own | Own | coil | adj | 26 | 9 | 44 | 64 | 175 | 89 | 21 | 17½ |
| Rumely Oil Pull | 30-60 | ... | 4-w | rw-d | 141 | ... | 8-10 | 30 | 5900 | Own | 60375 | h-2 | 10x12 | l | Own | p | Own | None | Mag | Bosch | ⅛ | f-s | k-d | exp sh | Own | Own | 1 | 1.9 | spur | Own | Own | Own | Own | ... | adj | 36 | 11 | 44 | 80 | 228 | 116 | ... | 18 |
| Russell | 12-24 | ... | 4-w | rw-d | 94 | 5600 | 2-3 | 12 | 2000 | Wauk | 241000 | v-4 | 4½x5½ | l | ... | p | Kings | Bennet | Mag | ... | ⅛ | s | k-g | ... | enclosed | ... | 3 | ... | bevel | ... | ... | ... | ... | ... | lat adj | 12½ | 7 | 28 | 53 | 139 | 70 | 35 | ... |
| Russell | 15-30 | ... | 4-w | rw-d | 100 | 6000 | 3-4 | 15 | 3000 | Wauk | 30950 | v-4 | 4½x6½ | l | ... | p | Kings | Bennet | Mag | ... | ... | s | k-g | ... | enclosed | ... | 3 | ... | spur | ... | ... | ... | ... | ... | lat adj | 12½ | 8 | 30 | 53 | 145 | 70 | 34 | ... |
| Russell | 20-40 | ... | 4-w | rw-d | 110 | 7600 | 4-5 | 20 | 4000 | Model | 40825 | v-4 | 5½x7 | l | ... | p | Kings | Bennet | Mag | ... | ⅛ | f-s | k-g | ... | enclosed | ... | 2 | ... | spur | ... | ... | ... | ... | ... | lat adj | 12½ | 8 | 32 | 60 | 162 | 65½ | 35 | ... |
| Russell | 40-80 | ... | 4-w | rw-d | 149 | 23000 | 8-10 | 40 | 8000 | Own | 80525 | v-4 | 8x10 | l | ... | p | Kings | Bennet | Mag | Bosch | ½ | f-s | k-g | ... | enclosed | ... | 2 | ... | spur | ... | ... | ... | ... | ... | lat adj | 24 | 10 | 42 | 84 | 234 | 115 | 38 | ... |
| Samson. Sieve | 30-x | 1626 | 3-w | rw-d | 106 | 5800 | 4 | 15 | 3000 | Own | 25850 | v-4 | 4½x6 | l | Own | p | Marvel | GMC | Battery | Remy | ... | f | k-g-d | int exp | Own | Own | 1 | 1.5-3.5 | int gr | Own | Own | Own | Own | worm | ver adj | 12 | 8 | 28 | 41 | 160 | 64½ | 25 | 10 |
| Samson. Grip | s-25 | 1500 | 3-w | rw-d | 105 | 5800 | 3 | 10 | 1800 | Own | 25650 | v-4 | 4½x6½ | l | Own | p | Marvel | Nodust | Mag | At-K | ... | f-s | k-g-d | exp | bevel | Own | 1 | 1½x3½ | ... | Own | Own | Own | Own | ... | straight | ... | 8 | 28 | 41 | 150 | 63 | 18 | 14 |
| Sandusky | 10-20j | 1500 | 4-w | rw-d | 76 | 4080 | 2 | 10 | 2000 | Dauch | 201000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Bennet | Mag | Dixie | ⅛ | f-s | k-g-d | cone | sel | Hyatt | 2 | 2-3½ | worm | Own | Brons | Own | Bronze | spiral | floating | 10 | 8 | 32 | 48 | 120 | 62 | 16 | 10½ |
| Sandusky | 15-35e | 2500 | 4-w | rw-d | 100 | 7670 | 4 | 15 | 3500 | Dauch | 35800 | v-4 | 5x6½ | c | Perfex | p | Kings | Bennet | Mag | Dixie | ... | f-s | k-g-d | exp | sel | Bronze | 3 | 2-5 | int | Own | Brons | Own | Bronze | spiral | swing | 15 | 10 | 36 | 56 | 147 | 84 | 18 | 15 |
| Short Turn | 20-30 | 1500 | 3-w | fw-d | 48 | 5000 | 3 | ... | ... | ... | 30900 | v-4 | 4½x6 | l | Perfex | p | Kings | Bennet | Mag | Dixie | ... | ... | k-g | int exp | Own | ... | 1 | 3½ | chain | Own | Own | Own | Own | ... | adj | 17 | 9 | 66 | 24 | 98 | 82 | 8 | 20 |
| Square Turn | ... | 1875 | w | ... | ... | 7800 | ... | 18 | 3200 | ... | 35... | v | 3½x4 | ... | ... | ... | ... | Bennet | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | chain | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Standard | 22-45 | ... | 4-w | rw-d | ... | 8000 | 4 | 22 | 4000 | Wauk | 45... | h-4 | 4½x6½ | ... | Own | p | Kings | None | Mag | Dixie | ... | s | k-g | ... | ... | ... | 2 | ... | chain | ... | ... | ... | ... | ... | ... | 28 | 8 | ... | ... | ... | ... | 27 | ... |
| Star | d | 900 | 2-w | All | ... | 1750 | 1 | 6 | 1000 | LeRoi | 121140 | v-4 | 3½x4½ | l | Candler | t-s | Kings | Bennet | Battery | Kent | ... | f-s | g | co-bnd | Own | Fafner | 4 | 4½ | chain | ... | ... | Own | Own | ... | pivot | 7 | 6 | 50 | 34 | 120 | 54 | 16 | 28½ |
| Stinson | 18-36 | 2200 | 3-w | rw-d | ... | 6300 | 4 | 18 | 3000 | Beaver | 36900 | v-4 | 4½x6 | ... | Todd | p | Kings | Own | Mag | Dixie | ... | f-s | k | bnd | Own | Hyatt | 1 | ... | spur | Own | Own | Own | Hyatt | ... | adj swg | 12 | 8 | ... | 60 | 176 | 72 | 12 | ... |
| Strite | 12-25 | 1395 | 4-w | rw-d | 72 | 4800 | 3-4 | 12 | 1800 | Wauk | 25900 | v-4 | 4½x5½ | ... | Modine | p | Kings | Bennet | Mag | Dixie | ... | s | k-g | Foote | ... | Hyatt | 2 | 2½-3½ | int | ... | ... | ... | ... | ... | ... | 20 | 8 | ... | 54 | 120 | 64 | ... | ... |
| Strait | 3 | ... | Creepr | 1Trac | ... | 6000 | 3 | ... | ... | Wauk | 900 | v-4 | 4½x6½ | ... | ... | p | Scheb | Bennet | Mag | Dixie | ... | f-s | g | ... | enclosed | ... | 1 | 2½ | spur | ... | ... | ... | ... | coil | ... | 10 | 8 | ... | ... | 154 | 7 | 15 | ... |
| Titan | 10-20 | ... | 4-w | rw-d | 91 | 5700 | 3 | 10 | 1800 | Own | 20500 | h-2 | 6½x8 | ... | ... | t-s | Own | Own | Mag | K-W | ... | f | k-g-d | ... | ... | ... | 2 | 1.8-2½ | ... | Own | Own | Own | Own | ... | ... | 20 | 8½ | ... | 54 | 147 | 60 | 38 | ... |
| Topp Stewart | b | ... | 4-w | All | 100 | 6500 | 4-6 | 20 | 4200 | Wauk | 35950 | v-4 | 4½x6½ | l | Perfex | p | Stmby | Bennet | Mag | Eise | ... | s | k-g | d-p | Own | Hyatt | 3 | 2½-4½ | int-g | Own | Tim | Own | Tim | ... | ... | 14 | 8 | 42 | 42 | 171 | 80 | 11 | 12 |
| Track-Layer | b | 2450 | Creepr | ... | 60 | 4800 | 3 | ... | ... | Best | ... | v-s | 4½x5½ | l | Bennet | p | Ensign | ... | Mag | K-W | ... | s | d | md | Best | plain | 2 | 1½-3 | int g | Own | plain | Own | plain | El | swing | 9 | 8 | ... | ... | 60 | 44 | 15 | 14 |
| Track-Layer | c | 5850 | Creepr | ... | ... | 28000 | 14 | ... | 8500 | Own | ... | v-s | 7½x9 | l | Bennet | p | Ensign | ... | Mag | K-W | ... | f- | sd | exp | Own | plain | 2 | 2½-1½ | int g | Own | plain | het | plain | Hel | swing | 16 | 12 | ... | ... | ... | 80 | 35 | 18 |
| Trenan | 12-24 | ... | 3-w | fw-d | ... | 4200 | 3 | 12 | ... | Erd | 24900 | v-4 | 4x6 | ... | Modine | p | Kings | ... | Mag | Dixie | ... | ... | ... | enc | ... | ... | 1 | 2½ | chain | ... | ... | ... | ... | ... | ... | 20 | 7½ | 60 | ... | 138 | 79 | ... | ... |
| Trojan Unit | 32-40 | ... | 4-w | rw-d | 84 | 7300 | 6 | 32 | 6000 | Wauk | 40900 | v-4 | 4½x6½ | ... | Modine | p | Bennet | Bennet | Mag | Dixie | ... | s | k | enc | ... | Hyatt | 3 | 2.2-6 | spur | ... | Hyatt | ... | ... | ... | lat adj | 18 | 8 | ... | 60 | 132 | 68 | 8 | ... |
| Turner-Simplic. | 14-25 | 1675 | 4-w | rw-d | 78 | 4400 | 3 | 14 | 2600 | Buda | 251000 | v-4 | 4½x5½ | p | Perfex | p | Kings | Bennet | Mag | Sump | ... | f | k-g | exp sh | Foote | Hyatt | 2 | 1½-2½ | pin & sprock | Own | Own | Own | Own | coil | swing | 14 | 7 | 60 | 64 | 128 | 65 | 24 | 14 |
| Trundaar | 20-35 | ... | Creepr | ... | 72 | 9500 | 3-4 | 20 | ... | Wauk | 35900 | v-4 | 4½x6½ | ... | Perfex | p | Ensign | Bennet | Mag | Bosch | ⅛ | f-s | k-g | ... | ... | ... | 2 | 2½-4 | ... | ... | ... | ... | ... | ... | ... | 10 | 8 | ... | ... | 113 | 74 | 12 | ... |
| Twin City | 12-20 | ... | 4-w | rw-d | 84 | 4000 | 3 | 12 | 2000 | Own | 201000 | v-4 | 4½x6 | ... | Spirex | p | Holley | ... | Mag | Bosch | ⅛ | ps | k-g | d-p | spr & bev | Hyatt | 2 | 2.2- | spur | Own | Hyatt | Own | Hyatt | coil | straight | 16 | 6 | 34 | 50 | 9½ | 55½ | 25½ | 16 |
| Twin City | 16-30 | ... | 4-w | rw-d | 108 | 7800 | 4 | 16 | 3000 | Own | 30650 | v-4 | 5x7½ | ... | Own | p | Kings | Bennet | Mag | K-W | ⅛ | f-s | k-g-d | co-bnd | spr & bev | Hyatt | 2 | 2-2.75 | int | Own | Hyatt | Own | Hyatt | coil | swing | 17 | 8 | 36 | 54 | 179 | 70 | 16½ | 14 |
| Twin City | 25-45 | ... | 4-w | rw-d | 126 | 16000 | 6 | 25 | 4700 | Own | 45600 | v-4 | 6½x8 | ... | Own | p | Kings | ... | Mag | K-W | ⅛ | f-s | k-g-d | co-bnd | spr & bev | Own | 2 | 1.4-2 | Spur | Own | Own | Own | Own | coil | swing | 20 | 8½ | 42 | 76 | 219 | 81 | 18½ | 14 |
| Twin City | 40-65 | ... | 4-w | rw-d | 144 | 23700 | 8-10 | 40 | 7500 | Own | 55500 | v-4 | 7½x9 | ... | Own | p | Kings | ... | Mag | K-W | ⅛ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 240 | 102 | 21 | 14 |
| Twin City | 60-90 | ... | 4-w | rw-d | 168 | 28000 | 12-15 | 60 | 11-250 | Own | 90500 | v-6 | 7½x9 | ... | Own | p | Kings | ... | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 262 | 114 | 24 | 14 |
| Uncle Sam | 20-30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ½ | ... | ka-d | ... | Nuttall | Timken | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Universal | ... | 425 | 2-w | fw-d | 51 | 750 | 1-10 | 1 | 200 | Own | 4 1000 | v-1 | 3½x5 | ... | Ajax | t-s | Zenith | ... | Battery | At-K | ¼ | s | g | int exp | Own | ... | ... | 3 | worm | Own | Own | Own | Own | ... | ... | 5½ | 2 | 36 | 15 | 80 | 33½ | 30 | 13 |
| Vail | 10-20 | ... | 4-w | rw-d | 82 | 4000 | 2 | 10 | 1750 | Own | 20600 | h-2 | 6x7 | ... | Own | p | Own | ... | Mag | Dixie | ⅛ | f | k | ... | enclosed | ... | ... | ... | spur | ... | ... | ... | ... | ... | lat adj | 18 | 6½ | ... | 48 | 120 | 60 | 12 | ... |
| Velie | 12-24 | 1865 | 4 | rw-d | 90 | 4000 | 3 | 12 | 2750 | Own | 241100 | v-4 | 4½x5½ | l | Own | p | Kings | Bennet | Mag | Kings | ⅛ | f | k | d-d | Own | Hy&Tim | 3 | 6 | spur | Own | Hyatt | Own | Tim | coil | st pull | 13½ | 7 | 30 | 52 | 131 | 62 | 19 | 14 |
| Wallis Cub Jr. | 15-25 | ... | 3-w | rw-d | 100 | 3200 | 2-3 | 15 | 2000 | Own | 25900 | v-4 | 4½x5½ | ... | Modine | p | Bennet | Bennet | Mag | K-W | ⅛ | s | k-g | ... | enclosed | Hyatt | 2 | 2½-3½ | spur | ... | Hyatt | ... | Hyatt | ... | lat adj | 18 | 5½ | ... | 48 | 148 | 61 | 8½ | ... |
| Waterloo Boy | n-12-25 | ... | 4-w | rw-d | 90 | 5950 | 3 | ... | 2200 | Own | 28750 | h-2 | 6½x7 | ... | Modine | p | Scheb | ... | Mag | Dixie | ½ | f-s | k-g | ... | enclosed | Hyatt | 2 | 2½-3 | int spr | ... | Hyatt | ... | Hyatt | ... | lat adj | 14 | 8 | ... | 52 | 132 | 72 | 12 | ... |
| Wheat | 12-24 | 1695 | 4-2 | rw-d | 83 | 4250 | 3 | 12 | 3000 | Erd | 241000 | v-4 | 4x6 | l | Prefex | p | King | R-W | Mag | Dixie | ⅞ | f-s | k-g | d-d | Foote | Hyatt | 2 | 4-10 | int. | Own | Tim | Own | Tim | semi | swing | 12 | 7 | 34 | 48 | 144 | 62 | 19 | 12 |
| Whitney | 18 | ... | 4-w | rw-d | 82 | 3000 | 2 | 9 | 1600 | Gile | 18750 | o-2 | 5½x6½ | l | Modine | p | Bennet | Bennet | Mag | Dixie | ½ | f | g | band | Own | Tim&Hy | 3 | 1½-4 | chain | Own | Own | Own | Own | coil | lat adj | 11 | 6½ | 30 | 48 | 123 | 56 | 22 | ... |
| Wisconsin | e-16-32 | 2250 | 4-w | rw-d | 97 | 5440 | 3-4 | 16 | 3500 | Climax | 32575 | v-4 | 5x6½ | l | Perfex | p | Stmbg | Bennet | Mag | Eise | ⅛ | f | k | d-d | Foote | Hy&Tim | 2 | 1½-3½ | spur | Own | Own | Own | ... | ... | lat adj | 16 | 8 | 34 | 52 | 132 | 68 | 18 | 18 |
| Yankee | 12-25 | 1765 | ... | rw-d | 75 | 4300 | 3 | 12 | 2600 | Erd | 25925 | v-4 | 4x6 | ... | Modine | p | Kings | Bennet | Mag | Kings | ⅛ | f-s | k-g | d-d | Own | Hyatt | 3 | 1½-5 | spur | Own | Hyatt | Own | Own | semi | lat adj | 11 | 7 | 30 | 48 | 126 | 71 | 12½ | 13 |
| Yuba Ball Tread | 12-20 | 2900 | Creepr | rw-d | ... | 6750 | 4 | 12 | 3400 | Wauk | 20700 | v-4 | 4½x6½ | l | Own | p | Ensign | Donld | Mag | Bosch | ⅛ | s | d | d-d | Own enc. | Hyatt | 3 | 1½-4 | int | ... | Hyatt | ... | ... | spiral | swing | 12 | 6½ | ... | ... | 145 | 55 | 16 | ... |
| Yuba Ball Tread | 20-35 | 4400 | Creepr | rw-d | ... | 10500 | 6 | 20 | 5000 | Wis | 35700 | v-4 | 5½x7 | l | Own | p | Stmbg | Donld | Mag | Bosch | ½ | f-s | d | o-d | Own enc. | Hyatt | 2 | 2-3.3 | int | ... | Hyatt | ... | Hyatt | spiral | adj | opt | ion | al | ... | 184 | 73 | 16 | ... |
| Zelle | 12-25 | | 4-w | rw-d | 72 | 3800 | 2-4 | 12 | 2000 | ... | 25900 | v-4 | 4½x5½ | ... | ... | ... | ... | ... | Mag | ... | ⅛ | k | | d | enclosed | ... | 4 | 1 to 5 | spur | ... | ... | ... | ... | spiral | swing | 12 | 7 | 36 | 54 | 137 | 65 | [illegible] | 33 |

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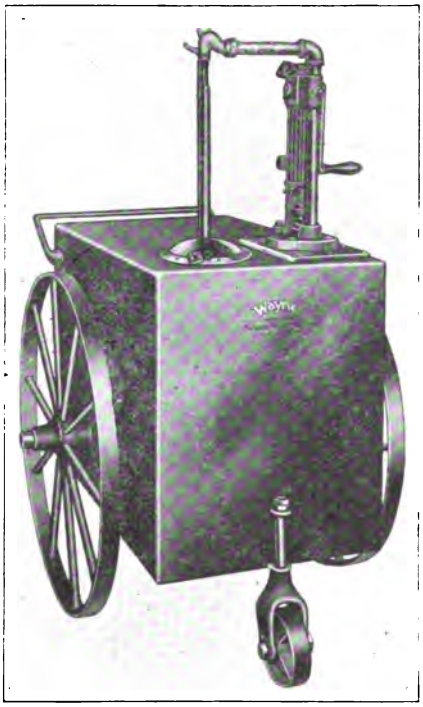
### McKinnon Radiator

McKinnon radiators for passenger cars, trucks and tractors are being placed on the market by the McKinnon Dash Co., Buffalo, N. Y. These radiators are of the true cellular type and are manufactured by a special process. The metal is wrapped around the forming mandrels by automatic machines instead of being drawn or stretched, which make it possible to

use metal .0025 of an inch in thickness without danger of tearing or stretching, it is claimed. Corrosion of the radiator due to the action of alkali or aciduated water is prevented by careful tinning both inside and out.

### Wayne Portable Wheel Oil Tank

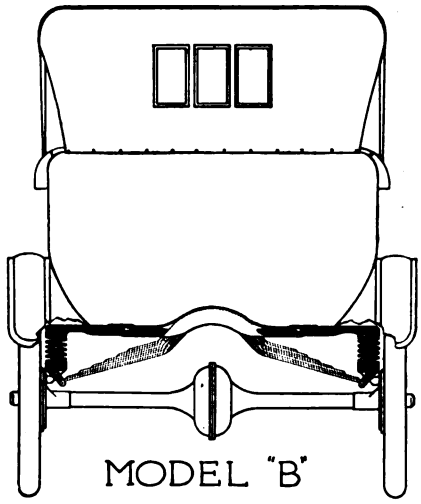
The Wayne portable wheel oil tank is designed for filling cars in the garage and at the curb. It can readily be moved from place to place, doing away with the carrying of oil measures. It has a capacity of 65 gal-



lons and is equipped with a quart pump. The tank is built of heavy gauge steel, welded throughout, forming a solid container. The pump measures half-pints, pints or quarts, by simply turning the quantity stop to its proper position. A padlock is provided so that oil cannot be drawn by unauthorized persons.

### Plunkett Shock Absorber

Plunkett shock absorbers for both the front and rear springs of the Ford car are being placed on the market by the Plunkett Shock Absorber Co., 323-327 Wash-




ington Street, Brooklyn, N. Y. These shock absorbers are designed to act as a rebound snubbers as well as absorbers of shocks which compress the springs. They also are built to check side sway when one wheel goes into a rut or other depression. They are easily and quickly attached.

### Ballman-Whitten Water Still

A simple air-cooled still designed to produce chemically pure water, economically with the least bother or attention is offered by the Ballman-Whitten Mfg. Co., 4060 Forest Park Blvd., St. Louis, Mo. Being air-cooled it requires no supply of cooling water and as it is self contained it may be used on a gas, oil or coal stove.

The still is constructed of two parts, the boiler and the condenser. Both parts are made of sheet copper coated with pure tin on all the parts which come in contact with the distilled water. The boiler has a capacity for two gallons of water and may be easily filled while the still is in operation. Scale, mud and impurities which are deposited in the boiler may be quickly cleaned out. The condenser which fits tightly over the boiler is arranged to collect all the distilled water and conduct it to an outside container, kettle or bottle.

The condenser has no delicate or small parts and is easily removed for inspection or cleaning. It is arranged to allow sufficient sterilized air to mingle with the steam so as to make distilled water which is not only chemically pure but aerated.

As this still is designed for continous operation it may be run over night and will produce about 1½ gallons of distilled water in 12 hours at a cost of about 2 cents per gallon with gas costing $1.00 per thousand feet.

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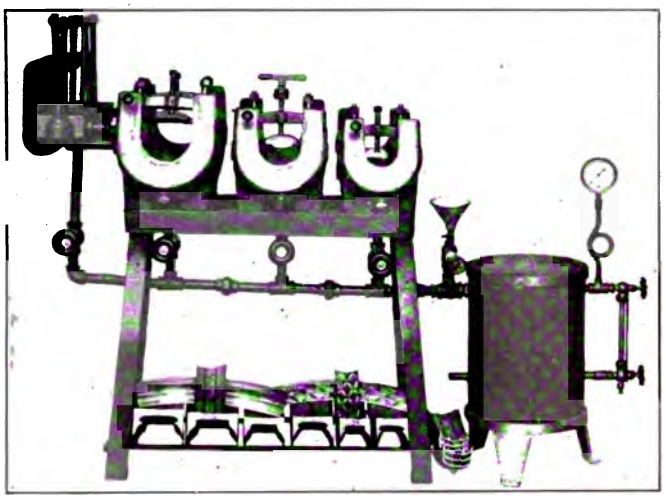
### Western Vulcanizer

The Western Vulcanizer is designed for every class of repair work from tube puncture to putting a diamond tread on a 5½-inch cord tire. Many manufacturers have increased the cross-section of their tires, this increase amounting to ½ inch in most cord tires. In designing the molds furnished with this vulcanizer, the Western Tire & Rubber Works, Chicago, Ill., manufacturers of the outfit, has fully provided for this, so



that all makes and sizes of tires can be handled.

Iron or steel bead plates must first be heated in the mould to ensure a complete cure of the tire beads. By the use of composition bead plates which it is stated take the curing heat the instant they come in contact with the side of the mould cavity, the company has overcome this difficulty.

The vulcanizers are furnished complete with moulds for handling both non-skid and plain tread tires of either the straight side or clincher type.

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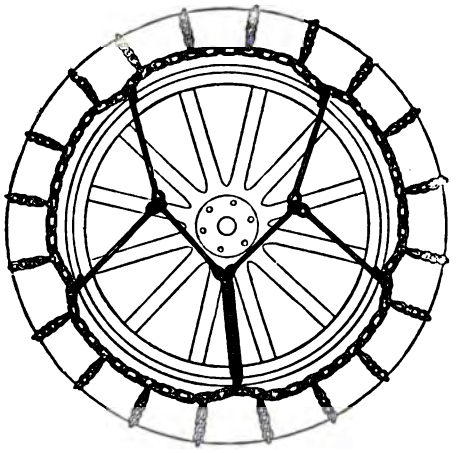
### Merchant's Skid-Chain Tightner

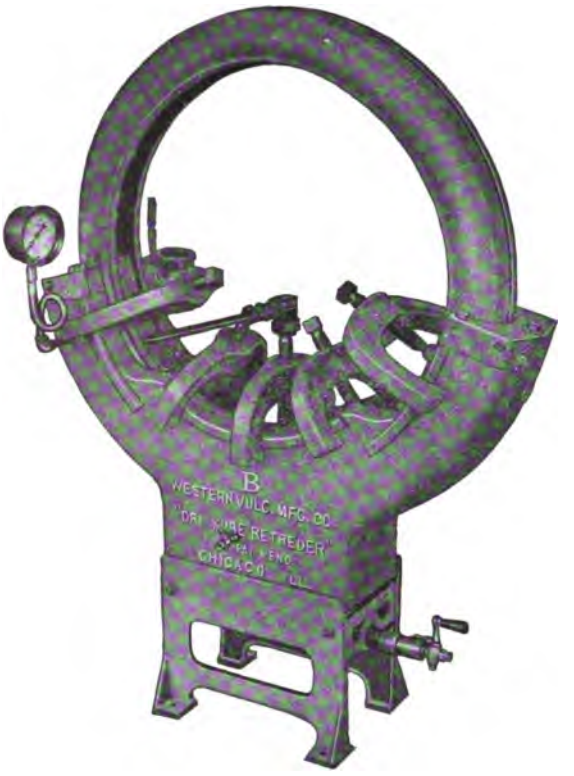
The Merchant's skid chain tightener, offered by the M. H. Merchant's Corp., 236 Emma street, Syracuse, N. Y., is a spring device for keeping the skid chains tight and allowing them to creep around the wheel at



the same time. The arrangement of steel rods equalizes the work of one spring and gives an equal tension at all points of contact with the chain, and at the same time takes up the slack in the chain as it wears or as the cross chains break, it is stated.

### "Dri-Kure Retreder"

"The Dri-Kure Retreder" is a new type of machine for retreading tires, manufactured by the Western Vulcanizer Mfg. Co., 150 Desplaines street, Chicago, Ill.




The use of non-heat-conducting end blocks prevents the stock from flowing at the ends of the cure, and assures a smooth cure at the laps, it is stated.

The tire is built up ready to cure; a sand bag is placed in the tire and then the tire is placed in the mold. A heavy steel band is placed upon the sand bag and the pressure clamps applied to it. The clamps are screwed down to the desired pressure, and the cure is on.

In addition to curing plain treads the machine will cure non-skid casings. This is accomplished by the use of a shell insert or matrix with the rib feature, which can be fitted to the mold. It is claimed a tire retreaded in this machine will give as much mileage as a new tire.

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### Jefferson Transformer Tail Lights for Fords

The Jefferson transformer tail light for Ford cars has been perfected and placed on the market by the Jefferson Electric Mfg. Co., 426-430 South Green Street,

Chicago, Ill. The outfit consists of a complete standard electric tail light with four candlepower bulb, a compact sturdily constructed transformer, and enough rubber covered wire to complete the simple installation.

The light is operated by the surplus electric current from the Ford generator which passes through the transformer so that uniform brightness is ensured regardless of the speed of the engine.

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When the motor is stopped a switch on the face of the transformer is thrown to the battery side and the tail light is kept burning brightly by two dry cells. The batteries will last all season with the low amperage lamp that is used, it is claimed. The installation can readily be completed in fifteen minutes, it is said.

### Xander Storage Battery Tools

In the accompanying illustrations are shown two tools that are designed for use in connection with the in stallation of storage batteries. The first one is a terminal cleaner or scraper. This tool has a blade of tempered steel, a body of bronze metal, and a handle of Bessemer steel wire, all nickel plated. It is stated the blade will accommodate itself to any taper of terminal. It is used by entering the blade end into the battery terminal, and giving it severel turns.

The tool is made so that it removes foreign matter but does not enlarge the hole in the terminal.

The lower cut shows another convenient tool, really a mate to the above. This is a taper pin cleaner, used for cleaning the taper pin plugs on end of cables where they enter into the terminals of the battery. This tool also works on the same principal as the one above, being self adjusting to any taper, and also has tempered steel blade, and body of bronze metal, nickel plated. These tools are being manufactured by J. G. Xander, 824 Court street, Reading, Pa.

**USL Electric Arc Welder**

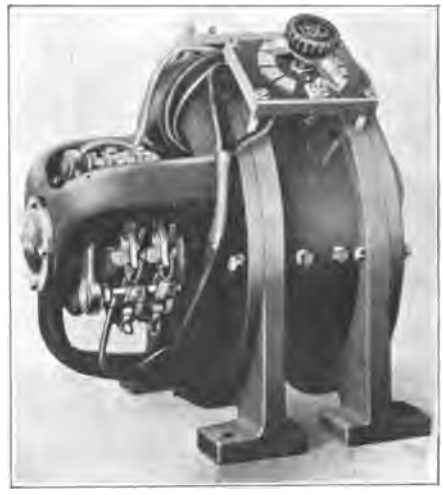
After an exhaustive investigation into the requirements of garages, machinery repair shops, and manufacturing institutions, the U. S. Light & Heat Corp., Niagara Falls, N. Y., has developed a line of Electric Arc Welding Machinery to meet the requirements for every character of work.

For the smaller shops where it is possible to bring the parts to be welded to within fifty or seventy-five feet of the welding aparatus, a stationary type is provided. Where it is necessary to take the electric welding appartus to the work, a portable type is provided.

The USL arc welder has a rated capacity of 4 kw. and gives 200 amperes direct current or less. It is of the variable voltage type with a range of open circuit voltage from 35 to 65 volts. Tests of the welder show that it delivers practically constant energy throughout the range of voltage used in welding, it is stated. This characteristic, together with other special features of design, keeps the arc strong and steady and aids the operator in securing a steady flow of metal into the weld.

The USL Arc Welder is made in the form of a converter for use on 100 to 125 volt direct current circuits only, and in the form of a motor-generator for all other circuits. The converter is inherently regulated, weighs 665 pounds and delivers current at the arc through the arc stabilizing reactor with an efficiency of 65 to 70 per cent, it is claimed.

The motor-generator type of welder consists of 7½ hp. motor mounted on the same shaft with a special 4 kw. generator. This generator is inherently regulated, compound wound, self excited, and has a dropping voltage characteristic which keeps the current within safe limits on short circuit. Motor-generator equipments are available in any standard D. C. voltage and in any generally standard A. C. voltage, phase and frequency.



Converter and motor-generator types are both made up for portable and stationary use. The portable truck with cover is 28 in. wide, 55 in. high and 54 in. long. Completely equipped with motor-generator, switch and meter panel, cover, cable reel, and flexible cable, it weighs 1530 pounds.

### National Stone Insulator Plug

A new heavy stone insulator spark plug has been perfected by the National Spark Plug Co., formerly the Bergie National Spark Plug Co., Rockford, Ill., for use in tractors and high compression stationary engines, which is a radical departure from the ordinary type of porcelain insulator spark plug.

It is claimed that this new stone insulator is practically unbreakable, heatproof, oilproof and compression-tight.

The insulator is made of an entirely new basic material by an exclusive process, which is the result of a long series of experiments that have been made by the company's chemists.

### "Dol-Em-Up"

After a tire has been retreaded the side walls look dirty in comparison with the new tread. To give the side walls of the tire a clean, smooth finish, the Western Vulcanizer Co., 150 Desplaines Street, Chicago, Ill., has brought out "Dol-Em-Up," which is a paste put up in quart cans. The paste is diluted with gasoline to the thickness of ordinary paint and applied with a brush. It dries quickly and will not rub off. Four colors are offered: red, gray, black and white.

### Universal Pump Rubbers

The No. 57 Universal Pump Rubber, designed to fit all styles of pump connections, is now being placed on the market by the Continental Rubber Works, Erie, Pa. The rubbers are packed 100 in a box, ready for use.

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### Hiatt Manifold for Ford Cars

The Hiatt Manifold offered by the Hiatt Manifold Co., Box 971, Indianapolis, Ind., which takes the place of the regular manifold of a Ford, differs from the latter in that it has a hollow pipe on the inside of the body. This hollow pipe takes through it air from the outside, which combines with a water vapor coming from the radiator through a small copper pipe. This mixture passing through the pipe is superheated, due to the exhaust gases passing around the internal pipe, and upon collecting in the dome this superheated vapor-laden air becomes gas, which, after passing to the intake manifold and becoming mixed with the gas from the carburetor is ready to ignite. The control of this gas is effected through the regular spark and throttle levers on the steering post of the car. It is claimed that with this manifold the engine runs smoother and cooler and that all traces of carbon are eliminated.

## Tractor Spark Plugs

*(Continued from page 12)*

pitting or burning. This is entirely due to the use of defective material and there should be very little of it. If it does occur seriously, it should be reported to the plug manufacturer.

Always bear in mind that the tractor engineers have run thorough tests before deciding which plug to use. The spark plug they finally decide upon is the one they believe to be the best suited for their engine. When a new plug is needed, the tractor user should insist upon the same plug his engine was originally equipped with at the factory.

In general, the spark plug manufacturer is prepared to cope with the tractor plug problem and can furnish plugs to meet all present requirements. However, present-day development in engines and fuels is so rapid that the material on the market is not always the latest obtainable. The dealers are learning to classify plugs for the various conditions of service and if the tractor owner will specify clearly just what the plug is to be used on, he should have no trouble getting just the plug he needs.

### Reduce War Vehicle Orders

The contracts for motor vehicles placed by the War Department during the war and amounting in all to $416,528,000 on November 11, 1918, were reduced by cancellation to $17,970,000 on May 17. Of the total 67 per cent was cancelled, 29 per cent filled, and 4 per cent still remains on order.

### Doble-Detroit Reorganized

The Doble-Detroit Steam Car Co., Detroit, is being reorganized. Details of the reorganization will be announced shortly. The company recently sold its manufacturing plant, but expects to build another. It is expected that the car will be placed on the market this fall. In the meantime the company will continue the manufacture of the Doble-Detroit heating system.

### Fordson Reduced $135

Henry Ford & Son, Detroit, is wiring all distributors of a reduction of $135 in the price of the Fordson tractor. The new price, effective at once, is $750. The old price was $885. The price to the distributor is $600 and he turns it over to the dealer at $635.

The Fordson tractor plant is now getting back into heavy production. Approximately 100 machines are being completed daily. A carrier system similar to the one in the Ford Motor Co. plant at Highland Park is being installed.

### Pontiac Spring Rebuilding

The Pontiac Spring Works, Pontiac, a unit of the Standard Parts Co., Cleveland, which was destroyed by fire last March, will be rebuilt. The building will be brick and steel construction, 186 by 100 ft. A 2-story office building, 63 by 87 ft. will also be built. The new plant will cost approximately $100,000. The new unit will house the forge department. The company is employing 300 men and expects to increase to 800.

### Republic Surplus $900,770

The Republic Motor Truck Co., Inc., reported to the New York Stock Exchange a surplus of $900,770, after the payment of interest and other charges and war taxes, in a statement summarizing its affairs for nine months ending March 31 last. Net sales aggregated $12,039,474, and costs reached $10,545,582, leaving net profits of $1,493,892. The profit and loss surplus was given as $5,765,848, all figures including the Republic Motor Truck Co. of California.

### Nemours Trading Corp.

The Nemours Trading Corp., New York, has been formed with a capital of $12,000,000 to take over the Allied Industries Corp., French-American Constructive Corp. and the Merchant & Manufactures' Exchange, the last of which owns the Grand Central Palace, which is to be used as headquarters for the new corporation as soon as it is released by the Government. Associated with this corporation will be Bonright & Co., bankers.

### New Bethlehem Vice-President

H. B. Hall has been elected vice-president of the Bethlehem Motors Corp., Allentown, Pa. He will make his office in New York and look after the export activities of the company. He was formerly assistant general sales manager of the Bethlehem Motors Corp. and until recently president of the Chicago-Bethlehem Sales Co., Chicago.

### Motor Vehicles Returned

The American Expeditionary Forces have been instructed to return all class B 3-ton standardized army trucks to the United States, together with all new truck dump bodies and all Dodges and Cadillacs that are boxed or crated.

The final disposition of these has not yet been determined, but it is anticipated that they will form a part of the permanent equipment of the United States Army. A total of 18,826 class B trucks, 2,952 Dodges and 1,399 Cadillacs were shipped to France up to the signing of the armistice. Many of these have been destroyed in battle or through wear and tear.

### Goodyear Panama Offices

The Goodyear Tire & Rubber Co., Akron, has opened central headquarters, with distributing warehouses, at Colon, Panama. J. H. Proeger, who has been branch manager at Havana, Cuba, for several years, is in charge.

The Panama office will serve Costa Rica, Nicaragua, Bolivia, Venezuela, Dutch Giana, Guatemala, Panama, Chile, Peru, British Guiana, Honduras, Salvador, Colombia, Ecuador, French Guiana and the islands of the West Indies excepting Cuba, Porto Rico and the Dominican Republic.

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THE ELECTRIC STORAGE BATTERY CO.

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The largest maker of storage batteries in the world

1888 PHILADELPHIA, PA. 1919

New York, Boston, Chicago, Washington, Denver, San Francisco, St. Louis, Minneapolis, Cleveland, Atlanta, Kansas City, Pittsburgh, Detroit, Rochester, Toronto

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"Exide" "Dycap-Exide" "Ironclad-Exide" "Thin-Exide" "Chloride Accumulator" "Tudor Accumulator"

Batteries are made by this Company for every storage battery purpose

THE ELECTRIC STORAGE BATTERY CO.

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# Storage Battery Replacements, Lighting System, Headlight Lens, Spark Plug, Piston Ring, Brake Lining and Electric Lamp Data for all Cars 1912 to 1919

## REVISED MONTHLY

**HOW TO USE THIS TABLE.**—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired; turn to the price list of storage batteries, look for the serial number, which will give you a description of the battery with the price, F.O.B. Home Office.
**BASE CONTACT**—D. C. means Double Contact; S. C. means Single Contact.

| Car | Year | Model* | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ...ott-Detroit | 1913-14 | 34-40, D, F, K, L | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1373 | 1639 | 1132 | 429 | 2 | 1520 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-50, E | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 1/2 | 1/4 | |
| | 1915 | S Roadster | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1915 | S Touring | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1393 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | | | 7/8 | | | | | | | | 3 | 3/16 | |
| | 1916 | 8-80 | A-L | 621 | 512 | 317 | 699 | 888 | 987 | 1319 | 1627 | 1214 | 430 | 3 | 1506 | | | | | | 9 | 10 3/4 | 7/8 | 2 1/4 | 3/8 | 50 | 2 1/4 | 3/8 | 54 | 1 1/2 | 3 1/4 | 1/4 | |
| | 1916-17 | 6-44 | Remy | 598 | 508 | 317 | 821 | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | SC | 171 | 81 | 63 | 63 | 8 1/2 | 9 3/4 | 7/8 | 1 3/4 | 3/8 | 36 | 2 | 3/8 | 36 | 2 | 3 1/2 | 3/16 | |
| | 1918 | 6-44 | Remy | | | | 717 | | 1069 | | 1641 | | | 4 | 1504 | | 125 | 81 | 63 | | | 9 1/2 | | 1 3/4 | 3/8 | 36 | 2 | 3/8 | 36 | 2 1/4 | | | |
| ...me | 1918 | | | | | | | | | | | | | 10 | | SC | | | | | | | 7/8 | | | | | | | 2 1/2 | | | |
| | 1918 | 1 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 5203-5367 |
| | 1918 | 2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 1503-1917 |
| | 1918 | 3 1/2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 3/8 | | | 8079-8212 |
| ...ams-Lancia | 1914-15-16 | 35 H-P, A & B | Rush | 576 | 526 | | 705 | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 9 1/2 | | | | | | | | | | | |
| | 1917 | 35 H-P, A & B | Rush | 655 | | 337 | | 841 | 1004 | | | 1154 | 385 | 5 | 1532 | | | | | | | 9 1/4 | | | | | | | | | 4 1/4 | 1/4 | |
| ... E. C. | 1915 | 6-50, 6-60 | | | | | | | | | | | | | | | 170 | 84 | 64 | 64 | | | | | | | | | | | | | |
| ...co | 1913 | 11 | G & D | | | 282 | | 884 | 1117 | | | | | | | DC | | | | | | | 7/8 | | | | | | | 2 1/4 | 4 1/4 | 1/4 | |
| ...-American | 1919 | A | | | | | | | | | | | | | | | | | | | | | 7/8 | 2 | | | 2 | | | 2 | 3 3/4 | | |
| ...llen | 1913-14 | 40, 37 | A-L | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | 8 1/4 | 7/8 L | 1 3/4 | 3/16 | 36 | 1 3/4 | 3/16 | 36 | | 3 3/4 | 1/4 | 2000-2753 |
| | 1914-15 | 38, 40 | A-L | 610 | 523 | 289 | 705 | | 1034 | 1353 | | 1210 | 425 | | | | 166 | 82 | 64 | 64 | 8 1/2 | 9 1/4 | 7/8 | | | | | | | | 3 3/4 | 1/4 | |
| | 1915-16 | 33, 34, 35, 37 | West | 611 | 518 | 287 | 296 | 888 | 1020 | 1319 | 1635 | 1205 | 420 | 6 | 1508 | SC | 166 | 82 | 64 | 64 | | 9 1/4 | 7/8 | 1 3/4 | 3/16 | 36 | 1 3/4 | 3/16 | 36 | 1 3/4 | 3 3/4 | 1/4 | 3499-5233 |
| | 1917 | 37 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 3/16 | 36 | 1 3/4 | 3/16 | 36 | 1 3/4 | 3 3/4 | 1/4 | 600-16000 |
| | 1915 | 36 | Remy | | 518 | | | | 996 | | | 1146 | 362 | | | | | | | | | 9 1/2 | 7/8 | | | | | | | | | | |
| | 1918 | 41 | A-L | | 512 | | 697 | 886 | 987 | 1332 | 1627 | | 362 | | 1510 | DC | 125 | 81 | 63 | 63 | | 9 3/4 | 7/8 | 1 3/4 | 3/16 | 34 3/4 | 2 | 3/16 | 34 3/4 | 1 3/4 | | | 18000 up |
| ...lter | 1915 | 4-27 | Remy | 650 | | 332 | | 839 | | 1309 | | 1248 | | 8 | 1593 | | | | | | | 8 3/4 | M | 1 3/4 | 3/16 | 27 1/4 | 1 3/4 | 3/16 | 28 3/4 | | 3 1/2 | 3/16 | |
| | 1916 | C | Remy | 650 | 533 | 331 | 748 | 839 | 987 | 1397 | | 1247 | 493 | 9 | 1593 | | | | | | | 8 3/4 | 7/8 † | 1 3/4 | 3/16 | 27 1/4 | 1 3/4 | 3/16 | 28 3/4 | | | | |
| | 1917 | E-17, F-17 | Al-Ch. | 598 | | 317 | | 829 | 1063 | 1308 | | 1160 | 458 | 4 | 1504 | DC | 168 | 82 | 64 | 64 | | 8 3/4 | 7/8 | | | | | | | | 3 1/4 | 3/16 | |
| ...merican | 1913-14 | 50 | Peru | | 512 | 344 | | 924 | 1020 | | | 1280 | | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 | 1/4 | |
| | 1913-14 | Scout | Disco | 641 | | 335 | | 912 | 1014 | 1403 | | 1238 | 396 | 11 | | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | 1 1/4 | | | |
| | 1913-14 | 30 | El-L | | 526 | 322 | | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 3 | 3/16 | |
| ...mericanSix | 1916-17 | A-Series I | G & D | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | | 9 | 7/8 | 2 | 3/8 | 14 | 2 | 3/8 | 15 | 1 3/4 | | | 1-250 |
| | 1918 | 30 | | | | | 719 | 831 | 1072 | 1339 | | | 28 | 28 | | | 165 | | 61 | 62 | 9 | 9 1/2 | 7/8 | 2 | 3/8 | 14 | 2 | 3/8 | 15 | 2 1/4 | 3 1/8 | 3/16 | 250-800 |
| | 1919 | | West | | | | | | | 1338 | | | | | | SC | | | | | 9 | 9 1/2 | 7/8 | 2 | 3/8 | 44 | 2 | 3/8 | 45 | 2 1/4 | 3 1/8 | 3/16 | |
| ...merican (La France) | 1913-14-15-16 | | G & D | 632 | 527 | 323 | 715 | 902 | 1108 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | | | |
| | 1914-15 | 20 | West | 632 | | 323 | 747 | 886 | 1051 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | 6 1/4 | 3/16 | |
| | 1916-17 | 19 | West | 672 | | 299 | | 981 | | | | 1276 | 445 | 15 | 1554 | | | | | | | | | | | | | | | | | | |
| | 1917 | | West | 632 | | 284 | | 902 | 1108 | | | 1225 | 414 | | | | | | | | | | | | | | | | | | 1 1/2 | 1/4 | |
| ...mes | 1913-14 | 44-45 | G & D | 628 | | | | 900 | 1117 | | | 1223 | 411 | 16 | 1522 | DC | 170 | 82 | 64 | 64 | | | 7/8 | | | | | | | 2 | 4 1/4 | 3/16 | |
| | 1913-14-15 | | G & D | 627 | 516 | | 713 | 900 | 1105 | | | 1222 | 410 | 17 | 1522 | | | | | | | | 7/8 | | | | | | | 2 | 3 1/4 | 3/16 | |
| ...mplex | 1914 | | | 573 | 520 | | | 892 | 996 | | | 1145 | 374 | 18 | 1512 | DC | | | | | | | M | | | | | | | | 3 3/4 | 3/16 | |
| | 1916 | K, EK | Bosch | 625 | | 294 | | 899 | 1041 | | | 1221 | | 19 | 1521 | | | | | | | | 7/8 | | | | | | | | 3 1/2 | 3/16 | |
| ...ms-Sterling | 1917 | Road., Tour. | Bosch | 653 | | 333 | | 839 | | | | 1252 | 498 | 20 | 1531 | | 175 | 89 | 89 | 89 | | | 7/8 | | | | | | | | 3 3/4 | 3/16 | |
| ...nderson | 1916-17 | 200A-300A | West | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | | spot | | | | 9 1/2 | 7/8 | 2 1/4 | 3/8 | 17 1/2 | | | | | | | 1000-5500 |
| ...nger | 1916-17 | AEC6-60 | Jesco | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1518 | | 129 | light | 63 | 65 | | | | | | | | | | | 4 1/2 | 1/4 | |
| ...pperson | 1914 | 4-45, 4-55 | Bijur | 572 | 516 | 305 | | 892 | 1104 | 1355 | 1629 | 1146 | 410 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 3/4 | 3/8 | 34 | 2 1/4 | 3/8 | 40 | 2 1/4 | 4 1/2 | 1/4 | 5500-7500 |
| | 1914 | 6-60, 6-45 | Bijur | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 3/4 | 3/8 | 34 | 2 1/4 | 3/8 | 40 | | 4 | 1/4 | 8000-8500 |
| | 1915 | 4-40, 6-48 | West | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 10 | 7/8 | 1 3/4 | 3/8 | 34 | 2 1/4 | 3/8 | 40 | 2 1/4 | 3 1/2 | 1/4 | 8500-12000 |
| | 1916 | All | Bijur | 566 | 512 | 317 | 97 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | 9 | 9 1/2 | 7/8 | 1 3/4 | 3/8 | 34 | 2 1/4 | 3/8 | 40 | 2 1/4 | 3 1/2 | 1/4 | 12000-13000 |
| | 1917 | 6-17, 8-17 | Bijur | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 8 | 7/8 † | 2 | 3/8 | 46 | 2 1/4 | 3/8 | 49 3/4 | 2 1/4 | 3 1/2 | 3/16 | 13000-18000 |
| | 1918 | All | Bijur | | 508 | | | 829 | 1309 | | | | 450 | | 1504 | | 168 | | 64 | 64 | | | 7/8 | 2 | 3/8 | 46 | 2 1/4 | 3/8 | 49 3/4 | 1 3/4 | 3 1/4 | 3/16 | 17000-19000 |
| | 1917 | 1, 2, 3, 4 | Disco | 565 | | 327 | | 883 | | | | 1294 | 360 | 23 | | | 168 | | 64 | 64 | | | 1/2 | | | | | | | 1 3/4 | | | |
| | 1918 | 25 | Bijur | | | | 819 | | | | | | | | | | 168 | | 64 | 64 | 8 1/2 | 7 1/2 | 7/8 | 2 | 3/8 | 46 | 2 1/4 | 3/8 | 49 3/4 | 1 3/4 | 3 1/4 | 3/16 | 1900 up |
| | 1919 | 8-19 | Bijur | | | | | | 1309 | | | | 450 | | | SC | | | | | 8 1/4 | 7 3/4 | 7/8 | 2 | 3/8 | 46 | 2 1/4 | 3/8 | 49 3/4 | 1 3/4 | 3 1/4 | 3/16 | |
| Arbens | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 82 | 82 | | | | | | | | | | | 4 1/4 | 1/4 | 126-155 |
| Atlas-Lyons | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | 64 | | | | | | | | | | | | | |
| | 1917 | 1-2, 3-4 | | | | | | | | | | | | | 1501 | | | | | | | | | | | | | | | | | | |
| Atlas | 1918 | 18 | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| Argo | 1916 | All Models | Disco | | | | | | | | | 1230 | | | | | | | | | 8 | 9 | 1/2 | 1 | 3/8 | 16 | 1 1/4 | 1/4 | 23 1/2 | 1 1/2 | 3 1/4 | 3/16 | 18001 up |
| Armleder | 1916 | HW, KW | | 566 | | | | 886 | 1003 | | | 1293 | | 7 | 1506 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 13 1/2 | | | | 2 1/2 | 4 1/2 | 3/16 | 800-1000 |
| | 1918 | KW 2 & 3 1/2 ton | Remy | | | | 697 | | | | | | | 21 | 1518 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 11 1/4 | 3 1/4 | 1/4 | 13 | 2 1/2 | 4 1/2 | 3/16 | 1100-1300 |
| Atterbury | 1916 | 6 R, 6 C, 6 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/2 | 3/16 | 2004-4028 |
| | 1917 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/2 | 3/16 | 4029-4398 |
| | 1918 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/2 | 3/16 | 4501 up |
| Auburn | 1914 | 4-41, 6-46, 34L | Remy | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1627 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 3/8 | 3 3/4 | 1/4 | |
| | 1914 | 4-40 | West | 566 | 526 | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 3/8 | 4 1/2 | 3/16 | |
| | 1914-15 | 4-40, 6-40 | Remy | 577 | 526 | 321 | 697 | 896 | 1003 | 1325 | 1631 | 1152 | 382 | 21 | 1518 | DC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 3/8 | 3 1/2 | 3/16 | |
| | 1915 | 6-40 | Remy | 583 | 508 | 321 | 822 | 963 | 1074 | 1303 | 1641 | 1138 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 3/8 | 3 1/2 | 3/16 | |
| | 1916 | 6-40A | Delco | 589 | 514 | 320 | 822 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | 1 3/4 | 3/16 | 39 | 2 | 3/16 | 40 3/4 | 2 1/4 | 3 1/2 | 3/16 | |
| | 1916 | 4-38, 6-38 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1308 | 1631 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 1/4 | 3 1/2 | 3/16 | |
| | 1917 | 6-39 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 1/2 | 3/16 | |
| | 1917 | 6-44 | Delco | 589 | 514 | 320 | 719 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 1/2 | 3/16 | |
| | 1917 | 4-39 | Remy | | 508 | | | | 1061 | | | | 454 | | 1504 | | | | | | 9 | 10 | 7/8 | | | | | | | 2 | | | |
| | 1918 | 6-44 | Delco | | 508 | | 719 | 831 | | 1337 | | | | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | | | | | | | | 2 | 3 1/2 | 3/16 | |
| | 1918 | 6-39B | Remy | | 508 | | 717 | | | 1309 | 1641 | | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 3/8 | 12 1/4 | 2 | 3/8 | 14 | 2 | 3 1/4 | 3/16 | |
| | 1919 | 6-39 H & K | | | | | | | | | | | | | | SC | 165 | | | | 8 1/4 | 9 1/2 | 7/8 | 1 3/4 | 3/8 | 40 | 2 | 3/8 | 42 1/2 | 2 1/4 | | | |

Candelabra Screw Base. † Miniature Base * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufactures on account of quantity buying.

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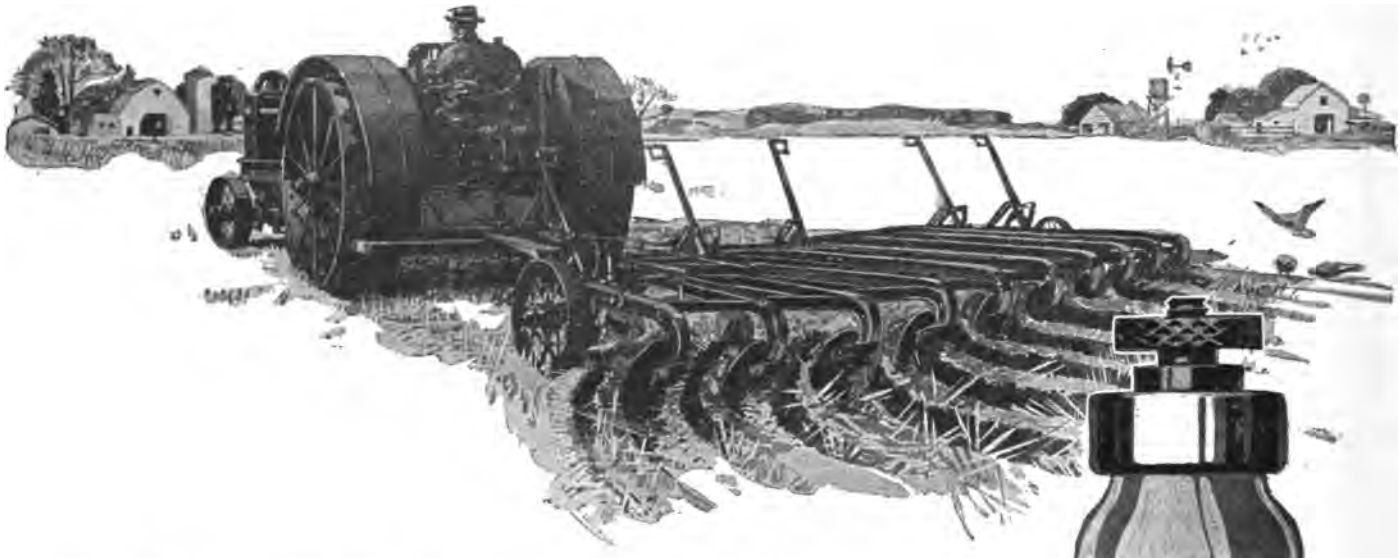
# Champion

## Dependable Spark Plugs



## Play Important Part in Tractor Industry

FOR hours and hours at a stretch, the tractor engine is taxed to its utmost, imposing a sustained, maximum demand upon the spark plugs. In other types of engines, such as passenger cars, top speed and extreme demands are required only occasionally. With a tractor it is one long continuous grind at heaviest load—motor pulling at maximum horse-power—spark plugs at sizzling heat—and no let up in the pounding, vibrating jars.

To withstand such brutal punishment and not "miss" even temporarily, spark plugs must be of more than common hardiness and efficiency.

Our famous No. 3450 Insulator, with its greater resistance to shocks and temperature changes, together with our patented gasket construction, fortify Champion Spark Plugs for the terrific battle they must constantly wage in tractor engines.

The established dependability of Champion Spark Plugs make them more profitable for dealers to handle our complete line. Go over your stock and order today.

CHAMPION HEAVY STONE
For Tractors, Trucks and High-Powered Cars
B-43, ⅞-18 Price $1.25

**Champion Spark Plug Company, Toledo, Ohio**

*Champion Spark Plug Company of Canada, Ltd., Windsor, Ontario*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| Car | Year | Model | Electrical System | STORAGE BATTERIES: Columbia | Exeready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Wilkerboe | LAMPS: Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | LENSES: Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | BRAKE LINING*: Internal: Width | Thickness | Length | External: Width | Thickness | Length | EXHAUST PIPE: Outside Diameter | PISTON RINGS: Bore | Width of Groove | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1914 | 77 | Lesco N. | 576 | 526 | 323 | ... | 886 | 1004 | 1380 | .... | 1151 | 381 | 1 | 1518 | .... | ..... | ..... | ..... | ..... | ..... | ..... | 1/8 | ... | ... | ... | ... | ... | ... | 3 | 4 1/2 | 1/4 | ..... |
| | 1914-15 | 77, 66 | West. | 577 | 526 | 322 | ... | 896 | 1003 | 1380 | .... | 1152 | 382 | 21 | 1518 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1/8 | ... | ... | ... | ... | ... | ... | 3 | 4 1/2 | 1/4 | 1400–6075 |
| | 1915-16 | *48-66, †36-66 | West. | 621 | 529 | 292 | .. | 898 | 1037 | 1374 | .... | 1215 | 430 | 3 | 1512 | DC | Spec | ..... | ..... | 63 | 63 | ..... | 1/8 | 3 | 1/8 | 50 | re | re | bee | 3 | 4 1/2 | 1/8 | F 013–F 1045 |
| | 1917-18 | Highway King | | ... | ... | ... | ... | ... | ... | ... | 1645 | ... | ... | ... | 1512 | SC | ..... | ..... | ..... | ..... | ..... | 9 1/2 | 1/8 | 3 | 1/4 | 40 | 3 | 1/4 | 42 | ... | 2 1/2 | 1/4 | ..... |
| | 1919 | Highway | Delco | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ..... | ..... | ..... | ..... | 9 1/2 | 1/8 | 3 | 1/4 | 40 | ... | 1/4 | 42 | ... | 2 1/4 | 1/4 | 2492–2803 |
| | 1919 | XXI-F | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ..... | ..... | ..... | ..... | 8 | 7 1/8 | 1/8 | 2 1/2 | 1/8 | 52 | 2 1/2 | 1/8 | 65 | 1 1/4 | 4 1/4 | 1/8 | ..... |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1/8 | | | | | |
| | | | | | | | | | 987 | | | | | | | | | | | | | | | | | | | | | | | | 1-1039 |
| | | | | | | | | | | | | | | | | | | | | | 8 1/2 | 9 1/2 | 1/8 | 2 1/2 | 1/8 | 14 | 2 1/2 | 1/8 | 16 | ... | ... | ... | |
| | 1918 | A. B. C. | | | | | | | | | | | | | | | | | | | | | 1/8 | 1 1/4 | 1/8 | 27 1/2 | 1 1/4 | ... | 31 1/2 | 2 1/4 | 3 1/2 | 1/8 | ..... |
| | 1919 | A. B. C. | | | | | | | | | | | | | | | | | | | | | 1/8 | 1 3/4 | 1/8 | 24 | 2 | 1/8 | 28 | 2 1/2 | ... | ... | ..... |
| | 1916 | A-16 | Disco | 566 | 533 | 331 | 728 | 886 | 1009 | 1389 | .... | 1293 | 389 | 7 | 1527 | SC | ..... | ..... | ..... | ..... | ..... | 9 1/2 | ... | 1 1/4 | 1/8 | 24 | 2 | 1/8 | 28 | 2 1/2 | ... | ... | 1082 up |
| | 1916 | | | | | | | | | | | | | | 1527 | | 175 | 67 | 67 | 67 | ..... | 9 1/2 | ... | | | | | | | 3 1/4 | 1/4 | ..... |
| | 1917 | A-17 | G & D. | 566 | ... | 317 | ... | 884 | 987 | 1323 | .... | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 1 1/2 | 3 1/2 | 1/4 | ..... |
| | 1918 | 18 | | | | | 697 | | | | | | 458 | | 1504 | | 165 | 81 | 63 | 63 | ..... | 9 1/2 | ... | ..... | ..... | ..... | ..... | ..... | ..... | 1 1/2 | 3 1/4 | 1/4 | ..... |
| | 1914 | | | 573 | 530 | | | 892 | 997 | | | 1145 | 374 | 18 | 1512 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 1917 | 17 | West. | 592 | 514 | 319 | ... | 831 | 1073 | ..... | ..... | 1189 | 479 | 28 | 1510 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/2 | 1/8 | ..... |
| | 1918 | 17 | | | | | 719 | | | | | | 489 | | | | | | | | | 9 1/4 | ... | 2 | 1/8 | 44 | 2 1/2 | 1/8 | 43 | 2 1/4 | ... | ... | ..... |
| | 1913-14 | | | | | | | 926 | 1052 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | Base | | | | | | | | | |
| | 1915-16 | | | | | | | 892 | | | | 1146 | | | | | 169 | 81 | 63 | 64 | ..... | 9 1/8 | ... | 1 1/4 | 1/8 | 36 | 2 | 1/8 | 43 | | | | |
| | 1918 | D-2 & E-3ton | G & D. | | | | | 831 | | | | | | | | | 129 | 81 | 63 | 64 | 8 1/2 | 7 1/2 | ... | 1 1/4 | 1/8 | 18 | 2 1/2 | 1/8 | 41 1/4 | 2 | 3 1/4 | 1/4 | 1001–6000 |
| | 1919 | D, E, F | G & D. | | | | | | | | | | | | | SC | | | | | 7 1/2 | 8 1/2 | 1/8 | 2 | 1/8 | 50 1/4 | 3 | 1/8 | 51 1/8 | 2 | 4 | 1/4 | ..... |
| | 1916 | C & D | G & D. | | | | 324 | | | 987 | 1365 | | | 29 | | SC | | | | | | | | | | | | | | 2 1/4 | | | |
| | 1916-17 | D | G & D. | 594 | 515 | 324 | ... | 832 | 1118 | 1365 | .... | 1172 | 480 | 29 | 1511 | SC | 165–81 | ..... | 63 | 64 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | | | |
| | 1917 | D&H Ser. 1917 | | | | | | | | | | | | | 1505 | | | | | | | | | | | | | | | | | | |
| | 1918 | D | | | | | 720 | | | | | | | | | | 165 | ..... | 63 | 63 | ..... | 9 1/4 | ... | | | | | | | 2 1/4 | | | |
| | 1917 | 4 tons, 4 road | | | | | | | | | | | | | | | 175 | ..... | 67 | 67 | ..... | 9 1/8 | ... | | | | | | | | | | |
| | 1917 | "6 D" Tour. | | | | | | | | | | | | | | | 165 | ..... | 63 | 63 | ..... | ..... | ... | | | | | | | | 3 1/4 | 1/8 | ..... |
| | 1918 | Super 4 | | | | | | | | | | | | | | | 123 | 81 | 63 | 63 | ..... | ..... | ... | | | | | | | | 3 1/4 | 1/8 | ..... |
| | 1918 | | | | | | | 956 | | | | | | | | | | | | | | 9 | ... | | | | | | | | | | |
| Tr.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1916-17 | 16 & 17 | G & D. | 566 | 514 | 317 | ... | 979 | 987 | 1323 | .... | 1134 | 370 | 30 | 1506 | SC | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 3 1/4 | 1/8 | ..... |
| | 1918 | 18A & B | | | | | 697 | | | | | | | 30 | | | | | | | | | | | | | | | | 2 1/4 | 3 1/4 | 1/8 | ..... |
| Gr. | 1915-16 | | | | | | | 894 | | | | 1146 | | | | | | | | | | | | | | | | | | | | | |
| Co. | | | | | | | | | | | | | | | | | | | | | | 9 1/8 | | | | | | | | | | | |
| | 1916-17 | 41 | U. S. L. | 658 | 542 | 340 | ... | 984 | 1100 | 1412 | .... | 1262 | 505 | 31 | 1539 | SC | 163 | 83 | 63 | 64 | ..... | ..... | ... | 1 1/4 | 1/8 | 11 1/2 | 2 | 1/4 | 18 | 2 1/2 | 4 | 1/4 | ..... |
| | 1918 | | | | | | 752 | | | | | | | 31 | 1539 | | 163 | 83 | 63 | 64 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/2 | 4 | 1/4 | ..... |
| Detroit | 1915-16 | C, C-6 | | | | | | | | | | | | | | | 166–82 | ..... | 64 | 64 | 7 1/2 | 8 1/2 | ... | 1 1/4 | 1/8 | 23 1/8 | 1 1/4 | 1/8 | 34 1/8 | ..... | ..... | ..... | ..... |
| | 1918 | H | | | | | | | | | | | | | | SC | ..... | ..... | ..... | ..... | 7 1/2 | 8 1/2 | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/4 | 1/4 | ..... |
| | | | | | | | | | | | | | | | | DC | ..... | ..... | ..... | ..... | ..... | 8 1/2 | M | ..... | ..... | ..... | ..... | ..... | ..... | | | | |
| | 1914-15 | 14 & 15 | Apelco | 636 | 533 | 331 | 728 | 908 | 1009 | 1389 | 1653 | 1230 | 389 | 32 | 1527 | ..... | ..... | ..... | ..... | ..... | ..... | 7 1/2 | ... | ..... | ..... | ..... | 1 1/4 | 1/8 | 35 | 1 1/4 | ..... | ..... | B 101 to B 4500 |
| | 1915 | 15 | Split'f. | 663 | 533 | 295 | 728 | 910 | 1043 | 1389 | 1667 | 1265 | 437 | 33 | 1529 | SC | 167 | 67 | 67 | ..... | 7 | 8 | ... | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 3 1/4 | 1/4 | 35001 to 8750 |
| | 1916 | 4-35, 8-35 | Apelco | 634 | 534 | 307 | 728 | 908 | 1012 | 1394 | 1653 | 1235 | 387 | 24 | 1527 | DC | 166 | ..... | 64 | 64 | ..... | ..... | ... | 2 | 1/8 | 40 | 1 1/2 | 1/8 | 37 1/4 | 1 1/4 | 3 1/4 | 1/8 | 15001 to 22912 |
| | 1917 | 4-34 | Apelco | 570 | 513 | 325 | 698 | 887 | .... | 1331 | 1644 | 1144 | 466 | 35 | 1507 | DC | 125 | ..... | 63 | 64 | ..... | ..... | ... | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 3 1/4 | 1/4 | ..... |
| | 1918 | 34 | | | | | 513 | | | 1331 | | 1141 | 478 | | 1507 | SC | 129 | ..... | 63 | 64 | ..... | ..... | ... | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 3 1/4 | 1/4 | 22214 to 31008 |
| | 1918 | T-34 | | | | | 513 | | | | | 1141 | 478 | | | SC | | | | | 8 | 10 | ... | 1 1/4 | 1/8 | 30 | 2 | 1/8 | 39 | 1 1/4 | | | 31004 |
| | 1919 | 4-34 | | | | | | | | | | | | | | SC | | | | | 7 | 8 | 1/8 | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 1/8 | 27 1/8 | 1 1/4 | 3 1/8 | 1/8 | ..... |
| | 1915-16 | | | 635 | 533 | | 735 | 908 | 1009 | | | 1232 | | 36 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1914-15-16 | | Dyneto. | 576 | 526 | 322 | 705 | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | 7 1/8 | | | | | | | | 2 1/8 | | | |
| | 1918 | | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | | | | |
| | 1913 | | | | | | | 924 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1914 | | | | | | | 892 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1917 | 50 Ser 700 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| | 1914 | B-24, 25, 36, 37, 54, 55 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 37 | 1507 | SC | 165 | ..... | 63 | 63 | 8 1/2 | 9 1/4 | L | 1 1/2 | 1/8 | 46 1/2 | 2 1/2 | 1/8 | 4933 | ... | 3 1/4 | 1/8 | ..... |
| | 1915 | C-24, C-25 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 38 | 1507 | SC | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 1/4 | 1/8 | ..... |
| | 1915 | C-36, 37, 54, 55 & C4 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | 1398 | 1643 | 1187 | 473 | 39 | 1510 | SC | ..... | ..... | ..... | ..... | 7 1/2 | 8 1/2 | L | 1 1/2 | 1/8 | 35 | 1 1/2 | 1/8 | 38 1/4 | ..... | 3 1/4 | 1/8 | ..... |
| | | | | | | | | | | | | | | | | | | | | | ..... | 9 1/2 | L | 1 1/2 | 1/8 | 46 1/2 | 2 1/2 | 1/8 | 4954 | 2 1/4 | 3 1/4 | 1/8 | ..... |
| | 1916 | D-44, 45, 46, 4 | Delco | 598 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 1/4 | 3 1/4 | 1/4 | ..... |
| | | | | | | | | | | | | | | | | | 167 | ..... | 63 | 63 | ..... | ..... | L | 2 | 1/8 | ... | 2 | 1/8 | ... | | | | |
| | 1916 | D-54, 55 | Delco | 601 | 519 | 320 | 822 | 965 | 1075 | 1367 | 1641 | 1179 | 507 | 41 | 1510 | SC | 165–81 | ..... | 63 | 63 | 6 1/4 | 8 | ... | 1 1/2 | 1/8 | 16 1/2 | 3 1/2 | 1/8 | 195 1/4 | 2 1/4 | 3 1/4 | 1/8 | ..... |
| | | | | | | | | | | | | | | | | | 169 | ..... | 63 | 63 | 8 1/2 | 9 1/4 | ... | | | | | | | | | | |
| | 1917 | All Models | Delco | 600 | 508 | 315 | 821 | 967 | 1061 | 1345 | 1641 | 1162 | 467 | 42 | 1504 | SC | 165–81 | ..... | 63 | 63 | ..... | 9 1/4 | ... | 2 1/4 | 1/8 | 50 | 2 1/4 | 1/8 | 54 | 2 1/4 | 3 1/4 | 1/8 | ..... |
| | 1918 | D-34, 35, 37 E-49 | Delco | ... | 514 | 315 | 821 | 965 | 1061 | 1345 | 1641 | .... | 467 | 42 | 1504 | ... | 125–81 | ..... | 63 | 63 | 8 1/2 | 9 1/4 | ... | 2 1/2 | 1/8 | 50 | 2 1/2 | 1/8 | 54 | 1 1/4 | | | |
| | | | | | | | | | | | | | | | | | | | | | 8 1/2 | 9 1/4 | ... | | | | | | | | 3 1/4 | 1/8 | ..... |
| | 1919 | A, D | Dyneto | | | | | | | | | | | | | SC | | | | | | | 1/8 | 2 | 1/8 | 40 | 2 | 1/8 | 36 | 2 1/2 | 3 1/2 | 1/8 | ..... |
| | 1913 | | Delco | 629 | 528 | 353 | 794 | 971 | 1110 | 1372 | .... | 1228 | 416 | 14 | 1526 | DC | ..... | ..... | ..... | ..... | 8 1/4 | 9 1/4 | ... | 2 1/2 | 1/8 | 49 | 2 1/2 | 1/8 | 53 1/2 | 1 1/4 | 4 1/2 | 1/4 | 7500–900, 18 |
| | 1914-15-16 | All Models | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 15 | SC | 167 | Spec | 61 | 61 | ..... | ..... | ... | 2 1/2 | 1/8 | 51 | 2 1/4 | 1/8 | 53 | 1 1/4 | 3 1/4 | 1/8 | 91005–99999–A 1–A 38003 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 1/4 | 1/8 | |
| | 1917 | All Models | Delco | 626 | 532 | 300 | 793 | 969 | 1119 | 1350 | 1640 | 1219 | 434 | 46 | 1521 | SC | 167 | Spec | 61 | 61 | 7 | 8 | 1/8 | 1 1/4 | 1/8 | 35 1/8 | 1 1/4 | 1/8 | 36 1/4 | 1 1/4 | | | 55-A-1 to 555-2 |
| | 1918 | Type 57 | | | 532 | 300 | 793 | 969 | .... | 1350 | 1640 | .... | .... | 46 | 1521 | SC | 167 | 81 | 61 | 61 | ..... | 8 | ... | | | | | | | 1 1/4 | | | 57-A-1 to 57-Z-1000 |
| | 1919 | Type 57 | Delco | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | SC | ..... | ..... | ..... | ..... | 8 1/4 | 9 1/4 | 1/8 | 2 1/2 | 1/8 | 51 | 2 1/4 | 1/8 | 54 | ..... | 3 1/4 | ... | 57AA-1 up |
| Truck | 1916-17 | 1 ton series B F | G & D. | ... | ... | ... | ... | 886 | 987 | ... | ... | 1293 | ... | 7 | 1506 | | | | | | | | S | 1 1/4 | 1/8 | 36 1/8 | 1 1/8 | 1/8 | 30 1/2 | | | | |
| l | 1918 | "Four" | | | | | | | | | | | 467 | 61 | 1504 | SC | ..... | ..... | ..... | ..... | ..... | ..... | S | 1 1/4 | 1/8 | 35 | 1 1/4 | 1/8 | 37 1/4 | ..... | 3 1/4 | 1/8 | ..... |
| r | 1912-13-14 | | | | | | 282 | | 1117 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1913-14 | 5 | Lesco | 677 | 557 | 345 | 756 | 934 | 1021 | 1419 | .... | 1281 | 407 | 47 | 1557 | DC | 166 | 83 | 83 | 64 | ..... | ..... | ... | 1 1/4 | 1/8 | 41 1/4 | 1 1/8 | 1/8 | 42 1/4 | ..... | 4 1/4 | 1/8 | ..... |
| | 1914-15 | 7 & 9 | Delco | 589 | 514 | 321 | 788 | 831 | 1074 | 1332 | 1635 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 61 | 61 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 1/8 | 1/4 | ..... |
| | 1914 | O, S, M-35 | West. | 622 | 523 | 289 | 705 | 986 | 1035 | 1375 | 1637 | 1211 | 426 | 48 | 1520 | SC | 167 | 81 | 81 | 63 | 7 1/4 | 8 1/4 | ... | 1 1/4 | 1/8 | 40 1/4 | 1 1/8 | 1/8 | 40 1/8 | ..... | 1 1/4 | 1/4 | 22751–26333 |
| | 1914-15 | 13, 14 | West. | ... | 529 | 291 | 707 | 898 | 1039 | ... | 1639 | ... | 431 | ... | ... | ..... | ..... | ..... | ..... | ..... | 7 1/2 | 8 1/2 | ... | 2 | 1/8 | 40 1/4 | 2 | 1/8 | 44 1/8 | ..... | ..... | ..... | 26333 |
| | 1914-15 | R | West. | 613 | 518 | 286 | ... | 858 | 1031 | 1318 | 1635 | 1207 | 422 | 49 | 1508 | SC | 165 | 81 | 63 | 81 | 7 1/8 | 8 1/4 | ... | 1 1/4 | 1/8 | 40 | 2 | 1/8 | 45 | ..... | 3 1/4 | 1/8 | ..... |
| | 1916 | T | West. | 608 | 509 | 287 | 696 | 888 | 1027 | 1320 | 1633 | 1202 | 419 | 50 | 1502 | SC | 167 | 81 | 65 | 65 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/8 | 1/8 | 28341–31350 |
| | 1917 | T-17 | A-L | 566 | 512 | 317 | ... | 831 | 988 | 1327 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | 81 | 65 | 65 | ..... | ..... | M | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/8 | 1/8 | 31351–32354 |
| | 1918 | U | | | 508 | 317 | 697 | 886 | .... | 1327 | 1641 | .... | 467 | ... | 1510 | SC | 167 | 81 | 63 | 63 | ..... | ..... | M | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/8 | 1/8 | 32355–34856 |
| | 1919 | U-19 | West. | ... | ... | ... | ... | ... | ... | 1340 | ... | ... | ... | ... | ... | SC | ..... | ..... | ..... | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/4 | 3 1/4 | 1/8 | 34856 up |
| k | 1913-14 | 19 | West. | 573 | 520 | 286 | 701 | 892 | 997 | ..... | ..... | 1145 | 374 | 52 | 1508 | SC | 169 | 81 | 81 | 63 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1/8 | ..... |
| | 1914 | | West. | 572 | 520 | 319 | ... | 892 | ..... | ..... | ..... | ..... | 373 | 22 | 1512 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | 2 | 1/8 | 42 | 2 | 1/8 | 44 | ..... | 5 | 1/8 | ..... |
| | 1914-15-16 | 19 | West. | ... | ... | ... | 701 | 892 | 996 | ..... | ..... | 1146 | ... | 52 | 1508 | SC | 169 | 81 | 63 | 63 | ..... | ..... | ... | 2 | 1/8 | 42 | 2 1/8 | ... | 44 | ..... | 5 | 1/8 | ..... |
| | 1916 | 21 | | ... | ... | ... | ... | 902 | 1009 | ..... | ..... | 1232 | ... | ... | ... | ..... | ..... | ..... | ..... | ..... | 9 | 9 1/8 | ... | 2 | 1/8 | 42 | 2 1/8 | 1/8 | 44 | 2 1/8 | 5 | 1/8 | ..... |
| n | 1913-14 | 17, 18, 19 | | ... | ... | ... | 277 | 908 | ... | 1120 | ... | ... | ... | ... | ... | DC | 166 | 82 | 64 | 64 | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | 2 1/8 | 4 1/4 | 1/8 | ..... |
| | 1913-14 | 17, 18, 19 | | ... | ... | ... | 279 | 904 | ... | 1121 | ... | ... | ... | ... | ... | DC | 166 | 82 | 64 | 64 | 8 1/2 | 9 | ... | 2 | 1/8 | 34 1/8 | 2 1/8 | 1/8 | 37 | ..... | 4 1/4 | 1/8 | ..... |
| | 1914-15 | 24, 26, 26B, 29 | Chalfants | 591 | 550 | 308 | 804 | 975 | 1114 | 1423 | .... | 1287 | 449 | 53 | 1576 | DC | 180 | ..... | 72 | 72 | ..... | 8 1/4 | L | 1 1/4 | 1/8 | 35 1/4 | 1 | 1/8 | 37 1/8 | ..... | 3 1/4 | 1/8 | 38600–41599 |
| | | | | | | | | | | | | | | | | | | | | | 7 1/4 | 8 1/8 | ... | 2 | 1/8 | 42 | 2 1/8 | 1/8 | 44 | | | | |
| | 1915-16-17 | 32 (6-40), 35 (6-30) | West. | 588 | 511 | 303 | 727 | 977 | 1087 | 1344 | 1677 | 1174 | 472 | 54 | 1595 | SC | ..... | ..... | ..... | ..... | ..... | ..... | ... | 2 | 1/8 | 34 1/4 | 2 1/8 | 1/8 | 37 1/8 | ..... | 3 1/4 | 1/8 | ..... |
| | | | | | | | | | | | | | | | | | 165–81 | 81 | 63 | 63 | ..... | 10 3/4 | ... | 1 1/4 | 1/8 | 16 | 1 1/4 | 1/8 | 16 | 2 1/4 | ... | ... | (1916) 41700–49599 |
| | 1916 | 35A | West. | ... | 511 | ... | ... | 977 | 1076 | ... | ... | 1185 | ... | ... | ... | 9 | 10 1/2 | L | 1 1/4 | 1/8 | 43 | 2 | 1/8 | 45 1/4 | | | | | | | | | 45000–45799 |
| | 1918 | 6-30 | West. | ... | ... | ... | 727 | 977 | 1087 | 1344 | ... | ... | 472 | ... | 1595 | ... | 165 | ..... | 63 | 63 | 8 1/4 | 7 1/2 | ... | 1 1/2 | 1/8 | 41 1/4 | 1 1/4 | 1/8 | 43 1/2 | 2 1/4 | 3 1/4 | 1/8 | 94001–111000 |
| | 1919 | 6-30 | Autos L. | | | | | | | 1344 | | | | | | SC | ..... | ..... | ..... | ..... | 7 1/4 | 8 1/4 | 1/8 | 1 1/4 | 1/8 | 41 1/4 | 1 1/4 | 1/8 | 43 1/4 | 2 1/4 | 3 1/4 | 1/8 | 111001 up |
| | 1916 | A & B | Split'f | 598 | 508 | 317 | 821 | 829 | 1063 | ..... | ..... | 1160 | 458 | 4 | 1504 | ..... | ..... | ..... | ..... | ..... | 8 1/2 | 9 1/4 | ... | 1 1/8 | 1/8 | 43 1/8 | 2 | 1/8 | 43 | ..... | ..... | ..... | ..... |
| r | 1913-14-15 | All Models | G & D. | 612 | 518 | 286 | 699 | 888 | 1030 | 1321 | 1635 | 1206 | 421 | 52 | 1508 | SC | 165 | 81 | 63 | Spec | ..... | 9 1/8 | ... | 1 1/8 | 1/8 | 43 | 2 | 1/8 | 45 1/4 | 2 | 3 1/4 | 1/4 | 1–15,000 |
| | 1916 | 17 series, 10000 | G & D. | 566 | 512 | 317 | 697 | 886 | 988 | 1309 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | ..... | 63 | 63 | ..... | ..... | ... | 1 1/4 | 1/8 | 43 | 2 | 1/8 | 45 1/4 | 2 | 3 1/4 | 1/8 | 15001–35000 |
| | 1917 | Series 18 | G & D. | 599 | 512 | 316 | ... | 886 | ..... | ..... | 1641 | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | ..... | ..... | ... | 1 1/4 | 1/8 | 43 | 2 | 1/8 | 45 1/4 | ..... | ..... | ..... | 35001–61000 |
| | | | Westand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 35001–61000 |
| | 1918 | | G & D | ... | ... | ... | 717 | 829 | 1061 | 1323 | 1641 | .... | 467 | 5 | 1504 | ... | 165 | 81 | 63 | 63 | ..... | 9 1/4 | ... | 1 1/8 | 1/8 | 35 | 1 1/8 | 1/8 | 35 1/8 | 2 | 3 1/4 | 1/8 | ..... |
| | 1919 | 27 | West | | | | | | | | | | | | | SC | ..... | ..... | ..... | ..... | 8 1/4 | 10 3/4 | 1/8 | 1 1/8 | 1/8 | 43 | 2 | 1/8 | 45 1/4 | 2 | 3 1/4 | 1/8 | 61001 to |

‡ Edisonia Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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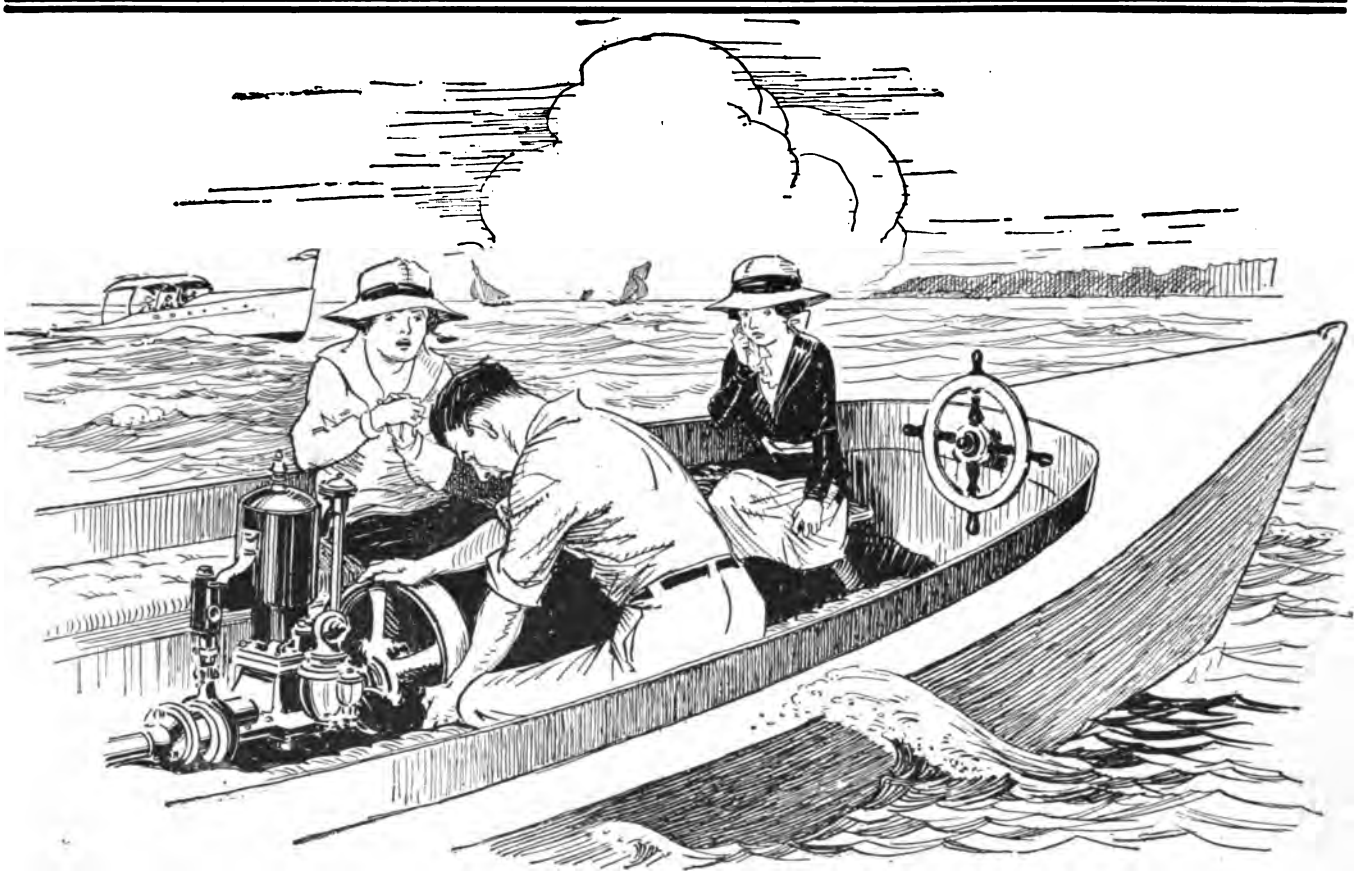


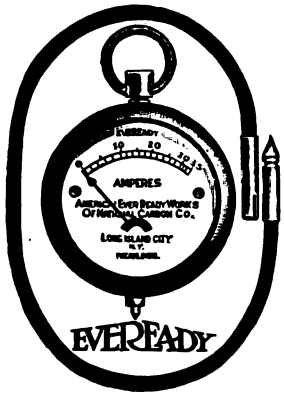
# "Stuck Again!"

They had planned a big day—took lunch along. They got half-way there and the engine quit. All because the dry batteries gave out. The whole day's pleasure gone.

If the dealer who sold him the batteries had also sold an EVEREADY Pocket Meter the owner could have tested his batteries before starting and avoided the trouble.

Every motor boat owner is willing to spend a dollar to insure a good time every time. And you'll get his good will and permanent patronage if you will sell him the EVEREADY Pocket Meter.

Get prices and additional dealer facts today from your EVEREADY distributor, or write us. Auto type meters too—for storage batteries.




No. 1002 Ammeter

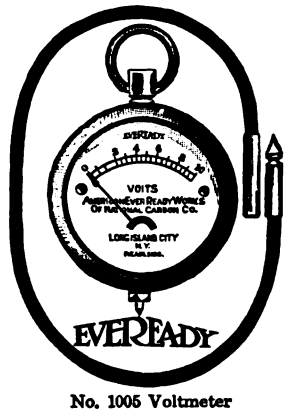
## AMERICAN EVER READY WORKS

*of National Carbon Company, Inc.*

**300 Thompson Avenue** **Long Island City, N. Y.**

*Also Makers of*

Eveready Mazda Auto Lamps
Eveready Storage Batteries
Eveready Dry Cells
Eveready Tungsten Batteries
Eveready Daylo, The Light that says, "There it is!"




No. 1005 Voltmeter



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# BATTERY REPLACEMENT AND GENERAL DATA—CONT.

| Make | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serials Number of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | 1917-18 | O-172, 173 |  |  |  |  |  |  |  |  |  |  |  |  | 1510 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1912-13-14 | Little6, TypeC | A-L |  | 529 | 291 | 707 | 898 | 1318 | 1373 |  | 1215 |  |  |  |  | 166 | 82 | 82 |  |  |  |  | Em | er | gene | y S | er | vice |  |  |  |  |
|  | 1914-15 | L, H2, H4 (Baby Grand); H2½ (Royal Mail) | A-L | 572 | 520 | 320 | 701 | 886 | 996 | 1355 | 1627 | 1146 | 373 | 2 | 1512 | DC | 166 | 82 | 82 |  |  | 9½ |  | 1⅝<br>1⅝ | 5/16<br>5/32 | 35⅛<br>27 | 1⅝<br>1⅝ | 5/16<br>5/32 | 35<br>28 | 2 | 3 11/16 | 5/16 |  |
|  | 1914-15 | L, H2, H4, H3 Monroe | A-L |  |  | 317 | 701 | 892 | 987 | 1355 | 1629 | 1293 | 4[illegible]9 | 2 | 1512 | SC | 167 | 81 | 63 |  | 6¾ | 8 |  | 1¼ | 5/16 | 26½ | 1¼ | 5/16 | 27½ |  | 3 11/16<br>3 | 5/16<br>5/16 |  |
|  | 1916 | Baby Grand, Amesbury, Royal Mail | A-L |  |  |  | 697 | 886 | 987 |  |  | 1293 | 362 | 7 |  |  |  |  |  |  |  | 8<br>8½ | L | C.<br>1⅝ | B<br>5/32 | as:<br>35 | 1⅝ | 5/32 | 35 | 2 | 3 11/16 | 5/16 |  |
|  | 1916-17 | 4-90 | A-L | 585 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 456 | 56 | 1504 | DC | 166 |  | 81 |  |  |  |  | 1¼ | 5/32 | 26½ | 1¼ | 5/32 | 27½ | 2⅛ |  |  |  |
|  | 1917 | Baby Grand | A-L | 566 | 508 |  |  | 886 |  |  |  | 1101 | 362 | 57 | 1510 | DC | 166 |  | 63 | 63 |  |  |  | 1¼ | 5/32 | 34½ | 1¼ | 5/32 | 37 11/16 | 2 | 3 11/16 | 5/16 |  |
|  | 1918 | 490 | A-L |  |  |  |  | 829 |  | 1306 | 1641 |  |  |  | 1504 |  | 124 | 41 | 63 | 64 |  |  |  |  |  |  |  |  |  | 2 | 3 11/16 | 5/16 |  |
|  | 1918 | F. A. Baby Gr. | A-L |  |  |  |  | 831 |  |  | 1643 |  | 464 | 28 | 1510 |  | 124 | 81 | 63 | 64 |  | 8½ |  |  |  |  |  |  |  |  |  |  |  |
|  | 1918 | D-8 cyl | A-L |  | 515 |  |  | 833 |  |  |  |  |  |  |  |  | 124 | 81 | 63 | 64 |  |  | ⅞ |  |  |  |  |  |  | 1¾ | 3⅝ | 5/16 |  |
|  | 1919 | 4-90 | Auto-L |  |  |  |  |  |  | 1303 |  |  |  |  |  | SC |  |  |  |  | 7 | 8 | ⅞ | 1¼ | 5/32 | 26½ | 1¼ | 5/32 | 27½ | 2⅛ | 3 11/16 | 5/16 |  |
|  | 1919 | Baby Grand F. B. | Auto-L |  |  |  |  |  |  |  |  |  |  |  |  | DC |  |  |  |  | 7½ | 8½ |  | 1¾ | 5/32 | 34½ | 2 | 5/32 | 37⅛ | 2 | 3 11/16 | 5/16 |  |
|  | 1917 | C | G & D |  |  | 320 |  | 886 | 987 |  |  | 1293 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1½ | 3⅜ | 5/16 |  |
|  | 1918 | G-6-4, G-6-5 |  |  |  |  |  |  |  |  |  |  |  |  | 1506 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 1913-14 | C-6-60, 6-C | G & D | 566 |  |  |  | 890 | 987 |  |  | 1293 | 362 | 58 | 1510 | DC |  |  |  |  |  |  | ¾ |  |  |  |  |  |  |  | 4⅛ | ¼ |  |
|  | 1913 | 4-40, 4-50, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 |  | 1291 | 452 | 43 |  | DC |  |  |  |  |  | 11⅛ | ⅞ | 2½ | 5/16 | 48¾ | 2½ | 5/16 | 44¼ | 2½ | 4⅛ | 5/16 | 7001-11000 |
|  | 1914-15 | 9-4, 9-6, Big 6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 |  | 169 | 83 | 61 | 62 |  | 10½ |  |  |  |  |  |  |  | 2½ | 4¼ | 5/16 | 14001-15001 M d.4<br>16001-17012 Mod.6 |
|  | 1915 | 10-4, Std. 4, Little 6 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | 165<br>169 | 81<br>83 | 61 | 62 | 8½ | 9 | ¾ |  |  |  |  |  |  | 2½ | 4¼<br>4¼ | 5/16<br>5/16 | 27001<br>30000 |
|  | 1916 | 4-40, 6-66, 8-50 | Delco | 601 | 514 | 320 | 822 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 59 | 1510 | SC | 169 |  | 61 | 62 | 8½ | 9 | ⅞ | 2 | 5/16 | 40½ | 2 | 5/16 | 43¾ | 2⅝ | 4¼ | 5/16 | 30001-40000 |
|  | 1917 | 8-60, 8-61, 8-62 | Delco | 604 | 508 | 318 |  |  | 1072 | 1367 | 1643 | 1190 | 479 | 60 | 1510 | SC | 165 |  | 61 | 61 | 8¾ | 9¼ | ⅞ |  |  |  |  |  |  |  | 3½ | 5/16 | 40001-50000 |
|  | 1918 | 870 | Delco |  | 508 |  | 822 |  |  | 1346 | 1643 |  | 479 | 17 |  | SC | 129 | 63 | 61 | 62 | 8½ | 9⅝ | ⅞ | 1¾ | 5/16 | 43½ | 2 | 5/16 | 45 | 2⅝ | 3½ | 5/16 | 50001-52265 |
|  | 1919 | Aero 870 | Delco |  |  |  |  |  |  | 1346 |  |  |  |  |  | SC |  |  |  |  | 8½ | 9½ | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2⅝ | 3½ | 5/16 | 52266 up |
|  | 1917 | M | Dyneto | 598 |  | 317 |  |  | 1063 |  |  | 1160 |  | 4 | 1504 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2⅝ |  |  |  |
|  | 1917 | 6-35 |  |  |  |  |  |  |  |  |  |  |  |  | 1504 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1917 | A | Ward-L | 599 | 508 | 316 |  |  |  | 1309 |  | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 |  | 8⅝ | ⅞ | 1½ | 5/16 | 41¾ | 1¾ | 5/16 | 44 | 1¾ | 3¼ | 5/16 | 1-1310 |
|  | 1918 | E |  |  |  |  | 717 |  |  | 1310 |  |  |  |  |  |  | 165 | 81 | 63 | 64 | 8 | 8⅝ |  | 1½ | 5/16 | 41½ | 1½ | 5/16 | 44 | 2 | 3¼ | 5/16 |  |
|  | 1919 | E | Ward-L |  |  |  |  |  |  | 1310 |  |  |  |  |  | SC | 165-81 |  | 63 | 64 | 8 | 8⅝ | ⅞ | 1½ | 5/16 | 41¾ | 1¾ | 5/16 | 44 | 2 | 3¼ | 5/16 |  |
|  | 1917 |  |  | 619 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8⅝ |  |  |  |  |  |  |  |  |  |  |  |
|  | 1918 | C-50, C-51 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  |  | 9½ | ⅞ |  |  |  |  |  |  | 2¼ | 3½ | 5/16 |  |
|  | 1917 | E | Remy | 586 |  | 316 |  |  |  |  |  | 1161 |  | 61 | 1504 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 3⅛ | 5/16 |  |
|  | 1918 | E |  |  |  |  |  |  |  |  |  |  |  | 61 |  | SC |  |  |  |  |  |  | ⅞ | 2¼ | 5/16 | 44¾ | 2½ | 5/16 | 46 |  | 3¼ | 5/16 | 10000 up |
| realth | 1918 | 4-40 |  |  |  |  |  |  |  |  |  |  |  |  | 1504 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 1919 | A & B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 3½ | ¼ |  |  |  |  |  |  |  |  |
| al | 1914 |  |  |  |  |  |  |  | 1014 |  |  | 123[illegible] |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 1915 | 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 165 | 81 | 63 | 63 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1913-14 |  | North-E. | 678 | 548 | 346 |  |  | 1022 |  |  | 1282 |  | 62 | 1506 | DC | 166 | 82 | 64 | Spec |  |  | ⅞ |  |  |  |  |  |  | 2¼ | 4 | ¼ |  |
|  | 1914 |  | North-E. | 573 | 520 | 319 |  |  | 997 |  |  | 1145 |  | 18 | 1512 | DC | 166 | 82 | 64 | Spec |  |  | ⅞ |  |  |  |  |  |  | 1⅞ | 4 | ¼ |  |
|  | 1917 | C | North-E. |  |  | 310 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1⅞ | 4⅛ | 5/16 |  |
|  | 1918 | B & C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 2½ | ¼ | 44 |  |  |  |  | 4⅛ | 5/16 |  |
|  | 1917-18 | 1000lbs.sr.17A |  |  |  |  |  |  |  |  |  |  |  |  | 1504 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cart.. | 1916-17 |  | Disco |  |  |  |  |  |  |  |  | 1290 |  |  | 1510 |  |  |  |  |  |  | 10 |  |  |  |  |  |  |  |  |  |  |  |
| ar | 1918 | All |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 2¼ | ¼ | 42 |  |  |  |  |  |  |  |
|  | 1913-14 | 3 & 4 | Rush | 576 | 526 | 322 |  | 896 | 1004 |  |  | 1151 | 381 | 1 | 1518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1916 | 5 |  | 576 | 526 |  |  | 863 | 1003 |  |  | 1151 |  | 1 |  | SC |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1917 | 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 4¼ | 7/32 |  |
|  | 1913-14 |  | G & D | 627 | 514 | 305 |  | 831 | 1104 | 1315 |  | 1293 | 410 | 17 | 1522 | DC | 186 | 81 | 63 |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 1913-14 | 6-50 | G & D | 566 | 516 | 317 |  | 900 | 987 | 1332 |  | 1222 | 362 | 58 | 1510 |  |  |  |  |  |  | 9½ |  |  |  |  |  |  |  | 2¼ |  |  |  |
|  | 1915-16 | 6-35 | West | 566 | 512 | 317 |  | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165-81 |  | 63 | 63 |  | 8½ | ⅞ |  |  |  |  |  |  | 2¼ | 3½ | 5/16 |  |
|  | 1917 | 6-17-40 | West | 599 |  | 316 |  |  |  | 1309 | 1641 | 1161 | 467 | 55 | 1504 | SC | 165-81 |  | 81 | 81 |  | 9 | ⅞ |  |  |  |  |  |  | 2¼ | 3½ | 5/16 |  |
|  | 1918 |  | West |  |  |  | 717 |  |  |  | 1641 |  | 467 | 55 | 1504 |  | 165 |  | 63 |  |  | 9 |  |  |  |  |  |  |  | 2¼ | 3½ | 5/16 |  |
|  | 1913-1914 |  | Jesco |  | 547 |  |  |  | 1020 |  |  | 1280 |  |  |  |  | 166 | 82 | 64 | 64 |  |  | ½ |  |  |  |  |  |  |  |  |  |  |
|  | 1914 |  | Jesco |  | 526 |  |  | 886 | 987 |  |  |  |  |  |  | DC | 166 | 82 | 64 | 64 |  |  | ½ |  |  |  |  |  |  |  |  |  |  |
| hart. | 1913-14 |  | Bijur | 567 | 512 |  |  | 896 | 1004 | 1379 |  | 1151 | 381 | 64 |  | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 19 3-14 | D-42 to D-65 inclusive | Emerson | 576 | 526 | 316 |  | 886 | 989 |  |  | 1132 |  | 1 | 1506 | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 4<br>4 | 5/16<br>5/16 |  |
|  | 1914-15 |  | Disco | 566 | 512 | 317 |  | 886 | 987 | 1323 |  | 1230 | 362 | 7 | 1506 | DC | 166 |  | 64 | 64 |  | 8¼ | ⅞ |  |  |  |  |  |  |  | 3¼ | ¼ |  |
|  | 1916 | CE-30 | Disco | 660 | 533 | 317 | 821 | 908 | 1063 | 1397 |  | 1230 | 492 | 65 | 1597 | SC | 175 | 67 | 67 | 68 | 7½ | 8½ | ⅞ |  |  |  |  |  |  | 1⅞ | 3½ | 5/16 |  |
|  | 1916 | CE-30 | Dyneto | 598 | 508 | 317 | 803 | 829 | 1092 | 1308 |  | 1160 | 458 | 4 | 1504 | SC | 175 | 67 | 67 | 68 | 7½ | 8⅝ | ⅞ |  |  |  |  |  |  | 1⅞ | 3½ | 5/16 |  |
|  | 1917 | CE-33, CE-35 | Dyneto | 598 | 508 | 317 |  |  | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 |  | 165-65 |  | 63 | 64 |  |  |  |  |  |  |  |  |  | 1⅞ | 3½ | 5/16 |  |
|  | 1918 | 35 |  |  |  |  | 717 |  |  |  | 1641 |  |  | 55 |  | SC | 165 | 81 | 63 | 64 |  | 10¼ | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 1919 | K-32, 34, 36 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 9½ | 9⅝ | ⅞ | 2 | 5/32 |  | 2 | 5/32 |  |  | 3½ | 5/16 |  |
|  | 1919 | H-42, 44, 46 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 9½ | 9⅝ | ⅞ | 2 | 5/32 |  | 2 | 5/32 |  |  | 3⅛ | 7/32 |  |
| Duryea | 1917 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 175 | 89 | 67 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| am | 1913-14 |  | North-E. | 678 | 548 | 346 |  | 928 | 1053 | 1420 |  | 1282 | 440 | 62 | 1561 | DC | 166 | 84 | 64 | Spec |  |  | ⅞ | 2½ | 5/16 | 51 | 2½ | 5/16 | 52¾ | 1½ | 4¼ | 5/16 |  |
|  | 1914 |  | G & D |  |  |  |  |  | 1037 | 1420 |  | 1214 | 447 | 62 |  | DC | 166 | 84 | 64 | Spec |  | 10¼ | ⅞ | 2½ | 5/16 | 51 | 2½ | 5/16 | 52¾ |  | 4½ | 5/16 |  |
|  | 1914-15 |  | West |  |  |  |  |  | 1023 | 1420 |  | 1151 |  | 98 | 1514 | SC | 165 | 83 | 81 | Spec |  | 10¼ | ⅞ | 2½ | 5/16 | 51 | 2½ | 5/16 | 52⅝ |  | 3¼ | 5/16 |  |
|  | 1915-16 | V | West | 615 | 523 | 290 |  | 894 | 1033 | 1351 |  | 1209 | 424 | 98 | 1514 |  |  |  |  |  |  | 10¼ | ⅞ |  |  |  |  |  |  | 2¼ | 3¼ | 5/16 |  |
|  | 1917 | V, 2nd series | West | 597 | 523 | 326 |  |  | 1033 | 1365 |  | 1199 | 489 | 66 | 1513 | SC | 169 | 82 | 63 | 64 | 9 | 9¼ | ⅞ |  |  |  |  |  |  | 2¼ | 3¼ | 5/16 |  |
|  | 1918 | V | West |  |  |  | 702 |  |  | 1365 |  |  |  |  | 1513 |  | 129 | 81 | 63 | 64 |  | 10¼ | ⅞ | 2½ | 5/16 | 53 | 2½ | 5/16 | 53 | 2¼ | 3¼ | 5/16 |  |
|  | 1913-14 |  | Jesco | 675 | 557 | 345 |  | 983 | 1021 |  |  | 1281 | 405 | 67 | 1557 |  |  |  |  |  |  |  | ½ |  |  |  |  |  |  | 1½ |  |  |  |
|  | 1916-17 | A & B | West | 618 | 524 | 293 |  |  | 1036 | 1354 | 1638 | 1213 | 427 | 58 | 1515 | SC | 167 | 81 | 63 | 64 | 8½ | 9¼ | ⅞ | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ |  |  | 150-650 |
|  | 1916 | A | West | 618 |  | 293 |  |  | 1036 | 1354 | 1638 | 1213 | 428 | 58 | 1515 |  |  |  |  |  | 8½ | 9¼ | ⅞ | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ | 3¼ | 5/16 |  |
|  | 1918 | B | West |  |  |  | 704 |  | 1036 | 1343 |  |  | 428 | 58 | 1510 | SC | 167 | 81 | 63 | 64 | 8¾ | 9⅝ | ⅞ | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ | 3¼ | 5/16 | 650 up |
|  | 1916-17 | C & CC | West | 566 | 512 |  | 697 |  | 987 |  |  | 1293 |  | 7 | 1506 |  |  |  |  |  |  |  |  | 3½ | ¼ | 13 |  |  |  |  | 4½ | ¼ |  |
|  | 1918 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 165 | 81 | 63 | 63 |  |  |  |  |  |  |  |  |  | 2½ |  |  |  |
|  | 1914 | 6-50 | G & D | 566 | 516 | 317 |  |  | 987 | 1332 |  | 1293 | 410 | 58 | 1510 | DC | 165 | 81 | 63 | 63 | 9 | 10¼ | ⅞ | 1⅝ | 5/16 | 48 | 2⅜ | 5/32 | 49 |  |  |  |  |
|  | 1914 | 35J, 35K | West | 566 | 512 | 317 |  | 886 | 996 | 1323 |  | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 35⅝ | 1⅞ | 5/32 | 37¼ |  | 3¼ | 5/16 |  |
|  | 1915 | 38A, 38B, 38C | West | 566 | 513 | 317 |  | 887 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 |  | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 35⅝ | 1⅞ | 5/32 | 37¼ |  | 3½ | 5/16 |  |
|  | 1916 | 6-F, 6-G | Delco | 583 | 508 | 317 |  | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 167 |  | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 36 | 1⅞ | 5/32 | 39 | 2 | 3¼ | ¼ |  |
|  | 1916 | 6-E | Delco | 589 | 514 | 317 |  | 831 | 1077 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 167 |  | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 40⅛ | 1⅞ | 5/32 | 41⅝ | 2¼ | 3½ | 5/16 |  |
|  | 1917 | 6-H, 6-I | Delco | 583 | 508 | 317 |  |  | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 125 |  | 63 | 63 |  | 8½ | ⅞ |  |  |  |  |  |  |  | 3½ | 5/16 |  |
|  | 1917 | 6-J, 6-K | Delco | 589 | 508 | 317 |  |  | 1061 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 125 |  | 63 | 63 |  | 8½ | ⅞ |  |  |  |  |  |  | 2¼ | 3½ | 5/16 |  |
|  | 1918 | 6-H, I, K, L |  |  |  |  |  |  |  |  |  |  |  |  | 1504 |  | 167 |  | 63 | 62 |  |  |  |  |  |  |  |  |  |  | 3½ | 5/16 |  |
|  | 1919 | H | Delco |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 8 | 8½ | ⅞ | 1⅝ | 5/32 | 39 | 1⅞ | 5/32 | 41½ | 2 | 3¼ | 5/16 | 5500 up |
| r | 1916-17 | D E Jr. | Al-Ch. | 572 |  | 317 |  |  | 987 |  |  | 1293 |  | 7 | 1506 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  | 1¾ |  |  |  |
|  | 1916-17 | D E Sr. | Al-Ch. | 566 |  | 320 |  |  | 996 |  |  | 1146 |  | 22 | 1512 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  | 2¼ |  |  |  |
|  | 1918 | D-E Mod. J. |  |  |  |  |  |  |  |  |  |  |  |  | 1506 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1913-14 | Stod. Dayton | G & D | 627 | 527 |  |  |  | 1104 |  |  | 1223 | 410 | 17 | 1522 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1913-14 | Stod. Dayton | G & D | 631 |  |  |  |  | 1107 |  |  | 1226 | 413 | 69 | 1524 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bouton | 1914 | E Y | Rush | 631 | 527 | 322 |  |  | 1107 |  |  | 1226 | 413 | 69 | 1524 |  |  |  |  |  |  | 9 | M |  |  |  |  |  |  |  |  |  |  |
|  | 1914-15-16 | E Q |  | 576 | 526 | 322 |  |  | 1004 |  |  | 1151 | 381 | 1 | 1518 |  |  |  |  |  |  | 10¼ | M |  |  |  |  |  |  |  |  |  |  |
|  | 1919 | B | Eism. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 2¼ | 5/16 | 42⅛ | 2½ | 5/16 | 45¾ | 2¼ |  | 5/16 |  |
|  | 1916 | Junior |  |  | 508 |  |  |  | 1066 |  |  | 1170 |  |  |  |  |  |  |  |  |  |  | ⅞ | 2¼ | ¼ | 48 | 2⅜ | ¼ | 48 | 2⅜ | 4¼ | 5/16 |  |
|  | 1918 | E-2, E-2½ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 3 | ¼ | 57 |  |  |  | 2⅜ | 4¼ | 5/16 |  |
|  | 1919 | E2½, E2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3½ | ¼ | 56½ | 3½ | ¼ | 56½ | 2½ | 4½ | 5/16 |  |

Candelabra Screw Base. †Miniature Base. §When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# VESTA STORAGE BATTERY

*"Costs less per Month of Service"*

## *Vesta Service to Users Builds Vesta "Good Will"*

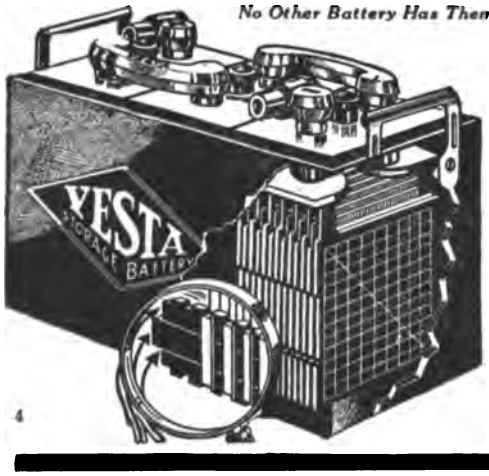
The excellent facilities for giving prompt and intelligent attention to users at the typical Vesta Service Station is one reason why the motoring public has such a high regard for Vesta Batteries.

Vesta users have said and are saying many kind things about this service to their friends. This is what we call Vesta "good will."

It is this Vesta "good will" which makes Vesta dealerships so profitable over a long period of time. For it is generally recognized that a satisfied user is the dealer's best advertisement.

**There is still room in the Vesta organization for a few more dealers who are prepared to measure up to the high standards of Vesta service and of Vesta batteries themselves.**

*No Other Battery Has Them*




**Vesta Accumulator Co.**

**2100 Indiana Ave.**
**Chicago, Ill.**

### Reasons For Vesta Satisfaction

1. ***Vesta Indestructible Isolators***—an ingenious device locking the plates apart and preventing short circuits.
2. ***Vesta Impregnated Wooden Mats***—preventing "treeing" and its disastrous consequences.
3. ***Titanium***—a rare mineral entering into the lead plates, hardening them and giving them longer life in use. It precipitates minerals and impurities in solution, thus increasing the efficiency of the battery.
4. ***The Vesta Poro-Hard Plate***—a plate which is hard and extra durable, but because of its exceptional porosity gives unusual capacity.

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| Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1915 | U | Al-Ch. | 577 | 526 | 323 | | | 1117 | | | 1152 | | 21 | 1518 | | | | | | | | ⅞ | 1¾ | ⅝ | 38 | 2½ | ⅝ | 42 | | 3⅛ | ⅝ | |
| 1916-17 | R | Al-Ch. | 583 | | 317 | | | 1003 | | | 1163 | | 25 | 1504 | | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| 1918 | 12-13-15 | Bijur | | | | | | | | | | | 28 | 1510 | | | | | | | | ⅞ | | | | | | | 2¼ | 3¼ | ⅝ | |
| 1917 | 10 | Apelco | 583 | | 317 | | | 1062 | | | 1165 | | 70 | 1504 | | | | | | | | | 2¼ | ⅝ | 44 | 2¼ | ⅝ | 46 | 1¾ | 3¼ | ¼ | |
| 1918 | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1913-14-15 | A-5, B-5, C-5, B-6 | Remy | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | | | | ⅞ | | | | | | | 1⅛ | 3½ | ⅝ | |
| 1916 | F | Dyneto | 572 | 520 | 320 | 728 | | 996 | 1355 | | 1146 | 373 | 22 | 1512 | SC | 177 | | 67 | 67 | | 9⅝ | | | | | | | | 2 | 3¼ | ⅝ | 15000-20000 |
| | | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| 1916 | 6-45 | A-L | 583 | | 317 | 717 | | 1061 | 1303 | | 1163 | | 25 | 1504 | DC | 166 | | 64 | 64 | | 9⅝ | ⅞ | | | | | | | 2½ | 3¼ | ⅝ | 15000-20000 |
| 1917 | 6-45 | A-L | 583 | 508 | | | | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | DC | 166 | | 64 | 64 | | 9⅝ | | | | | | | | | 3¼ | ⅝ | 20001 |
| 1918 | 6-45 | | | | | 717 | | | | | | | 55 | 1504 | | 126 | | 61 | | | 8½ | | | | | | | | | 3¼ | ⅝ | |
| 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| 1915 | | | 567 | 512 | | | | 989 | | | 1132 | | 64 | 1506 | | | | | | | | | | | | | | | | | | |
| 1916 | | | | | | | | 1009 | | | 1230 | | | | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| 1917 | | | 641 | | | | | | | | | | | 1531 | | | | | | | | ⅞ | | | | | | | | 5¼ | ¼ | |
| 16-17 | D, G, H, L, N | U.S.L. | | 533 | 332 | 728 | | 1009 | 1399 | | 1230 | | | 1527 | DC | 176-90 | | 68 | 68 | | | ½ | 1½ | ¼ | 20 | | | | | 3¼ | 1/32 | |
| | | | | | | | | | | | | | | | | | | | | | | ½ | | | | | | | | | | |
| 1918 | All | U.S.L. | | | | | | | | | | | | 1527 | | 178 | | 68 | 64 | 8½ | 8⅝ | | 1½ | ¼ | 20 | ( | 2 | sets) | 2 | 3¼ | 1/32 | |
| 1916 | 56 | Disco | | | | | | | | | 1230 | | | | | | | | | | 8½ | ⅞ | | | | | | | | 2⅞ | ⅝ | |
| 1916 | L | Dyneto | 583 | 533 | 317 | | | 1009 | 1303 | | 1163 | | 25 | 1504 | | | | | | | 8½ | ⅞ | | | | | | | 2⅝ | 3¼ | ⅝ | |
| 1917 | L | Dyneto | | | 316 | | | | 1303 | | | | | 1504 | DC | 166 | | 62 | 62 | | 8½ | ⅞ | | | | | | | 2⅝ | 3¼ | ⅝ | |
| 1918 | All | | | | | 717 | | | | | | | 55 | | DC | 166 | | 62 | 62 | 7⅝ | 8⅝ | ⅞ | 1¾ | ⅝ | 35 | 1¾ | ⅝ | 37 | 2⅝ | | | |
| 1918 | | | | | | | | | | | | | | 1538 | | | | | | | | | | | | | | | | | | |
| 1915-16-17 | | North-E. | 650 | 533 | 331 | 748 | 839 | 1096 | 1397 | 1659 | 1247 | 493 | 9 | 1531 | SC | 175 | | 67 | 67 | 7⅝ | 8¾ | ⅞ | 2 | ⅝ | 16½ | 2¼ | ⅝ | 43¾ | 2 | 3⅞ | ⅝ | 25000-50000-75000 100000-150000-200000 |
| 1918-19 | All | North-E. | | 533 | | 748 | | | 1397 | 1659 | | 493 | 9 | 1531 | | 175 | | 67 | 67 | 7⅝ | 8¾ | ⅞ | 1¾ | ⅝ | 14¾ | 2¼ | ⅝ | 19¼ | 2 | 3⅞ | ⅝ | 225000-325000 |
| 1913-14-15 | H | West | 567 | 512 | 316 | 697 | 886 | 986 | 1324 | | 1132 | 363 | 64 | 1506 | DC | | | | | | 9 | ⅞L | 2½ | 1/32 | 14½ | re | ar | wh. | 2½ | 4⅝ | ¼ | |
| 1913-14-15 | I | West | 573 | 520 | 316 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | 9 | ⅞L | | | | | | | 3 | 4⅝ | ¼ | |
| | | | | | | | | | | | | | | | | | | | | | | | Ba | | Dup | l | | | | 4⅝ | ¼ | |
| 1916-17 | I-A4, I-A6, I-B6 | West | 589 | 514 | 320 | 719 | 831 | 1073 | 1322 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | 9½ | ⅞L | 2¼ | 1/16 | 45¼ | 3¼ | ¼ | 12¼ | 3 | 4 | ¼ | |
| 1918 ...55 | I-C-6 | | | | | | 831 | | 1332 | | | | 168 | 1510 | | 165-81 | | 63 | | 8½ | 9⅝ | | 2½ | 1/16 | 48 | 2½ | 1/16 | 48 | 3 | 4 | ¼ | |
| 1919 | 6-60 | | | | | 719 | | | 1332 | | | | 168 | | SC | | | | | 8½ | 9⅝ | ⅞ | 2½ | 1/16 | 48 | 2½ | 1/16 | 48 | 2¼ | 4 | ¼ | |
| 1915 | | Apelco | 937 | 534 | 336 | 821 | 839 | 1013 | 1395 | 1641 | 1235 | 393 | 72 | 1527 | | | | | | | | ⅞ | 1¼ | 1/32 | 28⅝ | 1¼ | 1/32 | 27½ | 2¼ | | | 1001-3076 |
| 1916 | A | West | 598 | 508 | 317 | 821 | 829 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | | 63 | | 6⅛ | 8½ | ⅞ | | | | | | | 2¼ | | | 3077-12560 |
| 1917 | 6, 9 | West | 598 | 508 | 316 | | 829 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | 81 | 81 | 64 | 6⅛ | 8½ | ⅞ | 1½ | 1/32 | 28⅜ | 1⅝ | 1/32 | 27½ | 2¼ | 3¼ | ⅝ | 12565-24165 |
| 1918 | 11 | West | | 508 | | 717 | 829 | 1061 | 1303 | 1641 | | 457 | 73 | 1504 | | 165 | | 63 | 64 | 7⅝ | 8½ | ⅞ | 1⅜ | 1/32 | 35 | 1⅜ | 1/32 | 35⅜ | 2¼ | 3½ | ⅝ | 24166-33556 |
| 1919 | 11 | West | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | ⅝ | | 1¾ | ⅝ | | 2¼ | 3½ | ⅝ | 33557 |
| 1916-17-18 | B-17 Ser. 500 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| 1916-(17) | 4-60, (7-60) | Bijur | 611 | 518 | 287 | | 888 | 1029 | | | 1205 | 420 | 6 | 1508 | SC | 165 | 81 | 63 | 63 | | 9 | ⅞ | | | | | | | 2 | 3¼ | ⅝ | |
| 1916-17 | B-17 | West | 583 | | 317 | | 829 | 1061 | | | 1163 | 470 | 25 | 1504 | DC | 166-82 | | 64 | 65 | | 9½ | ½ | | | | | | | | 3 | ¼ | |
| 1917 | E | | | 526 | 327 | | 832 | | | | | | 25 | | | | | | | | | ⅞ | | | | | | | | | | |
| 1917 | G-36 | Disco | 568 | | 319 | | 886 | 1072 | | | 1139 | 372 | 74 | 1506 | | | | | | | | | | | | | | | | 3¼ | ⅝ | |
| 1916 | | | | | | | | | | | 1230 | | | | | | | | | | | | 1¼ | 1/32 | 36 | 2 | 1/32 | 35 | | 3¼ | ⅝ | |
| 1912-13 | 25 | U. S. L. | | 555 | 349 | 807 | 849 | 1115 | 1427 | | 1290 | | 109 | | DC | | | | | | | ⅞ | | | | | | | 1⅜ | | | |
| 1916 | A & B | Apelco | 665 | | 293 | | 911 | | 1322 | | 1268 | 439 | 75 | 1509 | | | | | | 8½ | 9¼ | ⅞ | | | | | | | 2⅝ | 3½ | ⅝ | 500-2000 |
| 1916 | A & B | Dyneto | 614 | | 293 | | 889 | | 1322 | | 1208 | 423 | 76 | 1530 | | | | | | 8½ | 9¼ | ⅞ | | | | | | | 2⅝ | 3½ | ⅝ | |
| 1917 | D, E, F, G | | 614 | 558 | 293 | | 889 | 1032 | 1322 | | 1208 | 423 | 77 | 1509 | SC | 125 | | 63 | 64 | 9 | 10 | ⅞ | | | | | | | 2¼ | 3½ | ⅝ | 2001-6500 |
| 1918 | D-6, D-4 | | | | | 696 | 829 | | | | | 467 | | 1504 | | 165 | 81 | 63 | 63 | | | | | | | | | | 2⅝ | 3½ | ⅝ | |
| 1916 | Elgin 6 | Dyneto | 583 | | | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | | | | | | | 9¾ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 38 | | | | |
| 1917 | Elgin 6, ser. 17 | Wagner | 591 | 508 | 317 | | 831 | | 1336 | 1643 | 1182 | 481 | 78 | 1510 | | 129 | | 63 | 63 | | 9¾ | ⅞ | 2 | 1/16 | 34½ | 2 | 1/16 | 35½ | 2¼ | 3 | ⅝ | 17-1 to 17-8000 |
| 1918 | A | | | | | 719 | | | 1303 | | | 481 | | 1504 | | 129 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅜ | 1/16 | 35½ | 2 | 1/16 | 34 | 2¼ | 3⅛ | ⅝ | 18-1 to 18-8800 |
| 1919 | Series H | Wagner | | | | | | | 1309 | | | | | | SC | | | | | 8½ | 10⅛ | ⅞ | 1¾ | 1/32 | 35⅝ | 2 | 1/32 | 34¾ | 2 | 3⅛ | ⅝ | 19-1 to |
| 1917 | 25-A | | | | 293 | | 889 | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3¼ | ⅝ | 1-1000 |
| 1917 | Four | Split'f | 586 | 508 | 316 | | | | | | 1161 | 467 | 61 | 1504 | | 129 | | 63 | | 7 | 8 | ⅞ | | | | | | | | 3¼ | ⅝ | |
| 1913 | 31 | Remy | 672 | | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 124 | | 64 | 64 | | 8½ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1½ | 3¼ | ⅝ | 315750-318672 |
| 1914 | 31-40 | Remy | 641 | 520 | 335 | 701 | 912 | 1016 | 1403 | | 1237 | 395 | 11 | 1533 | DC | 124 | | 64 | 64 | | 8½ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1½ | 3¼ | ⅝ | 405101-406190 |
| 1915 | 33 | Remy | 644 | | 342 | | 913 | | 1400 | | 1241 | 377 | 79 | 1534 | DC | 176 | 90 | 68 | 68 | | 8½ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1½ | 3⅞ | ⅝ | 331001-332300 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | {401001-401675 |
| 1915 | 40 | A-L | 570 | 537 | 325 | 733 | 887 | 1016 | 1329 | | | 474 | 80 | 1507 | | 165 | 81 | 63 | 63 | | 8½ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 2¼ | 3¼ | ⅝ | {451001-603412 |
| 1916 | 45, 60 | A-L | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | | | | | 9 | 10 | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 2¼ | 3⅞ | ⅝ | 451001-452603 |
| 1917 | 50, 51, 70, 70A | A-L | 566 | 512 | 317 | | 886 | 1066 | 1306 | 1627 | 1170 | 371 | 92 | 1506 | SC | 165-65 | | 61 | 61 | | | | 1¼ | 1/32 | 35¼ | 1¼ | 1/32 | 37¼ | 2¼ | 3⅞ | ⅝ | {50001 |
| | | | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 2 | 1/32 | 31⅜ | 2 | 1/32 | 33½ | 2¼ | | | {70001-70350 |
| 1918 | 50 | A-L | | 508 | | | 829 | 1066 | 1311 | 1641 | | 464 | | | | 165-81 | | 61 | 61 | | 9½ | | 1¼ | 1/16 | 35¼ | 1¼ | 1/16 | 37⅝ | 2¼ | 3⅞ | ⅝ | 50001-10 A 001 |
| 1918 | 70A | A-L | | 508 | | 698 | 829 | 1066 | 1311 | 1641 | | 464 | | 1506 | | 165-81 | | 61 | 61 | | 9½ | | 1¼ | ⅝ | 31⅝ | 2 | 1/16 | 34½ | | 3¼ | ⅝ | 50001-10 A 001 |
| 1913-14 | P | North-E. | 676 | 547 | 344 | 756 | 924 | 1020 | | | 1280 | 406 | 81 | 1598 | DC | | | | | | | ½ | | | | | | | | 4½ | ¼ | |
| 1914-15 | Six-50 | G & D | 589 | 514 | 317 | 697 | 886 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | DC | 170 | 84 | 64 | 64 | | | ⅞ | | | | | | | 1⅜ | 3½ | ⅜ | |
| 1916 | Twin Six | West | 585 | 508 | 317 | 693 | 829 | 1066 | | 1641 | 1170 | 456 | 56 | 1504 | SC | 165 | | 63 | 63 | 9 | 10 | ⅞ | | | | | | | 1⅜ | 2⅞ | ⅝ | |
| 1917 | All Models | West | 599 | 508 | 316 | | 829 | 1061 | | 1641 | 1161 | 467 | 55 | 1504 | | | | | | 9 | 10 | ⅞ | | | | | | | | 2⅞ | ⅝ | |
| 1916 | | | 654 | 538 | | | 841 | 1097 | | | 1258 | 500 | 82 | 1537 | | | | | | | | | | | | | | | 2 | | | |
| 1917 | 33 & 34 | Dyneto | 566 | | 317 | | 886 | 987 | | | 1293 | 362 | 7 | 1506 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| 1917 | Tr. | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| 1918 | A | | | | | 697 | | | | | | | 55 | | | | | | | | | | Em | er | genc | y S | er | vice | | 3¼ | ⅝ | |
| 1912-13 | | | | | 282 | 816 | 886 | 1117 | | | | 381 | | 1518 | DC | | | | | 8½ | 9⅛ | ⅞ | | | | | | | 2¼ | | | |
| 1913-14 | 54, 55, 56 | Rush | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 64 | 64 | 64 | 8½ | 9⅛ | ⅞ | 3 | ¼ | 9 | 2½ | ¼ | 21⅝ | | | | |
| 1915 | 50, 55 | Rush | 576 | 526 | 322 | 705 | 896 | 1037 | 1379 | | 1214 | 381 | 1 | 1518 | SC | 165 | 81 | 63 | Spec | 9½ | 9⅛ | ⅞ | | | | | | | | | | |
| 1916 | 55, 56 | Rush-B. | 576 | 526 | 322 | 705 | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | | Em | er | genc | y S | er | vice | 2⅝ | | | |
| 1917 | 55 | Rush-B. | 576 | 526 | 322 | | 896 | | 1379 | | 1151 | 381 | 115 | 1533 | SC | 165-81 | | 81 | Spec | 8½ | 9⅛ | ⅞M | 2 | ¼ | 17⅛ | 2½ | ¼ | 21⅝ | 2⅝ | | | |
| | | | | | | | | | | | | | | | SC | 165-81 | | 63 | 68 | 8½ | 9⅛ | ⅞ | | | | | | | 2⅝ | | | |
| 1918 | 55 | | | 526 | | 705 | | | 1379 | 1661 | | | 1 | | | 165 | 81 | 63 | 81 | | 10⅛ | wh. | Jac | k | Shaf | t. | R | ear | 2⅝ | | | |
| 1916-17-18 | 45-B | | | | | | | | | | | | 10 | 1533 | | 143 | Spec | Spec | | | | | | | | | | | | 4.6 | ¼ | |
| 1917 | | | | | | | | | | | | | | | | | | | | | 9⅞ | | | | | | | | | 5 | ¼ | |
| 1918 | | | | | | | | | | | | | | | | | | | | | 10 | | | | | | | | | 5 | ¼ | |
| 1913-14 | | | | | | 701 | | 1117 | | | | | | | | | | | | | | | 1½ | 1/16 | 16½ | 2½ | 1/16 | 47½ | | 4½ | ¼ | |
| 1918 | AA ¾ & 1 Ton | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1912-14 | 60E, 62E, 68E, 90E, 98E | North-E. | 676 | 547 | | | 924 | 1020 | | | 1280 | 406 | 81 | 1557 | DC | | | | | | | ⅞ | | | | | | | | | | |
| 1913 | 83E, 84E, 86E | North-E. | 628 | 547 | | | 928 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| 1914 | | G & D | 627 | 516 | | | 900 | 1105 | | | 1222 | 410 | 17 | 1532 | | | | | | | | ⅞ | | | | | | | | | | |
| 1914-15 | | G & D | 628 | 516 | | | 900 | 1105 | | | 1222 | 411 | 16 | 1522 | | | | | | | | | | | | | | | | | | |
| 1915 | Splitdorf | Split'f | 634 | 534 | 307 | 728 | 839 | 1012 | | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | 64 | 64 | 64 | 7 | 8⅛ | ⅞ | ( | t | o) | | | | 1⅜ | | | 773487-855500 May to Aug. |
| 1915-16 | Gray & Davis S. U. | G&DSU | 610 | 511 | 303 | 727 | 677 | 1087 | | 1633 | 1174 | 472 | 83 | 1599 | SC | 165 | 81 | 63 | | 7 | 8½ | ⅞ | | | | | | | 1⅜ | 3¼ 3¼ | ¼ ¼ | |
| 1914-15-16 | Leece-Neville N.-E. | L. Nev. & N.-E. | 689 | 553 | | | 952 | 1056 | | | | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8⅛ | ⅞ | | | | | | | 1⅜ | 3¼ 3¼ | ¼ ¼ | 539000-2113500 |
| 1916-17 | Heinze-Springfield | H-Spring | 566 | 514 | | | 886 | | | | 1293 | 362 | 7 | 1506 | DC | 174 | | 64 | 64 | 7 | 8⅛ | ⅞ | | | | | | | 1⅜ | 3¼ | ¼ | |
| 1915 | Genemotor | Gene. | 636 | 533 | 334 | 728 | 839 | 1093 | | | 1230 | 391 | 85 | 1527 | DC | 176 | 90 | 68 | 68 | 7 | 8⅛ | ⅞ | | | | | | | 1⅜ | 3¼ | ¼ | 855500-1362200 |
| 1915 | North-East | North-E. | 667 | 540 | 296 | 732 | 912 | 1045 | | 1669 | 1269 | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8⅛ | ⅞ | 1⅛ | 1/32 | 23⅝ | Ex | t. | cont | 1⅜ | 3¾ | ¼ | 855500-1362200 |
| 1915-16 | Westinghouse | West | 650 | 533 | 331 | 728 | 839 | 1093 | | 1659 | 1247 | 493 | 9 | 1531 | SC | 175 | 89 | 67 | 67 | 7 | 8⅛ | ⅞ | | | | | | | 1⅜ | 3¼ | ¼ | |
| 1915-16 | Kemco | Kemco | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 166 | 84 | 82 | | 7 | 8⅛ | ⅞ | | | | | | | 1⅜ | 3¼ | ¼ | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | ¼ | 855500-1362200 |
| 1916 | Gray & Davis D. U. | G&DDU | 610 | 510 | 229 | 725 | 978 | 1028 | | 1633 | 1204 | 418 | 83 | 1595 | DC | 166 | 82 | 64 | | 7 | 8½ | ⅞ | | | | | | | 1⅜ | 3¼ | ¼ | |

...delabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# COMING—

## The "CORD TIRE" Among Storage Batteries!

On or about September 1st, we will announce a new storage battery.

We are certain of its supreme merit. Our engineers have been experimenting with it in countless forms and sizes for the past five years. In grueling laboratory tests it has outlasted and out-performed any other battery we could buy or build. Thousands have been used in actual war service in the U. S. Navy.

The new battery stands in the same superior relation to any other battery as the cord tire to the fabric tire.

And just as surely as the coming of the cord tire upset and gave new impetus and new standards to the tire market, so this new battery will open up new possibilities in the storage battery business.

PHILADELPHIA DIAMOND GRID BATTERY

It will be advertised—far more intensively and extensively than we have ever advertised before.

It will set a new high water mark of perfection that will make it easy to sell—even easier than the present Philadelphia Diamond Grid Battery.

In the past, Philadelphia Diamond Grid Service Stations have been remarkably successful because they had a good battery that was easy to sell. Now their position will be even stronger. They will be able to offer the only "cord tire" among storage batteries.

Can *you* afford to sell nothing but "fabrics?" Write for our proposition today.

*Watch for the announcement of the new battery on the covers of Saturday Evening Post, Collier's, and the Literary Digest.*

## Philadelphia Storage Battery Co.

**ONTARIO & C STREETS PHILADELPHIA, PA.**

***Sales Offices***

Rochester, N. Y., 30 Carlton Street.
New York, N. Y., 1789 Broadway.
Cleveland, Ohio, 613 Citizens Building.
Columbus, Ohio, 318 First National Bank Building.
Atlanta, Ga., 128 W. Peachtree St.
St. Louis, Mo., 2605 Locust Street.
Los Angeles, Cal., 1105 West Pico Street.
Minneapolis, Minn., 1122 Harmon Place.
Chicago, Ill., 1621 S. Michigan Ave.
Pittsburgh, Pa., 302 Park Building.
Huntington, W. Va., Hotel Huntington.
San Francisco, Cal., 37 Spear Street.
Wilkes-Barre, Pa., 20 Poplar Street, Dorranceton.
Washington, D. C., 2155 Champlain Ave.
Boston, Mass., 90 Brookline Ave.

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| | Year | Model | Electrical System | Storage Batteries | | | | | | | | | | | Witherbee | Lamps — Mazda Numbers | | | | | Lenses — Headlight | | Size of Spark Plug | Brake Lining* — Internal | | | Brake Lining* — External | | | Exhaust Pipe | Piston Rings | | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove | |
|Fd.|1916|Dyneto|Dyneto|636|533|331|728|839|1009||1653|1333|392|86|1527|DC / SC|178 / 177||||7|8 1/8|1/2|||||||1 1/8|3 1/4|1/4|855500-1362200|
||1916|North-East|North-E.|669|||733|911|1048|||1273|440|87|1584|DC|176|90|90|90|7|8 1/8|1/2|||||||1 1/8|3 1/4|1/4|855500-1362200|
||1917|Berns starter|Berns St|||316|||||1641|1161|467|55|1504||||||7|8 1/8|Spec|||||||1 1/8|3 1/4|1/4|1362200-2113500|
||1917|A. B. C|A B. C.|599||314||827|1123|||1159|||1504|SC|165|63|63||7|8 1/8|Spec|||||||1 1/8|3 1/4|1/4|1362200-2113500|
||1917|Gray & Davis|G & D.|584|508|317||829|||1641|||||SC|165|81|63||7|8 1/8|Spec|||||||1 1/8|3 1/4|1/4|1362200-2113500|
||1918|T|||||||||1641|||||DC|136||||7|8 1/8|1/2|1 1/8|3/16|12|1 1/8|5/32|23 5/16|1 1/8|3 1/4|1/4|2113500-2831400|
||1919|T|F-A.|||||||||||||DC|||||8 5/8|8 1/8|5/8||||1 1/8|5/32|23 5/8|1 1/2|3 3/4|1/4|2831400 to|
|l|1916|C|Al-Ch.|599|508|||829|1061|||1160|458|4|1504|SC|165||63|63|7 1/2|8 1/2|7/8||||||||3 1/8|5/16||
||1916-17|B Stg. & Ltg.|North-E.|685||335||949||||||88|1600||||||||7/8||||2 1/4|1/4|27 1/2|||||
||1917|B Ltg. & Ig.|North-E.|||335||839|1024|||||88|1600|||||||||||||||||||
||1919|B|North-E.|||||||||||||DC|||||6|6 3/8||||||2 3/4|1/4|43|2 1/2|4 11/32|1/4||
||1913-14|2, 3, 4, 5|Dyneto|680|549|304|769|939|1054|1422||1284|448|89|1572|DC|170|82|64|64|8 1/2|9 1/2|7/8|2 3/8|5/32|35 5/16|4|5/32|23 3/8|2|||13180-19510|
||1914-15-16|6, 7, 8|Dyneto|670|544|296|738|918|1049|1410|1669|1274|443|90|1541|DC|176|90|64|64|9|10 3/4|7/8|2 3/8|5/32|35 5/16|4|5/32|23 3/8|2|||19511-27000|
||1916-17|9|Dyneto|650|533|334|748|839|1093|1397|1659|1247|497|91|1527|DC|178-90||64|64|8|8 5/8|7/8|2 3/8|5/32|28|3|5/32|23 3/8|1 1/2|3 1/4|5/16|27000-60000|
||1918|9|Dyneto||533|||841||1397|1659||497||1527|DC|178|90|64|64|8|9|7/8|3|3/16|23 3/8|2 1/4|5/32|28|1 1/2|3 1/4|5/16|60001-|
||1919|Series 9||||||||||||||DC|178||||8|9|7/8||||2 5/8|5/32|28|1 1/2|3 1/4|||
|le|1917|All|A-Ch.|599||316||829||||1161|467|55|1504|||||||||||||||||||
||F-1||||||||||||||1510|||||||||||||||||||
||1915||Delco||508||||1061||||||||||||||7/8|1 5/8|5/32|39 5/8|1 7/8|5/32|42 1/2|2 1/4||||
||1917||Delco|592||||831||||1189||28|1510||||||||7/8|||||||2 1/4||||
||1917||Vesta|599||316||829||||1161||55|1504||||||||7/8|||||||2 1/4||||
||1916-17|C-G|West|566|512|317||886|987|||1293|362|7|1506||||||||||||||||3 1/4|1/4||
||1917-18|4-38, 6-60|||||||||||||1504|||||||||||||||||||
||1918|G|||||697|||||||7|||||||||||||||||3 1/2|5/16||
||1917|75, 70, 66, B.|A-L.||520|320||892|996|||1146||22|1512|SC|123 / 169|81|61|61|||7/8||||||||3 1/2|5/16||
|Truck|1917|70-C, 77-B|||||||||||||1518|||||||||||||||||||
||1918|||||||||||||||||||||||||||||2 1/2||||
||1918|C-F||||||||||||||||||||||||||||2 1/2||||
||1918|F||||||||||||||||||||||||||||2 1/4|4 1/2|1/4||
||1918|6A, 45||||||||1400||||||||||||||||||||3 1/8|5/16|401-500-4 cyl-4130|
||1919|6A-45|Delco|||||||||||||||||||9 1/2|7/8|1 3/4|5/16|36|1 3/4|5/16|36|2 1/4|3 1/8|5/16|500 up [to 4149|
||1917|4-30, 8-40||||||||||||||165||61|61|||||||||||3 1/4|5/16||
||1918|6-60||||||||||467||||165-81||63|64|||||||||||3 1/2|5/16||
||1913|36-42|West|567|512|282|816|886|989|1324||1132|363|64|1506|DC|166|64|64||||7/8|1 3/4|1/8|15 1/2|1 3/4|1/8|15 1/2|1 1/2|4 1/8|1/4|5000-6999|
||1913-14|30, 36|West|566|512|317|697|886|987|1323||1293|362|7|1506|DC|166|64|64||||7/8|2|5/32|40 1/2|2|1/8|15 1/2||4 1/8|1/4|7000-8999|
|||||||||||||||||||||||||||||T|rans|||||
||1915-16-17|30 Lt 6-40|West|570|513|325|698|887|992|1330|1625|1140|364|80|1507|SC|165-81||63|||9 3/4|7/8|2|5/32|40 1/2|2|5/32|41|2 1/4|3|5/32|(6-40) 9000-9999|
|||||||||||||||||||||||||B|as|e|||||||(6-40) 10000-10500|
||1918|6-40|||||||||1625||364|80|1507||165-81||64|||9 1/2||||||||2 1/4|3 1/8|5/32||
||1919|Light 6-40|West|||||||||||||SC|||||8 5/8|9 5/8|7/8|2|5/32|40 1/2|2|5/32|41||3 1/8|5/32|10500 up|
||1917||||||||||||||||||||||||||||||||100-200|
||1918||||||||||||||||||||||||||||||||200 up|
|a-Bern|1913||G & D.|627|516|||900|1104|||1223||17|1522||||||||7/8|||||||2 1/2|||130000-133000|
|a|1914||G & D.|628|516|||900|1155|||1222||16|1510||||||||7/8|||||||2 1/2|||140000-145000|
||1915||Deaco.|566|512|||886|987|||1293||7|1506||||||||7/8|||||||2 1/2|||150000-|
|Truck|1913||G & D.|627|516|305||900|1104|||1223||17||||||||||||||||||||
||1914-15-16||West|566|512|317||892|987|||1293||7||||||||||||||||||||
||1917|60, 70, 70-B, 70-C, 75|West|572||320||892|996|||1146||22||||||||||2 1/4|1/4|43 1/4|2 1/4|1/4|52 1/2|2 1/2||||
||1917|70-C, 77-B|West|577||323||896|1003|||1152||21||||||||||||||||||||
||1914||||||780|883||1312||1171|||||||||||7/8|||||||1 1/4|2 1/4|5/16|0-3033|
||1915|T-6|Al-Ch.|||325|698|830|994|1312||||||SC|165||63|63|||1/2|1 3/4|5/16|27 1/4|1 3/4|5/16|31 1/8|1 3/4|2 7/8|5/16|5000-7053|
||1916|U|Al-Ch.|587|513|325|698|830|1086|1312|1642|1171|463|93|1505|SC|||||7 1/2|8 1/2|7/8|1 3/4|5/16|27 1/4|1 3/4|5/16|31 7/8|1 3/4|||10000-14002|
||1917|K|Wagner|598|508|317|821|829|1066|1310|1641|1166|465|94|1504|SC|||||7 1/2|8 1/2|7/8|1 3/4|5/16|35 1/4|1 3/4|5/16|37 1/8|1 3/4|3|5/16|15000 27000|
||1918|K|||508||717|||1310|1641||465||1504||165|81|63|63||8 3/4||||||||1 3/4|3|5/16|30001-40001|
|Truck|1918|10|||||||||||||1510|SC||||||||2 1/4|5/16|45|2 1/2|5/16|46|2 1/4|3 1/4|5/16|3001-3058|
||1918|12||||||||||||||SC||||||||||||||2|||10201-10216|
|Dort|1916|5-A|West|598||||829|1061|||1164||73|1504|||||||||||||||||||
|Eagle|1917|9|West|599||||829|1061|||1161|467|55|1504|||||||||||||||||||
||1913-14||A-L.|620|529|291||898|1038|||1215|429|2|1520||||||||7/8||||||||4 3/4|1/4||
|Western|1915-16-17|Westinghouse|West.|577||323||896|1037|||1152|382|21|1580|SC|125||64|64|||7/8||||||||4 3/4|1/4||
||1913-14||El-L & S|||||951|1117||||||||||||||1/2||||||||||||
||1913-14|40|North-E.|566|||||1056|||1135||95|1506|DC|166|82|64||||7/8||||||||4 1/2|1/4||
||1914-15|40, A|G & D.|566||317||886|987|||1293|362|7|1506|DC|166|82|64||||7/8||||||||4 1/4|1/4||
||1915||Remy|572||||829|996|||1146|373|22|1512|DC|166|82|64|64|||7/8|||||||||||
|L.|1913-14||Ward-L.|574||||892|991|||1147|378|96|1512|DC|||||||||||||||4 1/2|1/4||
||1916-17|21, 22|West|573|512|319||892|996|1356||1146|374|18|1512|SC|167||63|82|8 1/2|9 1/4|7/8|2 1/2|5/16|44 1/4|2 1/2|5/16|48 1/4|2|2 7/8|5/16||
||1918|12|||||701|||||||22|||168||63|81||10 1/2||||||||2|2 7/8|5/16||
||1918|2 Tons|||||||||||||1518|||||||||||||||||||
|lay|1918|3 1/2, 5 Ton|||||||||||||1504|||||||||||||||||||
||1913-14-15|J-40, O, M, Lt.6|Jesco & West.|572|520|320||892|996|1355||1146|373|22|1512|DC|168||64|64|||7/8||||||||4 1/2|1/4||
||1914||West|572||||892|987|1332|||362|22|||||||||7/8||||||||3 3/4|1/4||
||1916|O, Lt-6|West|589|512|317||831|1073|1332||1176|470|13|1510||||||||7/8||||||||3 3/4|1/4||
||1916-17|S Series||||||||1303|||458||1504||125|81|63||8 1/4|9 1/4|1/4|1 7/8|1/8|32|2|1/8|34 1/2||3|5/32||
|d|1919|16, 20|West|||||||||||||SC|||||8 1/4|9 1/4|3/4|1 7/8|1/8|32|2|1/8|34 1/2||3 1/8|5/32|15000 up|
||1913||||512||||1009|||1230|||||||||||7/8|||||||1 1/4|3|5/16||
||1916-17||Wagner||||||987|||1293||||SC|165||61|61|||7/8|||||||1 1/4|3|5/16||
||1913-14-15-16||Delco|||||882||||1170|||||||||||7/8|||||||2|3 1/4|5/16||
||1913|All||||||||||||||DC|||||||7/8|2 1/4|1/4|||||2 3/8|||1001-|
||1917-18|AA-1|Remy|599|508|316|717|829||1309||1161|467|55|1504|SC|165||61|62||7 7/8|7/8|1 3/4|5/32|35 3/4|2|5/32|35|1 3/4|3 1/4|1/4||
||1914-15||||526|323||835|1004||||381||||||||||||||||||||
||1916|D, R, L|West||512|323||835|1003||||381||||||||||||||||||||
||1916|S|West||||||987|||1293|362||||||||||||||||||||
||1917|A Series 1917|||||||||||||1511|||||||||||||||||||
||1916|H, I, J, K|||533||||1009|||1230|||1594|SC|141|89|67|67|||7/8||||||||3 1/4|5/16||
||1917-18|A|||||||||||||1510|||||||||||||||||||
||1916-17||Disco|||||||||1296||||SC|141|89|67|67|||7/8||||7/8||||3 1/4|5/16||
||1919|A & C|Dyneto|||||||||||||SC|||||8 3/4|9 1/4|7/8|1 3/4|5/16|40|1 3/4|5/16|42|1 7/8|3 3/4|1/4||
||1913-14|6-44, 6-60|G & D.|566|514||697|890|987|||1293|362|58|1510|DC|170 / 168|82|64|64|||1/2||||||||3/4|5/32||
||1913-14|44, 45|North E.|678|548||756|928|1022|||1282|408|62|1596|DC|168|82|64|64|||1/2|||||||||||
||1914|||573|520|||890||||1145|374|18|1512|DC|168|82|64|64|||1/2|||||||||||
||1917||Disco|||||||||1296|||||||||||||||||||||
||1913-14|26, 27 28|Leece-N|645|542|338|736|916|1017|1411||1243|401|97|1539|DC|170|82|82|64|||7/8|2 1/2|5/16|44 1/4|2 1/2|5/16|48 1/4||4 1/8|1/4|6600-8500|
|||||||||||||||||||||||||Em|er|genc|y S|er|vice|||||
||1914-15|30, 31, 32|Leece-N|645|523|338|699||1034|1351|1637|1243|425|97|1539|DC|170|82|82|64||10 3/8|7/8|2|5/32|12|2|5/32|17 1/2|1 3/8|4 1/4|1/4||
||1915|30, 33|Leece-N|615|523|290|703|894|1033||1637|1209|424|98|1514|DC|170|82|82|64||10 3/8|5/8|1 1/4|5/32|15 1/2||||2 3/8|3 1/2|5/16|8551-11068|
||1916||||||||||||||||166||66|66||||Em|er|genc|y S|er|vice||||11059-16000|
||1916-17|34, 35|Leece-N|615|520|290|703|833|1088||1645|1209|487|98|1514|DC|||||9|10 3/8|7/8|1 1/4|5/32|14|1 1/4|5/32|17 1/2|2 3/8|3 1/2|5/16||
||1917|36, 37, 40, 41|Leece-N|595|520|320||833|1088|1361|1645|1197|487|27|1512|DC|168|88|64|64|9|10 1/2|7/8|1 1/4|5/32|15 1/2|Ser|vi|ce &||3 1/2|5/16|16001-28400|
||1918|38, 39, 43, 44|Leece-N|595|520|319||833|1088||1645|1197|487||1512|DC||||||10 1/2|7/8|1 1/4|5/32|35 1/2|Em|er|genc y|2 3/8|2 1/4|5/16||
|||38. 39. 44|||520||721|833|1088|1332|1645||487||1512||166|88|64|64||10 1/2|7/8|1 1/4|5/32|15 1/2|1 1/4|5/32|15 1/2|2 3/8|3 1/2|5/16|28401-33000|

...bra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are some...s made for manufacturers on account of quantity buying.

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# Customer wanted to know whether we could fit up this type UR Universal Rheostat with knife switch, fuses and ammeter here is what we did for him

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# Tungar RECTIFIER

## Tungar Price List

**COMPLETE TUNGARS**

| Cat. No. | Freq. | D-c. Amp. | No. Cells Battery | Weight Net | Weight Shipping | Cat. No. Bulb | A-c. Volts | † Price |
|---|---|---|---|---|---|---|---|---|
| 195529 | 60 | 2 | 3 | 8 | 12 | 195528 | 115 | $18.00 |
| 198646 | 40–50 | 1 | 6 | 10 | 15 | 195528 | 115 | 20.00 |
| 199547 | 25–30 | 0.75 | 8 | 14 | 20 | 195528 | 115 | 25.00 |
| 219865 | 60 | 5<br>3<br>1.5 | 3<br>6<br>9 | 15 | 24 | 189048 | 115 | 28.00 |
| 195530 | 60 | 6 | 3/6 | 15 | 24 | 189048 | 115 | 28.00 |
| 198647 | 40–50 | 6 | 3/6 | 18 | 30 | 189048 | 115 | 34.00 |
| 199546 | 25–30 | 6 | 3/6 | 20 | 35 | 189048 | 115 | 36.00 |
| *193191 | 60 | 5 | 3–12 | 39 | 58 | 189049 | 115 | 75.00 |
| *179492 | 60 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 130.00 |
| *198648 | 40–50 | 6 | 3–30 | 60 | 91 | 189049 | 115 | 140.00 |
| *199545 | 25–30 | 6 | 3–30 | 78 | 105 | 189049 | 115 | 155.00 |
| *206794 | 125–133 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 140.00 |
| *206795 | 60 | 6 | 3–30 | 80 | 105 | 189049 | 230 | 155.00 |
| *206796 | 40–50 | 6 | 3–30 | 95 | 125 | 189049 | 230 | 175.00 |
| **Renewal Bulbs** | | | | | | | | |
| 195528 | any | 2 | 3–8 | 3 oz. | 1 lb. | ..... | ... | $3.00 |
| 189048 | any | 6 | 3–6 | 8 oz. | 2 lb. | ..... | .... | 7.00 |
| 189049 | any | 6 | 3–30 | 8 oz. | 7 lb. | ..... | ... | 8.00 |

* Extra bulb included. † All prices subject to change without notice.

# An Ideal Battery Charger for Alternating Current

The 6-amp., 75 volt Tungar Rectifier will charge any combination of 3, 4, 5, 6 up to 30 cells at 6 or 7 amperes or less from alternating current.

It is a practical device demonstrated by actual service. It equips the garage for efficient battery charging at a much lower cost than any other reliable device of similar capacity. The Tungar Rectifier allows a good profit on battery charging.

The Tungar fastens to the wall thus taking up no floor space. It uses alternating current at a cost of but six cents an hour for ten 3-cell batteries. It is self-starting, requiring no attendant.

Fool proof, trouble proof and simple to operate, the Tungar Rectifier charges all sizes of storage batteries up to thirty cells.

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85A-99

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| | Year | Model | Electrical System | STORAGE BATTERIES | | | | | | | | | | | Witherbee | LAMPS — Mazda Numbers | | | | | LENSES — Headlight | | Size of Spark Plug | BRAKE LINING* — Internal | | | External | | | Exhaust Pipe | PISTON RINGS | | SERIAL NUMBERS of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove | |
| ar... | 1913 | 40 | N-W | 577 | 534 | 313 | | 835 | 1003 | 1398 | 1671 | 1253 | 444 | 114 | 1527 | DC | | | | | | | M | | | | | | | | | | |
| | 1914 | 6-48, 6-60 | N-W | 577 | 526 | 323 | 705 | 896 | 1003 | 1327 | 1631 | 1153 | 383 | 115 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 3½ | ⅜ | 37 | 4 | ⅜ | 33¾ | | 4 | ¼ | |
| | 1914-15 | 4-36, 6-42 | N-W | 572 | 520 | 320 | | 892 | 996 | 1355 | | 1146 | | 22 | 1512 | DC | 170 | | 64 | 64 | 8 | 9 | ⅞ | 2 | ⅜ | 34½ | 2 | ⅜ | 34½ | 2¾ | 4¼ | ¼ | |
| | 1915 | 4-36, 6-42 | N-W | 589 | 520 | 320 | 701 | 892 | 996 | 1355 | 1629 | 1176 | 373 | 13 | 1512 | DC | 170 | | 64 | 64 | 8 | 9 | ⅞ | 2 | ⅜ | 34½ | 2 | ⅜ | 34½ | 2¾ | 3⅜ | ⅜ | |
| | 1916 | 4-32, 6-42 | Remy | 583 | 514 | 317 | 719 | 831 | 1073 | 1303 | 1643 | 1163 | 470 | 25 | 1510 | | | | | | 8 | 9½ | ⅞ | 2 | ⅜ | 34½ | 2 | ⅜ | 34½ | 2¾ | 3¼ | ⅜ | |
| | 1917 | 6-42 | Remy | 583 | 514 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1510 | DC | 168 | | 63 | 64 | | 10 | ⅞ | | | | | | | 2¾ | 3⅜ | ¼ | |
| | 1918 | 100 Pt. Six | Remy | | | | | 829 | | 1332 | 1641 | | 457 | | 1504 | | 168 | | 64 | 64 | | 9¾ | ⅞ | | | | | | | 2¾ | 3¼ | ⅜ | |
| | 1918 | 6-42 | West | | | | | 831 | | | | | | | 1510 | | | | | | 7⅜ | 8 | ⅞ | | | | 2 | ⅜ | 44 | 2¾ | 3⅜ | ⅜ | |
| | 1919 | C, B-6 | Remy | | | | | | | 1303 | | | | | | SC | | | | | 7⅜ | 8 | ⅞ | | | | 2 | ⅜ | 44¼ | 2¾ | 3⅜ | ⅜ | |
| ar... | 1913-14 | 4-40, 6-50, 6-60 | Rush | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | | 172 | 82 | 82 | 82 | | | el M | 2 | ⅜ | 43 | rea | r | whe | | 4¼ | ⅛ | 1700-2099 |
| | 1913-14 | 4-30 | Rush | 616 | | 289 | 703 | 894 | 1038 | 1353 | | 1210 | 429 | 71 | 1514 | DC | 172 | 82 | 82 | 82 | | | ⅞ | | | | | | | | 4 | ⅛ | 1400-1699 |
| | 1915 | 6-42, 6-42A | Rush | 620 | | 291 | 707 | 898 | 1038 | 1373 | | 1215 | | 2 | 1520 | DC | 168 | 64 | 66 | 64 | | | el ⅞ | 2 | ⅜ | 40 | rea | r | whe | | 3¼ | ¼ | 2100-2999 |
| | 1916 | 6-36 | West | 583 | 508 | 317 | 717 | 829 | 1063 | 1308 | | 1160 | 462 | 116 | 1504 | | 167-65 | | 65 | 64 | | | | | | | | | | | 3¼ | ¼ | 3000-3599 |
| | | | | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | | | | | | | 2 | | | |
| | 1917 | 6-38 | West | 599 | 508 | 316 | | 831 | 1061 | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 65 | 63 | | 8½ | ⅞ | | | | | | | 2 | 3¼ | ¼ | 3600-4599 |
| | 1918 | 6-38 | | | | | 717 | 831 | | 1309 | | | 467 | 55 | | SC | 165 | 81 | 63 | 63 | | 8¾ | ⅞ | 1¾ | ⅜ | 32½ | 2 | ⅜ | 32½ | 2 | 3¼ | ¼ | 4600-5999 |
| | 1919 | 6-42 Series H. | West | | | | | | | 1309 | | | | | | SC | | | | | | 8⅝ | ⅞ | 1¾ | ⅜ | | 2 | ⅜ | | 2 | 3¼ | ¼ | 6000 up |
| | 1912-13 | | Esterline | | | 282 | | 886 | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | R, S | Esterline | 576 | 526 | 322 | | 898 | 1004 | 1379 | | 1151 | | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | 35, 36 | Bijur | 576 | 526 | 323 | | 896 | 1003 | 1379 | | 1151 | | 1 | 1518 | DC | 170 | 82 | 62 | 62 | | | ⅞ | | | | | | | | 5 | ¼ | |
| | 1915-16-17 | 35, 36 Tractors | Bijur | 580 | | | | 896 | | 1381 | | 1156 | | 117 | 1518 | DC | 166 | 82 | 62 | 62 | | | y ⅞ | 6½ | ¼ | 57[illegible] | Em | er | genc | | 5 | ¼ | |
| | 1915 | Tractor | Bijur | 581 | | | | 896 | | 1379 | | 1157 | | 118 | | | | | | | | | ⅞ | | | | | | | | 5 | ¼ | |
| | 1918 | 35 & 36 | | | | | | 896 | | | | | | 117 | 1518 | | | | | | | | ⅞ | 6½ | ¼ | | | | | | 5 | ¼ | |
| | 1918 | K | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | ⅜ | 45 | 2½ | ⅜ | 45 | 2 | | | |
| | 1914 | | | | | | | | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | Coupe Sedan | Dyneto | 650 | 533 | 332 | | 839 | 1093 | | | 1248 | 494 | 8 | 1593 | | | | | | | | | | | | | | | | | | |
| | 1917 | All | Dyneto | 650 | | 332 | | 839 | | | | 1248 | 390 | 8 | 1593 | | | | | | | | | | | | | | | | | | |
| | 1912-13-14 | K, Kr | | | | 283 | | 892 | 1116 | | | 1205 | | | | DC | 166 | | 64 | | | | ⅞ | | | | | | | | 3⅝ | ¼ | |
| | 1914 | L | Gesco | 611 | | 316 | | 888 | 989 | 1321 | | 1205 | 389 | 6 | 1506 | DC | 166 | | 64 | | | | ⅞ | 1½ | ⅜ | 30 | 2 | ⅜ | 33 | | 3⅝ | ⅜ | |
| | 1914-15 | L | Disco | 612 | 518 | 287 | | 886 | 989 | 1324 | | 1132 | 421 | 52 | 1508 | | | | | | | | ⅞ | 1½ | ⅜ | 30 | 2 | ⅜ | 33 | | | | |
| | 1914 | M | North-E. | 636 | | 331 | | 908 | 1009 | 1389 | | 1230 | | 32 | 1527 | DC | 166 | | 64 | | | | ⅞ | 1½ | ⅜ | 30 | 2 | ⅜ | 33 | | 3¼ | ⅜ | |
| | 1915 | M | North-E. | 663 | | 295 | | 910 | 1043 | 1384 | | 1266 | 438 | 119 | 1529 | DC | 176 | | 68 | 68 | | | ⅞ | 1½ | ⅜ | 30 | 2 | ⅜ | 33 | | 3¼ | ⅜ | |
| | 1913-14 | | | | | | | | | | | 1151 | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| T & T | 1917 | All Models | | | | 310 | | | | | | 1296 | | | | | 134 | | 64 | 64 | | | | | | | | | | | | | |
| | 1917-18 | B, C, F | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1917 | | | | | | | | | | | | | | | | 142 | | 68 | 90 | | | | | | | | | | | | | |
| | 1918 | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2¼ | | | |
| | 1917 | | Disco | 599 | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| | 1913-14 | | G & D | | 516 | | | 900 | 1105 | | | 1222 | | | | DC | 166 | 82 | 64 | | 8 | 9 | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1915-16 | | West | | | 317 | | 829 | 1066 | | | 1170 | | | | | | | | | 8½ | 9½ | ⅞ | | | | | | | | | | |
| | 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | 6-M, 6-C, 6-D | Jesco | | 520 | 292 | | 896 | 1038 | | | 1146 | 362 | | | DC | 167 | 81 | 81 | 81 | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| rd. | 1914 | 4-K, 6-L, H | West | 615 | 512 | 290 | | 892 | 1033 | 1379 | | 1209 | 429 | 96 | 1514 | DC | 166 | | 66 | 66 | | 8¾ | ⅞ | | | | | | | | 4 | ⅜ | |
| | 1915 | M | West | 615 | 520 | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1916 | O | West | 583 | 508 | 317 | | 829 | 1070 | 1303 | | 1163 | 454 | 25 | 1504 | | | | | | 8½ | 9¼ | ⅞ | | | | | | | | | | |
| | 1916-17 | 6-P, 6-N | West | 593 | 515 | 325 | | 832 | 1086 | 1342 | | 1192 | 477 | 120 | 1507 | | 165-81 | | 65 | 65 | 8½ | | | 1¾ | ⅛ | 15½ | | | | | 4⅛ | ¼ | |
| | | | | | | | | | | | | | | | | SC | | | | | | 9½ | ⅞ | 2½ | ⅛ | 45½ | 2½ | ⅜ | 48 | 2 | | | |
| | 1917 | O | West | 583 | 508 | 317 | | 829 | 1070 | 1303 | | 1163 | 458 | 25 | 1504 | | 129 | 83 | 63 | 64 | | | ⅞ | 2 | ⅛ | 38 | 2 | ⅛ | 24¼ | | 3¼ | ¼ | |
| | 1918 | 6-6R | | | | | 720 | 829 | | | 1641 | | 467 | 55 | 1504 | SC | 131 | 83 | 63 | 64 | 9 | 9½ | ⅞ | 1¾ | ⅛ | 33 | 2 | ⅛ | 35 | 2 | 3¼ | ⅜ | |
| .P.C.) | 1914 | | Adams B | 680 | 549 | 304 | 701 | 939 | 1050 | | | 1284 | 448 | 89 | 1572 | | | | | | | 9½ | ⅞ | | | | | | | | | | |
| | 1914-15 | 6-6, VI | Remy | 572 | 521 | | 702 | 892 | 996 | | | | 373 | 22 | | SC | 165 | 81 | 63 | 63 | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| | 1915 | 6-6, 2-6 | Remy | | 521 | 299 | 747 | 923 | 1051 | | | 1276 | | 1 | | SC | 165 | 81 | 63 | 63 | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| | 1914-15-16 | Roadster | Remy | 575 | 521 | 327 | | 893 | 1002 | | | 1150 | 377 | 121 | 1512 | | 175 | 89 | 67 | | | | ⅞ | | | | | | | | | | |
| | 1914-15-16 | Touring | Remy | | | 320 | | | | | | 1146 | 377 | | | | 178 | 89 | 67 | | | | ⅞ | | | | | | | | | | |
| | 1916 | 10A | Delco | 598 | 508 | 317 | | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | | | | | | | | Em | er | genc | y S | er | vice | | 3½ | ⅜ | |
| | | | | | | | | | | | | | | | | SC | 125-81 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | ⅜ | 37⅜ | 2½ | ⅜ | 23⅝ | 2 | | | 30500-31500 |
| | 1917 | 10-B | Delco | | 508 | 316 | | | | 1345 | 1641 | | 462 | | 1504 | SC | 125-81 | | 63 | 63 | 8½ | 9½ | ⅞ | 1⅝ | ⅜ | 37⅜ | 2½ | ⅜ | 23⅝ | 2 | 3¼ | ⅜ | 31500 to 34500 |
| | 1918 | 10-B | | | | | 821 | 829 | | 1345 | 1641 | | 467 | | 1504 | SC | 125-81 | | 63 | 63 | 8½ | 9½ | ⅞ | 1⅝ | ⅜ | 37⅜ | 2½ | ⅜ | 23⅝ | 2 | 3¼ | ⅜ | 34500 to 36500 |
| | 1919 | 10B | Delco | | | | | | | | | | | | | SC | | | | | 8½ | 9½ | ⅞ | 2½ | ⅜ | 23⅝ | 1⅝ | ⅜ | 37⅜ | 2 | 3¼ | ⅜ | 36501 up |
| | 1915-16 | M | Dyneto | 650 | 533 | 331 | 748 | 839 | 1093 | | | 1247 | 493 | 9 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| t. | 1916 | B, C, D, BW CW, DW | Dyneto | 646 | 514 | 339 | 719 | 916 | 1073 | | | 1242 | 470 | 122 | 1402 | | | | | | | | ⅞ | 2½ | ⅜ | 55 | 2½ | ⅜ | 55 | | 3¼ | ⅜ | |
| | 1916-17 | MB, MW | Dyneto & Remy | 583 | | 317 | | 829 | 1061 | | | 1163 | | 5 2 | 1504 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1918 | F, G | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1914 | | A-L | 620 | | | | 898 | 1038 | | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | | 3½ | ⅜ | |
| | 1914-15 | | A-L | 572 | | | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| ant. | 1916 | | | | | | | | 1125 | | | | | | | DC | | | | | | | ⅞ | Em | er | genc | y S | er | vice | | | | |
| | 1916 | 15 | | | | | | | 1060 | | | | | | | | | | | | | | ⅞ | 2¾ | ¼ | 51 | 2¾ | ¼ | 42 | | 3½ | ⅜ | |
| | 1918 | 15-1 ton | | | | | | | | | | | | | | | | | | | | | | 3¼ | ⅜ | 48 | | | | 2¼ | 3½ | ⅜ | |
| | 1918 | 16-2 ton | | | | | | | | | | | | | | | | | | | | | | 3½ | ⅜ | 52 | | | | 2¼ | 4½ | ⅜ | |
| | 1918 | 17-3½ ton | | | | | | | | | | | | | | | | | | | | | | 3¾ | ¼ | 64 | | | | 2¼ | 4½ | ⅜ | |
| ile | 1912-13-14 | R2, R3, M3, M4 | Rush | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | 8½ | 9½ | ⅞ | 2 | ⅜ | 14⅜ | 3 | ⅜ | 22¾ | 2¾ | 4¼ | ¼ | |
| | 1915 | R | West | 621 | 529 | | 707 | 898 | 1037 | 1376 | 1639 | 1214 | 432 | 3 | 1520 | SC | 168 | 83 | 81 | 63 | 9 | 9¾ | ⅞ | | | | | | | 2¾ | 4¼ | ¼ | |
| | 1915 | R5, M5 | West | 623 | 529 | 292 | 707 | 898 | 1040 | 1376 | 1639 | 1217 | 430 | 123 | 1520 | SC | 169 | 83 | 81 | 83 | 9 | 9¾ | ⅞ | 2½ | ⅜ | 15 | 3 | ⅜ | 49 | 2¾ | | | |
| | 1916-17 | All Models | West | 623 | 529 | 356 | 707 | 898 | 1040 | 1376 | 1639 | 1217 | 432 | 123 | 1520 | SC | 169 | 81 | 81 | 63 | 9 | 9¾ | ⅞ | 2½ | ⅜ | 15 | 3 | ⅜ | 49 | 2¾ | 4½ | ¼ | |
| | 1918 | 2-38, 2-48 | | | 529 | | 707 | 898 | | 1376 | | | 432 | | 1520 | SC | 130 | 84 | 82 | 64 | 9 | 9¾ | ⅞ | 2½ | ⅜ | 14½ | 3 | ⅜ | 48½ | 2¾ | 4½ | ¼ | |
| | 1913 | 27 | G & D | 620 | 516 | 291 | 713 | 900 | 1106 | 1373 | | 1215 | 412 | 2 | 1520 | DC | | | | | | | ⅞ | 2 | ¼ | 34¼ | 2 | ¼ | 46½ | | 3⅞ | ¼ | |
| | 1913 | 22, 22A | G & D | 627 | 516 | 305 | 713 | 900 | 1106 | 1317 | | 1224 | 412 | 124 | 1522 | DC | | | | | | | ⅞ | 2 | ¼ | 40½ | 2½ | ¼ | 43¼ | | | | |
| | 1914 | 27 | G & D | 627 | 516 | 305 | 713 | 900 | 1106 | 1317 | | 1224 | 412 | 124 | 1522 | DC | 170 | 82 | 82 | 82 | 10 | 11¼ | ⅞ | | | | | | | | | | |
| | 1914-15-16 | 30, 32, 34 | G & D | 589 | 514 | 317 | 711 | 890 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | | 165 | | 63 | | 8½ | 9½ | ⅞ | 2½ | ⅜ | 49 | 2½ | ⅜ | 53½ | 2½ | | | |
| | 1917 | 30, 32, 34 | G & D | 589 | 516 | 317 | | 890 | 1105 | 1332 | | | 470 | 58 | 1510 | DC | 168 | 81 | 81 | | 8½ | 9½ | ⅞ | | | | | | | 2 | | | |
| | 1918 | 82, 84 | | | 516 | | 697 | | | | | | | | 1510 | | | | | | | 9¼ | | Re | ar | Whl | 1¼ | ⅜ | 50 | | 3⅞ | ¼ | |
| | 1916-17 | P-5 | | | 540 | | | | 1044 | | | 1270 | | 159 | 1535 | DC | 168 | | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1918 | P-5 | | | | | | | | | | | | | 1506 | | 168 | | 64 | 74 | | | | | | | | | | | 4 | ⅛ | |
| Knight | 1912-13-14 | K | North-E. | | 559 | 347 | 786 | 954 | 1025 | | | 1288 | | | | DC | 170 | 82 | 64 | 64 | | | ⅞ | 2½ | ⅜ | 47¼ | 2½ | ⅜ | 49¾ | | 4½ | ¼ | |
| | 1915 | All Models | North-E. | | 533 | 332 | 734 | 954 | 1093 | | | 1247 | | | | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| an. | 1914-15 | | West | | 526 | 282 | | | 1003 | 1380 | | | | 21 | | DC | Spec | 82 | 64 | 64 | 9 | 9¾ | ⅞ | 1⅞ | ⅜ | 48 | 2⅝ | ⅛ | 51 | | 4 | ¼ | 4001-9000 |
| | 1914-15-16-17 | All Models | West | 577 | 526 | 323 | 705 | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 2 1 | 1518 | SC | 171 | | 65-8 | 64-8 | 8½ | 9½ | ⅞ | 2½ | ⅜ | 49 | 2½ | ⅜ | 53½ | 3¼ | 4 | ⅜ | 9001-10001 up |
| | 1918 | | West | | 526 | 319 | 705 | 833 | | | 1629 | | | | 1516 | | 131 | 87 | 63 | 64 | 8½ | 9½ | ⅞ | 2½ | ⅜ | 49½ | 2½ | ⅜ | 54 | 3¼ | 4½ | ¼ | 18000 to 19000 |
| | 1919 | 19X | West | | | | | | | | | | | | | SC | | | | | 8½ | 9½ | ⅞ | 2½ | ⅜ | 49½ | 2½ | ⅛ | 54 | 3¼ | 4½ | ¼ | 19000 up |
| re. | 1912-13 | | Esterl. | 576 | 526 | | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | | | | | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1914 | | West | 577 | 526 | | | 896 | 1003 | | | 1152 | 382 | 2 1 | 1518 | | | | | | | | ⅞ | | | | | | | | 3½ | ¼ | |
| | 1915 | | G & D | 566 | 512 | | | 886 | 987 | | | 1293 | 362 | 7 | 1510 | | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| blin. | 1913-14 | 6-50 | G & D | 627 | 516 | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1914-15-16 | 6-19 | Remy | 628 | | 305 | | 900 | 1105 | 1316 | | 1222 | 411 | 16 | 1522 | | | | | | 7½ | 8½ | | | | | | | | | | | |
| | 1917-18 | All Models | Delco | 600 | | 315 | | 967 | | 1309 | | 1162 | 467 | 42 | 1504 | | | | | | 9 | 9½ | | | | | | | | | | | |
| | 1916 | M | | 572 | 520 | 320 | | 892 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | 3½ | ¼ | 16 | 3½ | ¼ | 16 | 2¼ | | | |
| | 1916-17-18 | A, B, AC | | | | | | | | | | | | | 1533 | | | | | | | | | | | | | | | | | | |
| | 1915-16-17 | T, T-7 | Remy | 593 | 515 | 325 | | 832 | 1084 | 1366 | | 1193 | 483 | 125 | 1511 | | | | | | | | nd. | Co | nt | ract | ing | E | xpa | | | | |
| | 1918 | | | | | | | | | | | | | | | DC | 165-80 | | 63 | 63 | | 9¾ | ⅞ | 2 | ⅛ | 37 | 2 | ⅛ | 37 | | | | |
| | 1919 | 13 | | | | | | | | | | | 483 | 125 | 1511 | | 125 | 83 | 83 | 64 | | 10 | ⅞ | 2 | ⅛ | 42 | 2 | ⅛ | 44 | 2 | | | |
| | | 6 Cyl | | | | | | | | | | | | | | | | | | | 10 | 11 | ⅞ | 2 | ⅛ | 30¾ | 2 | ⅛ | 41½ | | | | |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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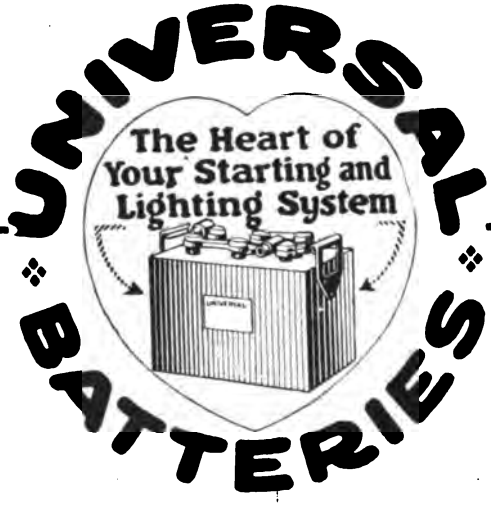

Garage owners, service station and supply men—in fact, every-one who owns an auto-mobile, should in-vestigate

# UNIVERSAL BATTERIES

## The Heart of Any Good Automobile

are of the highest type. There is a complete battery for every popular make of car, and a repair part for every standard make of battery, which insures you the advantage of having all replacement and repair parts delivered promptly.

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means other things, too, besides the prompt, efficient delivery of superior batteries. It means that we can quickly supply as well all other parts — plates, terminals, connectors, separators, etc. It means a saving of time and money for you.

Get acquainted with this complete, comprehensive service. Write for our interesting catalog and price list. A post card will bring it to you.

## UNIVERSAL BATTERY COMPANY

**3436 South La Salle Street** **Chicago, Illinois**


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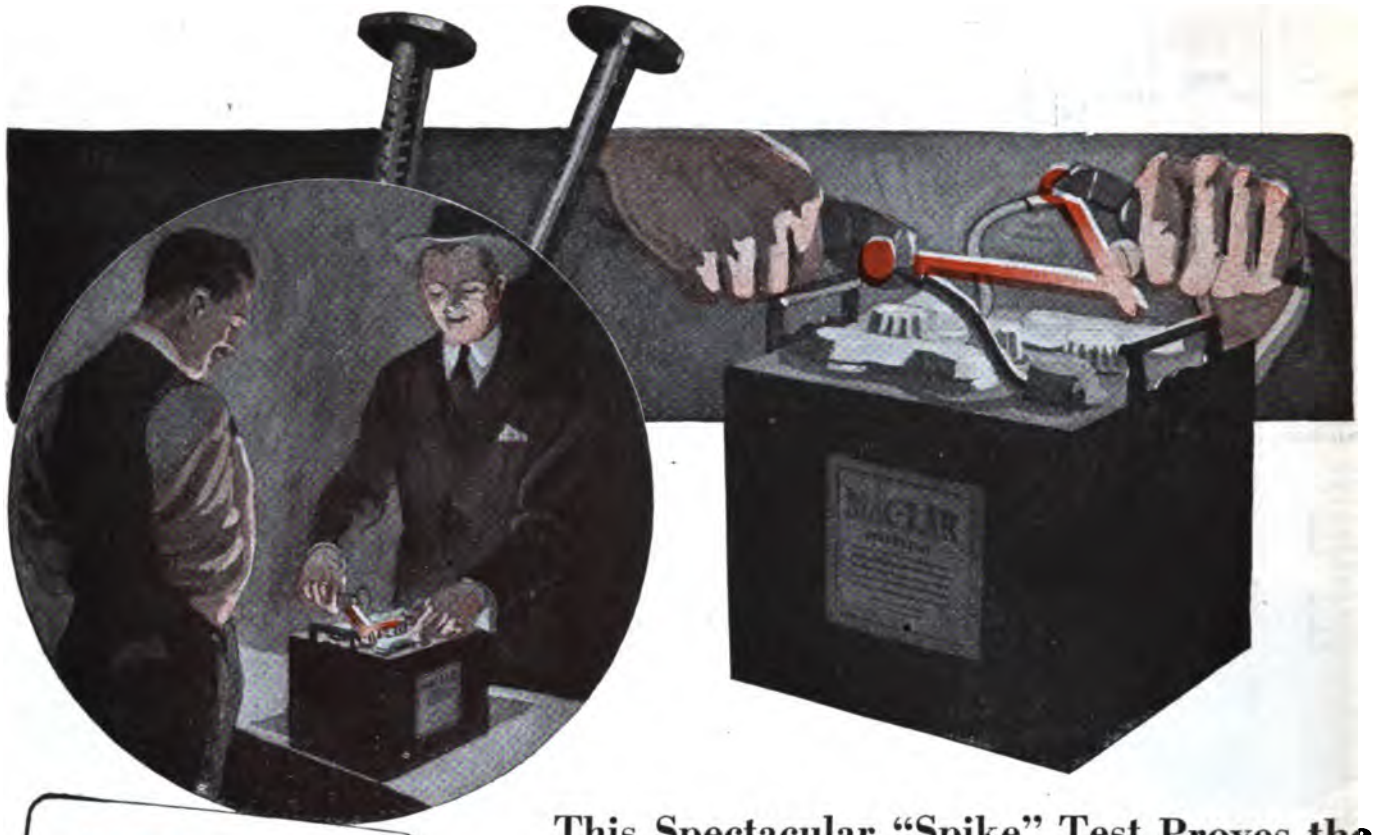

# This Spectacular "Spike" Test Proves the Remarkable Strength of the Mac-Lar Battery

The spectacular "spike" test is quickly spreading the story of the Mac-Lar Master Battery among dealers and motorists over the entire continent. Just bring up a picture in your mind of the electrical energy which will literally melt two husky 20-penny spikes (see illustration), and you have an idea of the discharge capacity of the Mac-Lar Battery—the big strong force which is *there* waiting for you, whenever it is needed.

## Easy to Sell Mac-Lar Batteries With this Indisputable Evidence

Dealers report that they have yet to find a motorist who does not immediately see the significance of this simple but remarkable demonstration, and you can make it in a minute or two at any time.

Just take two ordinary 20-penny spikes and two pairs of pliers.

With the pliers hold one spike to one terminal of the Mac-Lar Battery and the second spike to the other terminal.

*Now bring the ends of the spikes together.*

Immediately there appears a red glow, and in a few seconds the ends of the spikes are a molten mass, a striking and convincing proof of the remarkable power of the Mac-Lar Battery.

## *The 18 Months' Guaranty in Writing Assures Long Life*

**This absolute guaranty assures you that the big strong force of the Mac-Lar Master Battery will last—that your customers will get complete satisfaction.**

It all gets back to the special process which enables us to build into the Mac-Lar three advantages never before combined in the same battery. (1) Extremely hard plates which guarantee long life, (2) 25% extra capacity for the same plate area and a higher momentary discharge rate than any soft plate battery, and (3) unusual recharging efficiency.

## Four Standard Models Fit 99% of Cars— Low Price Means a Beaten Path to Your Door

**For replacement the Mac-Lar is made in four standard models—(two shapes in the 6-volt and two in the 12-volt—and *these four models fit* 99% of all cars—replacing more than fifty-one combinations and shapes of other batteries. Special universal terminals are furnished making it easy for anyone to install the Mac-Lar on any car The low price of only $25 on the 6-volt and $36 on the 12-volt, together with the indisputable "Spike" Test, opens up profit possibilities you never have had before—the Mac-Lar agency carries with it the *big volume* business of your territory.**

**Write or wire for complete dealer proposition immediately—it will come in a definite, tangible form which indicates clearly the large money-making possibilities for you.**

**MAC-LAR BATTERY COMPANY, INC., DETROIT, U. S. A.**

# MAC-LAR
## MASTER STORAGE BATTERY

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| | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1913-14 | | U.S.L. | 576 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | | U.S.L. | | 526 | | | | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | | | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | | | | | | | | | | |
| | 1915 | | | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| n | 1919 | 20 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | ⅜ | 54 | 2¼ | ⅜ | 56 | | | | |
| | 1916-17 | Murray 8 | West | 615 | | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1918 | 1918 | | | | | | | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9⅝ | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1913-14-15 | | West | | | | | | | | | 1151 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | | G & D | 627 | 516 | | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-27 | | | | | | | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-34 | | | | | | | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | ⅜ | |
| | 1918 | 18, 35, 36, 38, 39 | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3½ / 3¼ | ⅜ / ¼ | |
| | 1918 | 681 | | | | | | | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8½ | 4 | | | | | | | 2¼ | 3¼ | ⅜ | 100000-111600 |
| | 1918 | 671 | | | | | | | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | V-1, V-3 | G & D | 627 | 516 | 305 | 713 | 900 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞M | 2 | ⅜ | 20¼ | 2½ | ⅜ | 43⅝ | | 4½ | ¼ | 8001-9000 |
| | 1914 | 6-W | Deaco | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 1⅝ | ⅜ | 48¼ | 2⅝ | ⅜ | 50¼ | | 3¼ | ⅜ | 9001-10000 |
| | 1915 | AA | Remy | 575 | 520 | 327 | 702 | 893 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | ⅜ | 48¼ | 2⅝ | ⅜ | 50¼ | | | | 10001-11000 |
| | 1915 | AB | West | 575 | | 327 | 705 | 893 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | ⅞ | 1⅝ | ⅜ | 48¼ | 2⅝ | ⅜ | 50¼ | | 3¼ | ⅜ | 11001-12000 |
| | 1916-17 | Highway 6, AC, AE, AF | West | 593 | 515 | 325 | 698 | 832 | 1062 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 3/16 | 43¼ | 2 | 3/16 | 45 | 2¼ | 3½ / 2¼ | ⅜ / 3/16 | 12001-20000 |
| | 1916-17 | Highway12AD AH | West | 575 | 521 | 327 | 702 | 893 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 3/16 | 43¼ | 2 | 3/16 | 45 | 2 | 2¼ | 3/16 | 12001-20000 |
| | 1917 | Highway12AK | Bijur | 575 | 515 | 327 | | 893 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2 | 2⅞ | ⅜ | |
| | 1915 | AB | West | 575 | 521 | 327 | 702 | 893 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | ⅞ | 1⅝ | ⅜ | 48¼ | 2⅝ | ⅜ | 50¼ | | 3¼ | ⅜ | |
| | 1918 | 6 | | | 515 | | 720 | | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2¼ | | | 20001-25001 & up |
| | 1918 | 12 | | | 515 | | 702 | | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9⅝ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2 | 2⅞ | ⅜ | 20001-25001 & up |
| | 1919 | Ser. AK 12 / Ser. AF3 | Bijur / West | | | | | | | | | | | | | | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2¼ & 2 | 1⅞ / 2⅞ | ⅜ / ⅜ | 25836 to 34999 |
| | 1917 | All | U.S.L. | | | | | | | | | 1256 | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | ⅜ | |
| | 1918 | D Touring | | | | | | 840 | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | ⅞ | 1¼ | 3/16 | 32 | 1¼ | 3/16 | 32 | | 3⅛ | ⅜ | |
| | 1916 | Simplicity | Al-Ch | | 513 | | 698 | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | ½ | | | | | | | 1⅝ | 3¼ | 3/16 | |
| | 1918 | NW-2 | | | | | | | | | | | | | 1524 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | A, B | G & D | | | | | 900 | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | | | |
| | 1914 | C, D | West | 567 | 512 | | 697 | 886 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2½ | 4 | ¼ | |
| | 1915-16-17 | C, D, F | West | 567 | | | 819 | 886 | 989 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | ⅞ | | | | | | | 2⅝ | 3⅛ | ¼ | 1917-10000. 11125 |
| | 1918 | 18 | | | | | 697 | | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2⅝ | 3 | ⅜ | 11125 up |
| | 1917 | Speedster | Bosch | 650 | | | | 839 | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| tia | 1914 | | | | 512 | | | | 989 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | | | 526 | | | | 1003 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1913 | 42, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el ⅞ | 1⅝ | 3/16 | 20¼ | Re | ar | whe | 2⅝ | 4⅛ | ⅜ | 4260-40001-42601-60001-61095 |
| | 1914 | 36 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9½ | ⅞ | 1¾ | 3/16 | 36 | 2 | 3/16 | 36 | 2 | 3½ | ¼ | 360000-364000 |
| | 1914 | 43 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | ⅞ | 2½ | ⅜ | 50 | 2½ | ⅜ | 50 | | 4¼ | ⅜ | 430000-430500 |
| | 1914 | 48, 62 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | ⅞ | 2½ | ⅜ | 50 | 2½ | ⅜ | 50 | 2⅝ | 3½ | ¼ | (48) 480000-481150: |
| | 1913-14 | 35 | DeacoAL | 620 | 529 | 321 | | 898 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el ⅞ | 2 | 3/16 | 36 | Re | ar | whe | 2 | 3½ | ¼ | (62) 620000-620100 |
| | 1915 | 37, 49 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | 3½ | ⅜ | (37 & 49) 370000-373500 |
| | 1916 | 32 | Remy | 583 | 508 | 317 | 717 | 831 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 3/16 | 36 | 1⅝ | 3/16 | 34⅝ | 1¾ | 2⅝ | ⅜ | 320000-328000 |
| | 1916 | 38 | Delco | 598 | 508 | 317 | 821 | 965 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | | | 380000-384001 |
| | 1916-17 | 50 | Delco | 601 | 514 | 320 | 821 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 3/16 | 40⅝ | 1⅞ | 3/16 | 43⅛ | 2¼ | 3½ | ⅜ | 500000-502000 |
| | 1917 | 32B, 34 | Delco | 600 | 508 | 315 | | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 3/16 | 35 R | ear | W | heel | 2¼ | 2⅝ | ⅜ | (32B) 330000-347100 |
| | 1918 | 34B | Remy | | 508 | | 821 | 829 | 1069 | 1345 | 1641 | | | | 1504 | SC | 125 | | 63 | 63 | | 8¼ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 34¾ | 2¼ | 2 11/16 | ⅜ | 30001 (34) up |
| | 1919 | 34B | Remy | | | | | | | | | | | | | SC | | | | | 7⅛ | 8½ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 34¾ | 2¼ | 2⅝ | ⅜ | |
| | 1916 | 6-50 | West | 577 | 512 | 320 | | 896 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1916-17 | 6-50 | West | 566 | | 323 | | 886 | 1003 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 82 | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1918 | 6-50 | | | | | 697 | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| ry | 1916 | L | Dyneto | | 508 | 317 | | 829 | 1073 | | | | 454 | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | M | Dyneto | 650 | 533 | 331 | | 839 | 1094 | | | 1249 | 496 | 99 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1917-18 | M | | | | 334 | | 839 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | ⅜ | 41 | 2 | ⅜ | 43 | 2⅝ | 3¼ | ⅜ | |
| ble | 1917 | | | | | 282 | | | | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| e | 1913 | 53 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞L | | | | | | | | 4⅛ | ⅜ | 81000-81500 |
| | 1914-15 | 54, 55 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 122 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7½ | 8½ | ⅞L | 1⅝ | ⅜ | 46½ | 2⅝ | ⅜ | 49 | | 4¼ | ⅜ | (54) 83000-81000: (55) 92500-92900 |
| | 1915 | 42 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 34⅝ | 1⅞ | 3/16 | 35¾ | 1⅞ | 3½ | ¼ | 91500-92499 |
| | 1916 | 43, 44 | Delco | 596 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38⅛ | 1⅞ | 3½ / 2⅞ | ⅜ / ⅜ | (43) 94000-99000: (44) 109500-109900 |
| | 1917 | 45 | Delco | 600 | 508 | 315 | 821 | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38⅛ | 1¾ | 2⅞ | ⅜ | 119300-122499 |
| | 1918 | 45-37 | Del&Rm | | 508 | | | 967 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38⅛ | 1¾ | 2⅝ | ⅜ | |
| | 1918 | 45A | | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | 3/16 | 40⅝ | 1⅞ | 3/16 | 43⅛ | | | | |
| | 1917 | | | 564 | | 317 | | 829 | | 1306 | | | | | | | | | | | | | ⅞ | | | | | | | | 3¾ | ⅜ | |
| | 1918 | 45 | A-L | | | | | 829 | | 1306 | | | | | | | | | | | | 8 | ⅞ | 1¾ | ⅜ | 34⅝ | 1¾ | 37 | ⅜⅝ | | 3¼ | 3/16 | 5000-52000 |
| | 1919 | 45 | Auto-L | | | | | | | | | | | | | SC | | | | | 7⅝ | 8 | ⅞ | 1¾ | 3/16 | 35¼ | 1¾ | 3/16 | 37⅜ | 1¾ | 3¼ | ⅜ | 5201 up |
| | 1914 | 65, 79 | G & D | 566 | 514 | 317 | 711 | 831 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | ½L | ¼ | ⅜ | 10⅝ | 2¼ | ⅜ | 41 | | 4⅛ | ⅜ | |
| | 1915 | 80, 81, 82 | A-L | 571 | 515 | 327 | 698 | 832 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9⅝ | ½L | 2 | ⅜ | 9⅛ | 2¼ | ⅜ | 30⅝ | 2 | 4⅛ | ⅜ | |
| | 1916 | 75, 75B | A-L | 584 | 508 | 317 | 717 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7⅝ | ½L | | | | | | | 1¾ | 3⅛ | ⅜ | |
| | 1916-17 | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 571 | 515 | 327 | 698 | 832 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9¾ | ½ | | | | | | | 2 | 3¼ / 4⅛ | ¼ / ⅜ | |
| | 1917 | 90 | A-L | 584 | 508 | 317 | | 829 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8⅞ | ½ | 1¾ | ⅜ | 12½ | 1¾ | ⅜ | 38 | 1¾ | 3⅜ | ⅜ | |
| | 1918 | 1200 | A-L | | 508 | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9⅝ | ½ | 2¼ | ⅜ | 10⅝ | 2¼ | ⅜ | 41 | | | | |
| | 1918 | 90 P, L, D | A-L | | 508 | | | 829 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8¾ | ½ | 1¾ | ⅜ | 12½ | 1¾ | ⅜ | 38 | | | | |
| | 1918 | 85-6-B | A-L | | 508 | | 698 | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9¾ | | | | | | | | | | | |
| | 1918 | 85-4, 88-6, 89-6 | A-L | | | | | 832 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4⅛ | ⅜ | |
| | 1919 | 90 | | | | | | | | | | | | | | DC | | | | | 7¼ | 8¾ | ½ | 1¾ | ⅜ | 50 | 1¾ | ⅜ | 76 | 1¾ | 3⅜ | ⅜ | |
| | 1919 | 83BOE | | | | | | | | | | | | | | DC | | | | | 7⅞ | 9⅝ | ½ | 2¼ | ⅜ | 40¾ | 2¼ | ⅜ | 82 | 2 | 4⅛ | ⅜ | |
| Magnetic | 1916-17 | GA | | 688 | | 347 | 785 | | | | | | | 148 | | SC | 177-89 | | 67 | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | | | |
| | 1916-17 | GB | | 687 | | 355 | | 956 | 1059 | | | 1280 | | 149 | | DC | Spec | | Spec | Spec | 8½ | 9½ | ⅞ | | | | | | | 2⅜ | | | |
| | 1918 | O-36 | | | | | | 956 | | | 1675 | | | | | | Spec | | Spec | Spec | 10½ | | ⅞ | 2½ | ⅜ | 20¾ | 2½ | ⅜ | 50¾ | 2⅜ | 3¼ | ⅜ | |
| | 1918 | M-25 | | | | | | | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3½ | ⅜ | |
| | 1919 | W-42 | Own | | | | | | | | | | | | 1604 | DC | | | | | | 10½ | ¾ | 2½ | ⅜ | 20¾ | 2½ | ⅜ | 50¾ | 2⅝ | 4 | ¼ | |
| and | 1913 | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | | | 3502 to 37999 |
| | 1913 | 134 8-3A, 134 8-5A | Delco | | | 310 | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 138, 348 | Bijur | 629 | 528 | 353 | 794 | 974 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11½ | M | 2⅝ | ¼ | 29 3/16 | 2⅝ | ¼ | 14 3/16 | | | | |
| | 1914-15-16-17 | 238, 338, 448, 548, 212, 6-36, 6-48 | Bijur | 578 | 526 | 306 | 705 | 973 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605 / 1606 | DC | 172-84 | 66 | Spec | Spec | 9½ | 10½ | ⅞M | 2½ | ¼ | 53 3/16 | 2 | ⅜ | 47½ | | 4 / 4½ | ¼ / ¼ | (1914) 38000 to 66000: (1915) 75026 to 78386: (1917) 125051 to 150000 |
| | 1918 | 3-25, 3-35 | | | 526 | | 705 | | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8½ | ⅞ | 2 | ⅜ | 37½ | 2½ | ¼ | 53⅝ | 2¼ | 3 | ⅜ | |
| p | 1919 | 3-25, 3-35 | Bijur | | | | | | | 1378 | | | | | | SC | | | | | 8 | 8½ | ⅞ | 2 | ¼ | 47½ | 2½ | ¼ | 53 3/16 | 2¼ | 3 | ⅜ | |
| | 1913 | 25 | Disco | 664 | 516 | 330 | 730 | 910 | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | ⅞ | 1¾ | ⅜ | 29¼ | 1¾ | ⅜ | 28⅝ | | | | 7000 to 14000 |
| | 1913 | 36 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | ⅞ | 1¾ | ½ | 40¾ | 2 | 3/16 | 45¾ | | | | |
| | 1913-14 | 25 | G & D | 627 | 516 | 295 | 730 | 900 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | ⅞ | 1¾ | ⅜ | 29¼ | 1¾ | ⅜ | 28⅝ | | | | |
| | 1914 | 36 | G & D | 566 | 514 | 317 | 711 | 890 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9½ | ⅞ | 1¾ | ⅛ | 40¾ | 2 | 3/16 | 45¾ | | 4 | ⅜ | 14001 to 20000 |
| | 1914-15 | 25 | G & D | | 516 | 305 | 713 | 900 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8½ | 9 | ⅞ | 1¾ | ⅜ | 42 | 2 | ⅜ | 42 | 2 | | | |
| | 1916 | 6-38, 6-46 | G & D | 566 | 514 | 317 | 711 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8¼ | 9 | ⅞ | 2 | 3/16 | 35⅛ | 2 | ⅜ | 38½ | 2 | 3⅛ | 3/16 | (6-38) 5000 up: (6-46) 65600 up |

...dison Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes sometimes made for manufacturers on account of quantity buying.

Digitized by Google

| Car | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | S… Nu… of Car… |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Paige—Cont'd | 1917 | J & K 6-17 | G & D | 589 | 514 | 320 | | 831 | 1079 | | 1643 | 1183 | 486 | 152 | 1510 | SC | | | | | 8¼ | 9¾ | 7/8 | 2 | 5/16 | 42 | 2 | 5/16 | 44 | 2 | | | 89924 t |
| | 1917 | 651 and 646 | | 589 | 514 | | | | | | | | | 152 | 1510 | | | | | | 8¼ | 9¾ | 7/8 | 2 | 1/16 | 35¼ | 2 | 5/16 | 38 | 2¼ | 3½ | 5/16 | |
| | 1918 | | | | | | | | | 1332 | | | | | 1510 | | 165 | 81 | 63 | 64 | | | | 2 | 1/16 | 35¼ | 2 | 5/16 | 38 | | 3½ | 5/16 | 102001 |
| | 1919 | 640 | G & D | | | | | | | 1332 | | | | | 1510 | SC | | | | | 8⅜ | 9⅝ | 7/8 | 2 | 1/16 | 35¼ | 2 | 5/16 | 38 | 2 | 3⅛ | 1/16 | |
| | | 655 | Remy | | | | | | | 1332 | | | | | 1510 | SC | | | | | 2⅜ | 9⅜ | 7/8 | 9⅝ | 5/16 | 42 | 2 | 5/16 | 44 | 2¼ | 3½ | 5/16 | |
| Palmer Singer | 1913 | | Dyneto | | | | | 886 | 987 | 1353 | | 1293 | | | | DC | | | | | | | 7/8L | | | | | | | | | | |
| | 1914 | | West | | | | 701 | 886 | 996 | 1353 | | 1146 | | | | | | | | | | | 7/8L | | | | | | | | | | |
| Pan-American | 1917 | C-series I | G & D | 566 | | | | 886 | | | 1627 | | 362 | 7 | 1506 | | | | | | | | | | | | | | | 2¼ | | | 500-57 |
| | 1918 | G-5 | | | | | | | | | | | 362 | 7 | 1506 | | | | | | | 8⅝ | | 2 | 5/16 | 39 | 2 | 5/16 | 41 | 2¼ | 3⅛ | 1/16 | |
| | 1918 | GV-IV | | | | | | | | | | | 362 | 135 | | | | | | | | | | | | | | | | | | | |
| Parker | 1919 | All | | | | | | | | | | | | | | SC | | | | | 4 | 5 | 7/8 | | | | | | | | | | |
| Partin-Palmer | 1915-16 | 32 | | | | | | | | | | | 439 | | | | | | | | | | 7/8 | | | | | | | | 3½ | 5/16 | |
| | 1916 | 32 | | | | | | | | | | | 362 | | | | | | | | | | 7/8 | | | | | | | | 3½ | 5/16 | |
| | 1914-15-16 | 20 | | 599 | | | | 892 | | | | | 362 | | | | | | | | | | 7/8 | | | | | | | | 3½ | 5/16 | |
| | 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | 7/8 | | | | | | | | | | |
| Paterson | 1913-14 | 43A | A-L | 573 | 520 | 319 | 701 | 829 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | 63 | | | | | | | | | | 2 | | | 7000- |
| | 1913-14 | 43, 47 | A-L | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | 2 | 4⅛ | 5/16 | |
| | 1914 | 32, 33, 33A | Delco | 602 | 512 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | SC | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 9300-96 |
| | 1915 | 4-32, 6-48 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 2300-25 |
| | 1916 | 6-42 | Delco | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | | 1163 | 454 | 25 | 1504 | SC | 123 | 63 | 61 | Spec | 7½ | 8½ | | | | | | | | 2 | 3¼ | ¼ | 300-130 |
| | 1917 | 6-45, 6-45R | Delco | 583 | 508 | 316 | 717 | 967 | 1061 | 1303 | | 1163 | 458 | 55 | 1504 | SC | 123-81 | | 61 | 61 | | 9¼ | | | | | | | | 2 | 3¼ | ¼ | 5000-60 |
| | 1918 | C-45 | | | | | | | | 1309 | | | | | | | | | | | | 8½ | | | | | | | | | | | 6000-68 |
| Patterson-Greenfield | 1919 | 646 | Delco | | | | | | | | | | | | | DC | | | | | ⅝ | 8¾ | 7/8 | 1¾ | ¼ | 36 | 2 | ¼ | 36 | 2 | 3¼ | ¼ | 8000 up |
| | 1916-17 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | 7/8 | | | | | | | | | | |
| Pathfinder | 1914 | 4A, C, D, E | G & D | 627 | 516 | 305 | | 886 | 987 | 1315 | 1627 | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 64 | | | | 7/8 | 2 | 5/16 | 34¼ | 2 | 5/16 | 46⅞ | | 4⅛ | 5/16 | |
| | 1914 | 6Cy | Disco | 566 | 514 | 317 | | 886 | 987 | 1322 | 1643 | 1293 | 362 | 7 | 1506 | DC | 166 | 84 | 64 | | | | 7/8 | 2¼ | 5/16 | 34¼ | 2¼ | 5/16 | 46⅞ | | 3¼ | 5/16 | |
| | 1915 | 6Cy | | | | 323 | | | 1003 | | | | | | | SC | 165 | 81 | 63 | | | | 7/8M | 2¼ | 5/16 | 34¼ | 2¼ | 5/16 | 46⅞ | | | | 2002 t |
| | 1915 | I-B, I-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | 1628 | 1158 | 386 | 153 | 1519 | SC | 167 | 81 | 63 | 64 | | | 7/8M | | | | | | | | | | |
| | 1916 | 2-B, 2-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | | 1158 | 386 | 153 | 1519 | | | | | | | | 7/8M | | | | | | | | | | 2901 t |
| | 1915 | 7A, 7B, 7C | West | 577 | | 323 | | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 21 | 1518 | | | | | | | | 7/8M | | | | | | | 2¼ | 3¼ | 5/16 | |
| | 1916 | 8A, 8B, 8C | West | 593 | 515 | 325 | | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 165 | 81 | 63 | | | 9¾ | 7/8M | | | | | | | 2¼ | 3½ | 5/16 | |
| | 1917 | 2B, 2C, 2D | Delco | 582 | 526 | 329 | | 897 | 1007 | | 1628 | 1158 | 386 | 153 | 1519 | | | | | | | 9¾ | 7/8M | | | | | | | | 2⅞ | 5/16 | |
| | 1917 | 3A, 3B, 3C | Delco | | 526 | 323 | | 896 | 1003 | 1382 | | 1152 | | 55 | 1518 | SC | 167 | 81 | 63 | 64 | | 9¾ | 7/8M | | | | | | | 2 | 2⅞ | 5/16 | 8001 t |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | 9¾ | 7/8 | | | | | | | | 2⅞ | 5/16 | |
| Peerless | 1913 | 38-6, 48-6, 60-6 | G & D | 627 | 516 | 305 | 715 | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | | | | | 8½ | 9¼ | M | 3 | 1/16 | 37½ | 2¼ | ¼ | 44 | 3 | 5 | 5/16 | |
| | 1914-15 | 38-6, 48-6, 60-6 | G & D | 631 | 527 | 322 | 715 | 902 | 1107 | 1370 | | 1226 | 413 | 69 | 1524 | DC | 166 | Spec | 64 | Spec | 8½ | 9¼ | M | 3½ | 1/16 | 40½ | 2¼ | ¼ | 44 | 3 | 4 | 5/16 | |
| | 1915 | DD, EE, 54, 55 | G & D | 566 | 512 | 317 | 697 | 886 | 990 | 1326 | 1627 | 1135 | 366 | 95 | 1508 | SC | 165-81 | | 63 | 63 | 8½ | 9¼ | 7/8M | 2¼ | ¼ | 43½ | 2¼ | ¼ | 45 | 2¼ | 3¼ | 5/16 | 101 to / 101 to |
| | 1916 | FF | A-L | 589 | 512 | 317 | | 831 | 1090 | | | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | | 7/8M | | | | | | | | 3¼ | 5/16 | 160001 |
| | 1916-17 | 56, 2nd series 57 | | 595 | 512 | 320 | | 833 | 1090 | 1363 | | 1195 | 488 | 154 | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | 7/8M | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | 5/16 | 170001 |
| | 1918 | 56 | | | | | 719 | 833 | | | | | | | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | 7/8 | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | 5/16 | |
| | 1915-16-17 | TC348I, TC2, 3, 4, 5, 6 ton | | | | 282 | | 882 | 1122 | | | | | | | | | | | | | | M | 3¼ | 5/16 | 24 | 4 | ¼ | 37 | | | | |
| Pennsy | 1916 | Tour., Run | Dyneto | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | | 7 | 1516 | SC | 165 | | 61 | 61 | | 9¾ | 7/8 | | | | | | | | | | |
| Peugeot | 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | | | | | | | | | | | | |
| Phianna | 1917 | M | Ward | 606 | 521 | 326 | 280 | 832 | | 1343 | | 1194 | 480 | 155 | 1511 | | | | | | | | | | | | | | | | 3 11/16 | 5/16 | |
| | 1919 | R | Ward-L | | | | | | | | | | | | | | | | | | | | 7/8 | 1⅝ | | | 1¼ | | | 1¼ | 3 11/16 | 5/16 | |
| Piedmont | 1917-18 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | S | | | | | | | | | | | | 135 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1918 | O | | | | | | | | | | | | 77 | 1509 | | | | | | | | | | | | | | | | | | |
| | 1918 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| Pierce-Arrow | 1913 | 38C, 48B | | 612 | 508 | 28 | | | 1122 | 1324 | | | | | | SC | | | | | | | M | 2¾ | 5/16 | 13¾ | 3 | 5/16 | 14 11/16 | 2⅝ | 4 | ¼ | (38 C) (48 B) |
| | 1913 | 66A | West | | 508 | | | 963 | 1122 | 1367 | | | | | | SC | | | | | | | M | 3¼ | 5/16 | 18⅝ | 3 | 5/16 | 17⅞ | 3¼ | 5 | 1/16 | 66601- |
| | 1914 | 38C-2, 48-B-2 | West | | 518 | 288 | 699 | 888 | 1030 | 1324 | | 1206 | 421 | 52 | 1508 | SC | 169 | 81 | 63 | 81 | | 8¾ | 7/8 | 2¾ | 5/16 | 17½ | 3 | 5/16 | 20⅝ | 2⅝ | 4 / 5 | ¼ / 1/16 | (38 C) (48 B) |
| | 1914-15 | 66-A-2, 38-C-3 48-B-3, 66-A-3 | West | 602 | 514 | 321 | 822 | 963 | 1074 | 1367 | 1643 | 1186 | 473 | 156 | 1510 | SC | 169 | 81 | 63 | 81 | 8½ | 9⅜ | 7/8 | 3 | 1/16 | 20¾ | 3¼ | 1/16 | 20¾ | 2⅝ / 3¼ / 2⅞ | 4 / 5 | ¼ / 1/16 | (66 A) (38 C) (48 B) (66 A) |
| | 1916-17 | 38-C-4, 48B-4, 66A-4 | West | 607 | 522 | 302 | 822 | 977 | 1092 | 1383 | 1643 | 1200 | 491 | 157 | 1603 | SC | 169 | 81 | 81 | 81 | 8½ | 9½ | 7/8 | 3 | 1/16 | 19 | 3¼ | 1/16 | 20⅞ | 2¼ | 4 / 5 | ¼ / 1/16 | (38 C) (48 B) (66 A) |
| | 1918 | 48B-5 | | | | | | | | | 1643 | | | | | SC | | | | | 8⅝ | 9½ | 7/8 | 3 | 5/16 | 4-19 | 3¼ | 5/16 | 4-20¼ | | | | |
| Pilot | 1913-14 | 40 | G & D | 627 | | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 82 | 64 | | 9½ | 7/8 | | | | | | | | | | 1400-1 |
| | 1913-14 | 60 | G & D | 567 | | 283 | 713 | 890 | 989 | 1338 | | 1132 | 363 | 108 | 1510 | DC | 166 | 84 | 82 | 64 | | | 7/8 | | | | | | | | | | 1400-15 |
| | 1914-15 | 75 | G & D | 566 | 514 | 317 | 701 | 890 | 987 | | 1627 | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | | | |
| | 1915 | 55 | West | 573 | 520 | 319 | 701 | 890 | 996 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | | | 1700 t |
| | 1916-17 | 6-45 | Delco | 583 | | 317 | | 829 | 1066 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | | 63 | 63 | | | 7/8 | 1¾ | 1/16 | 34 | 2 | 1/16 | 34 | | 3⅛ | 5/16 | 2000- |
| | 1918 | 6-45 | | | | | 717 | 829 | | 1303 | | | 454 | | 1504 | SC | | | 63 | 63 | | | 7/8 | 1¾ | 1/16 | 34 | 2 | 1/16 | 36 | | 3⅛ | 5/16 | 3000 u |
| Pontiac | 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| Pope-Hartford | 1913-14 | 29, 31, 33 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | | | 1223 | 4'0 | 17 | 1522 | DC | 166 | 82 | 64 | | | | 7/8 | | | | | | | | 4¼ | 5/16 | |
| Pratt | 1913-14 | 50 | G & D | 627 | 516 | 305 | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 3 5/16 | 5/16 | |
| | 1914-15 | 50 | G & D | 567 | 514 | 316 | | 890 | 989 | | | 1132 | 363 | 108 | 1510 | SC | 169 | 83 | 81 | 63 | | | 7/8 | | | | | | | | 3 5/16 | 5/16 | |
| Premier | 1913-14 | 6-40, 6-60 | Remy | 635 | 533 | 330 | 728 | 908 | 1043 | 1388 | | 1232 | 388 | 36 | 1594 | DC | 166 | | 64 | 64 | | | 7/8 | | | | | | | | 4½ | ¼ | |
| | 1913-14-15-16 | 48, 49wy, 6-50, 6-51 | Remy | 621 | 529 | 292 | 707 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 166 | 82 | 64 | 64 | 9 | 9¾ | 7/8 | 2½ | 5/16 | 44¾ | 2½ | 5/16 | 49⅝ | | 4 / 4 | ¼ / 5/16 | (48-49) (50-51) |
| | 1916 | 6-56 | | | 515 | | | | 1006 | | | | | | | | | | | | 9 | 9¾ | 7/8 | | | | | | | 2¾ | | | 656160 |
| | 1917 | 6B | Delco | 593 | 515 | 325 | 720 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 169-81 | | 63 | 64 | 9 | 9½ | 7/8 | 2 | 5/16 | 40¼ | 2 | 5/16 | 43¾ | 2 | 3⅜ | 5/16 | 0001-2 |
| | 1918 | 6-C | | | 515 | | | 966 | | | | | | | 1511 | SC | 129 | 81 | 63 | 64 | 10½ | 9⅝ | 7/8 | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 2 | 3⅜ | 5/16 | 3501 u |
| Princess | 1916 | D | Disco | 639 | | 335 | 728 | 908 | | 1388 | | 1231 | | 158 | 1527 | SC | | | | | | | 7/8 | | | | | | | 1¾ | 3¼ | 5/16 | |
| | 1917 | F | | 566 | 508 | 317 | 697 | 979 | 1010 | 1388 | | 1134 | 370 | 30 | 1506 | SC | 125 | | 63 | 63 | | | 7/8 | | | | | | | 1¾ | | | |
| Pullman | 1915-16 | Pullman Jr. | Apelco | 668 | 541 | 297 | 802 | 914 | 1046 | 1401 | 1669 | 1272 | 442 | 159 | 1535 | SC | 125-63 | | 63 | 63 | 7 | 8 | 7/8 | 1¾ | 1/16 | 27¼ | 1¾ | 1/16 | 31¾ | 1⅝ | 3¼ | ½ | |
| | 1917 | 424 Ser. 1917 | Split'f | 584 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1611 | 1170 | 464 | 147 | 1504 | SC | 165 | 81 | 63 | 63 | 7½ | 8½ | EL / 7/8EL | 1¾ | 1/16 | 35¼ | 1¾ | 1/16 | 37⅝ | 2⅝ | 3¼ | 5/16 | |
| R. C. H. | 1913 | | | | | 282 | | | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | 3¼ | 5/16 | |
| | 1915 | | | 567 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ½ | 1⅝ | 1/16 | [illegible] | 1 | 5/16 | 32 | | 3¼ | 5/16 | |
| Pilled | 1917 | F | | | | | | | | | | | | | | | 166 | | 82 | 62 | | | | | | | | | | | 4⅛ | ¼ | |
| Regal | 1913 | N, T, C | | | | 282 | 816 | | 1117 | | | | | | | DC | 166 | | | | | | ½ | | | | | | | | 3¼ | 5/16 | (T) 51 (C) 1 t |
| | 1914 | LN, LT, LC | Rush | 572 | 520 | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 170 | | 64 | | | | ½ | 1¾ | | 29¼ | 2 | 1/16 | 31½ | | 4 | 5/16 | (T) 77 (C) 45 |
| | 1914-15 | R, D | Dyneto-Rush | 566 | 514 | 317 | 701 | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 170 | | 63 | 64 | | 8¾ | ½ | 1⅝ | | 29¼ | 2 | 1/16 | 31½ | | 3¼ | 5/16 | 10171 |
| | 1916 | Lt. 4, St. 4, Regal 8 | Dyneto | 636 | 533 | 332 | 728 | 908 | 1014 | 1390 | 1653 | 1231 | 390 | 160 | 1594 | SC | 178 | | 67 | 67 | | | ½ | | | | | | | 2 | | | 244 to |
| | 1917-18 | J | Heintz-Sp. | 583 | 508 | 317 | 717 | 829 | 1069 | 1308 | 1641 | 1160 | 462 | 161 | 1504 | SC | 129 / 130 | | 65 / 81 | 64 / 64 | | 8¾ | ½ | 1¾ | 5/16 | 27¼ | 1¾ | 5/16 | 31½ | 1¾ | 3 | 5/16 | 24382 |
| Regal | 1918 | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| Rennoc | 1918 | B, M | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | 5000 |
| Remington | 1916 | E | Dnyeto | | 508 | | | 829 | 1066 | | | 1170 | | | | | | | | | | | 7/8 | | | | | | | | 3¼ | 1/16 | |
| Reo | 1913 | R, S | Remy | 627 | | 284 | 713 | 880 | | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | | | ½L | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 1 11/16 | 4 | 5/16 | 42001 t |
| | 1913-14-15 | R, S, M, F | Remy | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | 9 | 10⅝ | ½L | 2 | 5/16 | 40 | 2 | 5/16 | 43 | 2½ | 4⅛ | 5/16 | (1914) 64000 t |
| | 1916-17 | R, S, M, N, F | Remy | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | DC | 166 | | 62 | 62 | 8¼ | 9¾ | ½L | 2 | 5/16 | 38 11/16 | 2¼ | 5/16 | 43 | 2½ | 4⅛ | 5/16 | (M & N) 10200 |
| | 1918 | T | Remy | | 514 | | 719 | 831 | | 1332 | | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 2½ | 4⅛ | 5/16 | |
| | 1918 | M | Remy | | 514 | | 719 | 831 | | 1332 | 1643 | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2¼ | 5/16 | 43 | 2½ | 3⅝ | 5/16 | |
| | 1916-17 | | Remy | 641 | | 339 | | 912 | 1014 | | | 1237 | 389 | 11 | | | | | | | 8¾ | 9½ | | | | | | | | 2½ | | | (1917) |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

Digitized by Google

| Make | Year | Model | Electrical System | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U.S.L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Head | Mazda Side | Mazda Rear | Mazda Instrument | Lenses Headlight: Opening in Rim | Lenses Headlight: Outside Diameter | Size of Spark Plug | Brake Internal: Width | Internal: Thickness | Internal: Length | Brake External: Width | External: Thickness | External: Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1913-14 | 4 Cy | Delco | | | 284 | 794 | 971 | 1110 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | 4¼ | ¼ | 10201 up |
| | 1914-15 | 6 Cy | Delco | 629 | 528 | 353 | 795 | 902 | 1110 | | | 1228 | 416 | 44 | 1526 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1917 | 9 | Bosch | 643 | 536 | 337 | | 912 | | | | 1240 | | 111 | 1537 | | | | | | | | ½¾ | | | | | | | | | | |
| | 1918 | A, B, C | | | | | | | | | | | | | | | | | | | | 11 | ⅞ | 2 | ⅝ | | | | | | 4⅜ | ½ | |
| | 1916 | 4-35 | Apelco | 634 | | | | 908 | 996 | | | 1235 | | 34 | 1527 | | 166 | | 64 | 64 | | | ½ | | | | | | | | 4 | ¼ | |
| | 1916 | H6-50 | Apelco | 651 | | | | 839 | 996 | | | 1254 | | 100 | 1527 | SC | 125 | | 63 | 63 | | | ½ | | | | | | | | 4 | ¼ | |
| ach.. | 1916 | 18 | Delco | 615 | | | | 894 | 1033 | | | 1209 | | 98 | 1514 | | | | | | | | | | | | | | | | | | |
| (see bile). | 1918 | Riker | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1916-17 | R, RA-6-45, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3⅛ | 5/32 | |
| | | RAC-6-54 | West | 566 | 512 | 317 | | 886 | | 1323 | | 1293 | 362 | 7 | 1506 | SC | 125 | 81 | 63 | 63 | 9 | 10 | ⅞ | | | | | | | 2¼ | 3⅛ | 5/32 | |
| | 1917 | RAH-6-90 | Bijur | 566 | | 323 | | 886 | | 1323 | | | 362 | | 1506 | SC | | | | | 9 | 10 | ⅞ | | | | | | | 2¼ | 3⅛ | 5/32 | |
| | 1918 | D-4-75&C-6-54 | Bijur | | | | | 886 | | | | | 362 | | 1506 | | 165 | 81 | 63 | 63 | | 9¾ | )⅞ | 1¾ | 3/16 | 15¼ | (8 | p | ieces | 2¼ | | | |
| Fire.. | 1916-17 | Whale, Jumbo | Wagner | 648 | | 340 | | 920 | | | | 1244 | | 162 | 1508 | | | | | | | | | | | | | | | | 6¼ | ⅜ | |
| s.... | 1918 | 9000 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| ce... | 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | 11 | | | | | | | | | | | |
| | 1916 | 8 | Ward-L. | 589 | 514 | 330 | 822 | | 1075 | 1313 | | 1180 | | 163 | | DC | 166-82 | | 64 | 64 | 8½ | 9¾ | ⅞ | | | | | | | 1⅜ | | | |
| | 1916-17 | C | Ward-L. | 587 | 515 | 325 | 718 | 830 | 1072 | 1313 | | 1173 | 469 | 164 | 1505 | DC | | | 82 | | 8½ | 9½ | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1917-18 | D, E | Split'f. | 603 | | 319 | | 831 | | | | 1189 | | 135 | 1511 | | | | | | | | ⅞ | 1½ | 3/16 | 40⅜ | 1¾ | 3/16 | 47⅝ | | 3¼ | 5/32 | |
| | 1913-14 | 28, 42 | Russell | 679 | 560 | | | 932 | 1023 | | | 1283 | | 165 | 1565 | | | | | | 10 | 11⅛ | | | | | | | | | | | |
| | 1915 | 6-30 | Bijur | 572 | 526 | | | 892 | 997 | | | 1146 | 381 | 22 | 1512 | | | | | | 8½ | 9¼ | | | | | | | | | | | |
| | 1915 | 48 | Bijur | 580 | | | | 896 | 1004 | | | 1156 | | 117 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915 | 32 | Bijur | 577 | 520 | | | 896 | 1003 | | | 1152 | 374 | 21 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | S. G. V. | U. S. L. | 686 | 555 | 349 | 807 | 894 | 1115 | 1427 | | 1290 | | 109 | 1581 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1915 | S. G. V. | Ward-L. | 616 | 523 | 289 | 703 | 849 | 1034 | 1353 | | 1210 | 425 | 71 | 1514 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | ⅞ | | | | | | | | 3⅝ | ⅜ | |
| | 1916-17-18 | 2 Ton | Bosch R | 566 | 512 | 317 | 697 | 892 | 987 | | | 1293 | | 7 | 1512 | | | | | | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1916-17-18 | 2 Ton | Bosch R. | 572 | 520 | 320 | 701 | 892 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916-17-18 | 3 Ton | Bosch R. | 577 | 526 | 323 | 705 | 896 | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1918 | 25 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | ⅜ | 54 | 2¼ | ⅜ | 54 | | | | |
| | 1918 | 35 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2½ | ⅜ | 60 | 2½ | ⅜ | 60 | | | | |
| | 1918 | 50 | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ¼ | 72 | 3 | ¼ | 72 | | | | |
| | 1915 | A | Disco | 563 | 508 | 317 | 697 | 882 | 986 | 1345 | 1625 | 1295 | 359 | 63 | 1500 | DC | 124 | | 64 | 64 | | | ⅞ | 1¼ | ⅛ | 21½ | 1¼ | ⅛ | 21½ | 1½ | 2⅝ | ⅜ | 100 |
| | 1915 | Six | G & D | 566 | 512 | 317 | 697 | 886 | 987 | | 1627 | 1293 | 362 | 7 | 1506 | DC | | | | | 7½ | 8⅜ | ⅞ | | | | | | | 1½ | 2⅛ | ⅜ | |
| | 1915-16 | S, S-2 | Wagner | 583 | 508 | 317 | 697 | 267 | 1065 | 1345 | 1641 | 1168 | 461 | 166 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1 11/16 | 3/16 | 12 | 1⅝ | ⅜ | 30½ | 1½ | 2⅞ | ⅜ | 101 to 19201 |
| | 1917 | S-4, B-5, B-14 | Wagner | 600 | 508 | 315 | 821 | 967 | 1065 | 1345 | 1641 | 1168 | 467 | 167 | 1504 | SC | 127 | | 63 | 64 | | 9 | ⅞ | 1¾ | ¼ | 24 | 1¾ | ¼ | 30½ | 1¾ | 2⅞ | ⅜ | (14)-342-736 (B 5)- |
| | 1918 | | | | | | | | | | 1641 | | | | 1504 | SC | 165 | | 63 | 63 | 7⅝ | 8¼ | ⅞ | 1¾ | ⅜ | 35¼ | 1⅝ | ⅜ | 37⅜ | | 2⅞ | ⅜ | 101-9601 |
| | 1914 | H & A | Deaco | 620 | | | | 898 | 1038 | 1373 | | 1215 | 430 | 2 | 1520 | | | | | | | | | | | | | | | | | | |
| s | 1914 | H & A | G & D | 576 | | | | 896 | 1004 | 1379 | | 1151 | 430 | 1 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | H & A | Delco | 621 | 529 | | | 898 | 1037 | 1374 | | 1214 | 430 | 3 | 1520 | | | | | | | | | | | | | | | | | | |
| | 1917 | H & A, Tour. | Delco | 566 | | | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1516 | | | | | | | | | | | | | | | 2 | 3¼ | ¼ | 5001-5010 |
| | 1918 | H-A | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1919 | B | | | | | | | | | | | | | | SC | | | | | 7⅝ | 8¼ | ⅞ | 1¾ | M | 32 | 2 | 3/16 | 38 | | | | |
| | 1913-14 | | Deaco | | | | | | 1003 | | | | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| ooth.. | 1915 | C | Bijur | 635 | 533 | 330 | | 908 | 1009 | 1388 | 1653 | 1232 | 388 | 46 | 1527 | | | | | | | 8¼ | ⅞ | 1⅝ | ⅛ | 8½ | 1⅛ | ⅛ | 21⅛ | 1¼ | 2⅞ | ⅜ | |
| | 1916 | C-4, D-8 | West | 598 | 507 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 458 | 4 | | SC | 175-89 | 67 | 67 | 67 | | 8½ | ⅞ | 1⅝ | 3/16 | 28 11/16 | 1⅝ | 3/16 | 27½ | 1¼ | 3 | ⅜ | |
| | 1917 | C-4 | Remy | 584 | 508 | 317 | | 829 | | | 1641 | 1170 | 462 | 147 | | SC | 165-81 | | 63 | 63 | | 8¼ | ⅞ | | | | | | | 1½ | 3 5/16 | ⅜ | |
| | 1917 | D-8 | Wagner | 598 | 508 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 462 | 4 | | SC | | | | | | 8½ | ⅞ | | | | | | | 2 | 2⅝ | 3/16 | |
| | 1918 | D | | | 508 | | 717 | 829 | | 1306 | 1641 | | | | | SC | 129 | 81 | 63 | 63 | 7½ | 8¼ | ⅞ | 1⅝ | 3/16 | 35 | 1¾ | 3/16 | 34¾ | 1⅜ | 2⅝ | 3/16 | |
| | 1913-14 | C, D | G & D | 631 | 527 | | | 902 | 1107 | | | 1226 | 413 | 69 | | | | | | | | | | | | | | | | | 5¼ | ⅜ | |
| | 1914-15-16 | F, T | West | 632 | 527 | | | 902 | 1108 | | | 1225 | 414 | 14 | | | | | | | | | | | | | | | | | 5¼ | ¼ | |
| | 1916-17 | F, T, S | West | 648 | | 340 | | 920 | | | | 1244 | 403 | 162 | 1545 | | | | | | | | | | | | | | | | 5¼ | ¼ | |
| | 1913-14-15 | 48, 49 | G & D | | | | | 900 | 1105 | | | 1222 | | | | DC | | | | | | | ⅞ S | | | | | | | | 4¼ | ¼ | |
| | 1918 | A | Al-Ch. | | | | | | 1063 | | | | | 55 | 1504 | | 125 | | 63 | 64 | | | | | | | | | | | | | 1000-up |
| | 1919 | H | Al-Ch. | | | | | | | | | | | | | | | | | | | 8¼ | ⅞ | 1⅞ | | | 2 | | | 1⅝ | 3⅛ | ⅜ | |
| | 1917 | | | | | 282 | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | ⅜ | 5001-17500 |
| | 1917 | 220, 230, 240 | | | | 317 | | | | | | | | | | | | | | | | | ⅞ | 3½ | ¼ | 13½ | | | | | 4 | ¼ | 19000 up |
| | 1917 | 275, 300 | | | | 323 | | | | | | | | | | | | | | | | | ⅞ | 3¾ | ¼ | 16 | | | | | 4½ | ¼ | |
| | 1918 | 300 | | | | | | | | | | | | | | DC | | | | | | | ⅞ | 4 | ¼ | 18½ | | | | | 4½ | ¼ | |
| | 1915 | | | | | | | | 1116 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1918-19 | F | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | ⅞ | 3¼ | ¼ | 12 | 8 P | ie | ces | | | | |
| | 1918-19 | H | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | ⅞ | 3½ | ¼ | 13¾ | 8 P | ie | ces | | | | |
| | 1918-19 | J | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | ⅞ | 3½ | ¼ | 13¾ | 8 P | ie | ces | | | | |
| | 1918-19 | M | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | ⅞ | 3¾ | ¼ | 16⅛ | 8 P | ie | ces | | | | |
| | 1918-19 | R | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | ⅞ | 4 | ¼ | 18½ | 8 P | ie | ces | | | | |
| | 1913-14 | Simplex A2, B2, D | Rus | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1631 | | 381 | 1 | 1518 | | 172 | 82 | 32 | Spec | 9 | 10¼ | ⅞ | | | | | | | | 4⅞ / 5⅜ | ⅜ / 1/32 | 1040 to 13108 & 1311 to 1498 |
| | 1915 | Simplex E | Rush | 620 | 526 | 322 | 705 | 863 | 1004 | 1373 | 1631 | 1215 | 381 | 2 | 1520 | DC | 172 | 84 | 62 | Spec | 9½ | 10¼ | ⅞ | | | | | | | | | | 1499 to 2079 |
| | 1916 | Crane Sim- | | | | | | | | | | | | | | | | | | | | | | Jac | k | Sha | ft- | Re | ar A | xle | | | |
| | | plex 5 | Rush | 576 | 526 | 322 | 705 | 863 | 1004 | 1373 | 1631 | | 381 | 1 | 1518 | SC | Spec | 81 | 61 | 61 | 9½ | 10¼ | ⅞ | 4 | ¼ | 32 | 2½ | ¼ | 43⅝ | | | | 2080 to 2253 |
| | 1917 | Five | Rush | 576 | 526 | 339 | 732 | | | 1379 | 1631 | | 381 | 1 | 1533 | SC | 143 | 89 | 64 | 64 | 9½ | 10¼ | ⅞ | | | | | | | | 4⅜ | 1/32 | 2254 to 2500 |
| | 1914-15-16 | | West | 616 | 523 | 289 | 703 | 894 | 1034 | | | | 425 | 71 | 1514 | | | | | | | 9¼ | ⅞ | | | | | | | | 4 | ⅜ | |
| | 1917 | 17 | West | 603 | 520 | 319 | | 831 | | | | 1189 | 479 | 168 | 1510 | SC | 165 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 4 | ⅜ | |
| | 1918 | 18 | | | | | | | | 1339 | | | | 135 | | | 165 | | 63 | 64 | | | | | | | | | | | 4 | ⅜ | |
| g | 1913 | G | | | | | | 900 | 1104 | | | 1223 | | | | DC | | | | | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| | 1914-15-16 | H | Adams B | 682 | 561 | 312 | 773 | 943 | 1054 | | | 1285 | 450 | 169 | 1576 | DC | 166 / 180 | 64 / 92 | 64 / 72 | 72 | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| d | 1913-14 | G. H. | Wagner | 640 | 536 | 333 | 732 | 912 | 1014 | 1402 | | 1238 | 395 | 12 | 1601 | DC | 165 | 63 | 63 | | | | ⅞L | 2½ | ⅜ | 40 | 2½ | ⅜ | 53½ | | 4¼ | ¼ | |
| | 1914-15 | I | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 82 | 82-6 | | | ⅞L | | | | | | | | 4⅛ | ¼ | |
| | 1916 | B-16 | Apelco | 666 | | | 803 | 911 | | | | 1279 | | 170 | 1530 | DC | 176-90 | | 68 | | | | ⅞ | | | | | | | 2⅜ | 3¼ | ⅜ | |
| | 1915 | | | | 526 | | | | 1116 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1915 | | | | | | | | 1003 | | | | | | | DC | 168 | 84 | 82 | 64 | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913-14 | | Jes Rush | | 529 | | | | 1038 | | | | 429 | | | | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1917 | B | | | | 317 | | 829 | | | | | | | | | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| d | 1913 | 6 | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | 6 | West | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 6 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 2⅜ | 4 | ⅜ | |
| | 1916-17 | C | West | 570 | | 325 | | 886 | 995 | 1330 | | 1140 | 364 | 80 | 1507 | DC | 167 | 81 | 61 | 62 | 8½ | 9½ | ⅞ | 2 | ⅜ | 41½ | 2 | ⅜ | 45 | 1⅜ | 3 | 3⅜ | 175-520 |
| | 1917 | F | Apelco | 575 | 514 | 327 | | 893 | 987 | 1360 | | 1140 | 377 | 121 | 1513 | DC | 167 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | | | | | | | 1⅜ | 3¼ | ⅜ | 100-599 |
| | 1918 | G | West | | | | | 835 | | | | | | 55 | 1516 | SC | 168 | 82 | 64 | 64 | 8½ | 9¼ | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¾ | 1⅜ | 3¼ | ⅜ | 600-1099 |
| v | 1914-15-16 | | | | | | | | 1117 | | | | | | 1510 | DC | 168 | 82 | 66 | 64-6 | 8¼ | 9½ | ⅞ | | | | | | | 1⅜ | 4 | ⅜ | |
| | 1918 | 735 & 736 | | | | | | | | | | | | 55 | 1510 | | 168 | 82 | 64 | 64 | 8½ | 9½ | | 2 | ⅜ | 41 | 2 | ¼ | 38 | 1⅜ | 4 | ⅜ | 1800 up |
| | 1919 | 735 | Remy | | | | | | | | | | | | | SC | | | | | | 9½ | | | | | | | | | | | 19000 up |
| r | 1913-14 | | | 576 | 526 | | | 896 | 1004 | | | 1151 | 381 | 1 | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| ns | 1913 | SK-6 | G & D | 631 | 520 | 320 | 715 | 902 | 1107 | 1390 | 1655 | 1226 | 413 | 69 | 1518 | DC | | | | | | | ⅞ | 2¼ | ¼ | 17¾ | 2¼ | ¼ | 24 | 2¾ | 4¼ | ⅜ | 8000 to 8327 |
| | 1913-14-15 | SK-4 | G & D | 628 | 508 | 305 | 713 | 900 | 1104 | 1316 | 1647 | 1222 | 410 | 16 | 1524 | SC | | | | | 8½ | 9½ | ⅞ | | | | | | | 2¾ | 4¼ | ⅜ | 6000-7099 |
| | 1913-14-15 | SK-6 | G & D | 632 | 520 | 320 | 715 | 892 | 997 | 1371 | 1651 | 1225 | 414 | 14 | 1522 | | | | | | 8½ | 9½ | ⅞ | Em | er | genc | y F | oo | t. | 2¾ | 4¼ | ⅜ | 8000-9109 |
| | 1915 | SK-L4 | G & D | 565 | | 325 | 750 | 832 | | 1341 | 1628 | 1140 | 499 | 171 | 1511 | SC | 165 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 1½ | ¼ | 20 | 2 | ¼ | 25 | 2¼ | 3¼ | ⅜ | L 1-L 702 |
| | 1915 | SK-L4 | West | 656 | | 325 | 750 | 842 | 1099 | 1408 | 1662 | 1261 | 474 | 172 | 1538 | SC | | | | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | |
| | 1916-17 | SK-L4 | G & D | 657 | 537 | 342 | 798 | 842 | 1098 | 1409 | 1664 | 1259 | 501 | 173 | 1538 | SC | 175 | 89 | 67 | 67 | 8½ | 9½ | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | L 703-L 4743 |
| | 1918 | 4 | West | | | | 751 | 842 | 1098 | 1409 | 1664 | | 501 | 173 | | | 141 | 89 | 67 | 67 | | 9⅝ | | | | | | | | 2¼ | 3¼ | ⅜ | L 4744 up |
| | 1918 | 8 | West | | | | 752 | 984 | 1102 | 1414 | 1664 | | 504 | 174 | 1544 | | 141 | 89 | 67 | 67 | | 8⅛ | | | | | | | | 1⅞ | 3¼ | ⅜ | 12080 up |
| | | | | | | | | | | | | | | | | | | | | | | | | Tr | an | s. R | ear | w | heel | | | | |
| | 1916-17 | SK-8 | G & D | 659 | 543 | 342 | 737 | 984 | 1102 | | | 1263 | 504 | 174 | 1544 | SC | 141 | 89 | 67 | 67 | | 9½ | ⅞ | 3 | ¼ | 12½ | 2 | ¼ | 24 | 1¾ | 3¼ | ⅜ | 10000-12079 |
| | 1914-15 | Light 4 | G & D | | 515 | | | | 992 | | | | 364 | | | SC | 129-81 | | 61 | 61 | | 9½ | ⅞ | | | | | | | 2¼ | | | |
| phens | 1918 | 70 | | | | | | 699 | | 1309 | | | | 55 | 1504 | | | | | | | 9½ | | 2 | 3/16 | 42 | 2 | 3/16 | 42¼ | 2 | 3¼ | ⅜ | 10000-13000 |
| rling | 1912-14 | | | | | | | 896 | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1916 | 1916 | A-L | | | | 717 | 829 | 1066 | | | 1170 | | | | | | | | | | 9 | ⅞ | | | | | | | 2¼ | | | |
| rnberg | 1912-13-14 | | | | | | | | 1131 | | | | | | | | | | | | | | | | | | | | | | | | |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size: under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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| Car | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Masda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Diameter Outside | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars a… |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| …-Duryea | 1910-11-12-13 | AA, C | | 563 | 508 | 310 | 795 | 882 | 1122 | | | 1296 | 359 | 63 | 1500 | DC | 169 | 81 | 81 | 81 | | | ⅞ | | | | | | | | [illegible] | | |
| | 1914-15 | D-6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | SC | 165 | 81 | 63 | 63 | 9½ | 10¼ | el ⅞ | 2¼ | ¼ | 15 | Re | ar | Whe | el | | | |
| Stewart | 1914 | | West | 567 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | West | 573 | 520 | 319 | | 916 | 996 | | | 1145 | 374 | 18 | 1512 | | | | | | | 9⅝ | ⅞ | | | | | | | | | | 601–6000 |
| | 1918 | 16 Valve | | | | | 705 | | | | | | | | | | | | | | | | | | | | | | | 2½ | | | 6000–10000 |
| Stewart | 1917 | | | | | | | | | | | | | | | | 165 | 63 | 65 | 65 | | | | | | | | | | | | | |
| Stoddard- | 1913-14 | | | | | 305 | | 900 | | | | | | 17 | | DC | | | | | | | ⅞ | | | | | | | | | | |
| Dayton | 1913 | E-AA | Wagner | 643 | 536 | 333 | 732 | 912 | | 1404 | | 1239 | 398 | 175 | | DC | | | | | | | ½ | | | | | | | | | | |
| Studebaker | 1914 | EB, SC | Wagner | 572 | 520 | 320 | 701 | 892 | 998 | 1350 | 1629 | 1149 | 379 | 176 | 1512 | DC | 166 | 82 | 64 | 64 | | 8¾ | el ½ | 2⅜ | ⅝ | 35⅜ | Re | ar | Whe | el | 3½ | ⅝ | 403001–420… |
| | 1915 | EC, SD | Wagner | 572 | 520 | 320 | 701 | 892 | 1000 | 1355 | 1629 | 1146 | 280 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | 8½ | 9 | ¼ | 1¼ | ¼ | 36¼ | 2¼ | ¼ | 42¾ | 2 | 3½ | ⅝ | 432001–4447… |
| | 1916 | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 | | 1178 | 476 | 177 | 1510 | SC | 165 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅝ | 42¼ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | 460001–4741… |
| | 1916-17 | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 | 1643 | 1178 | 476 | 178 | 1510 | SC | 125 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅝ | 42⅛ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | {474181–500… 100001–1095…} |
| | 1918 | EG-EH-SH | | | 514 | | | | | | 1643 | | 479 | 178 | 1510 | SC | 127 | | 63 | 63 | 8½ | 9⅛ | ½ | 1¼ | 3/16 | 39¼ | 2 | 3/16 | 43⅝ | 2 | 3½ | ⅝ | 109501–132… |
| | 1919 | EH, EG | Wagner | | | | | | | 1335 | | | | | | SC | | | | | 8⅞ | 8⅝ | ⅞ | 1¾ | 3/16 | 43¼ | 2 | 3/16 | 46¾ | 2 | 3⅞ | ⅝ | 290101 also 2… |
| | | SH | Wagner | | | | | | | | | | | | | SC | | | | | 8⅞ | 8⅝ | ⅞ | 1¾ | 3/16 | 39⅞ | 2 | 3/16 | 43⅝ | 2 | 3⅞ | ⅝ | 133101 up |
| Stutz | 1913 | E | Esterl. | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | 21 | Remy | 621 | 529 | 292 | 705 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 170 | 82 | 64 | | 8½ | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | | | |
| | 1914-15-16 | E, F, C | Remy | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1917 | R4 | Remy | 576 | 526 | 322 | 707 | 896 | | 1362 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9⅝ | ½ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1918 | M-6-7-8-9 | Remy | | 526 | | | 829 | | 1362 | | | 381 | | 1516 | | 130 | 82 | 64 | 64 | 9 | 9¼ | | | | | | | | 2½ | | | |
| Sullivan | 1919 | E | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | 3½ | ¼ | 104 | 2⅝ | 4⅛ | ¼ | |
| Sun | 1916-17 | 16, 17 | G & D | 512 | 317 | 697 | 886 | 517 | 987 | 1223 | | 1293 | 362 | 7 | 1506 | | | | | | | 8⅝ | ½ | 1¼ | ⅛ | 32 | 2 | ⅛ | 34 | 2⅝ | 3⅛ | ⅝ | {161–16145 & 16146 to 174…} |
| Templar | 1918 | 445 | Remy | | | | | | | | | | | | | SC | | | | | | | ⅞ | | | | | | | | 4⅛ | ⅝ | 1 and up |
| | 1919 | 475 | Remy | | | | | | | 1339 | | | | | | SC | | | | | 9¼ | 9⅝ | ⅞ | | ⅝ | | | | | | 3⅝ | ⅝ | |
| Thomas | 1913 | | G & D | 631 | 235 | 669 | 022 | 715 | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | | Leece N. | 672 | 546 | 299 | 747 | 981 | 1051 | | | 1276 | 445 | 15 | 1554 | | | | | | | | ⅞ | | | | | | | | 5½ | ¼ | |
| | 1915-16-17 | | Leece N. | 649 | | 341 | 745 | | 1019 | | | 1246 | 404 | 179 | 1609 | | | | | | | | ⅞ | | | | | | | | | | |
| Thomas Truck | 1917 | 40, 70 | | | | 310 | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Tiffin | 1916 | R, S | | | | | | | | | | | | | 1602 | | | | | | | | | | | | | | | | | | |
| | 1917 | R, S | | | | | | | | | | | | | 7518 | | | | | | | | | | | | | | | | | | |
| Titan | 1918 | 5-6 Ton | | | | | | | | | | | | | 1531 | | | | | | | | | | | | | | | | | | |
| Touraine | 1914 | | G & D | 566 | 514 | 317 | 713 | 900 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| Traffic | 1918 | T | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | ⅝ | 39½ | 2½ | ⅝ | 42½ | | | | |
| Triangle | 1919 | A | | | | | | | | | | | | | | | | | | | | | ⅞ | 2 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| Trumbull | 1915-16 | A, B, C | Ward-L. | | 562 | | 698 | | 992 | | | 1140 | | | | DC | Spec | | 64 | 64 | | | ½ | 1¼ | ⅛ | 10½ | 1¼ | ⅛ | 26 | 1⅜ | 2¾ | 3/16 | |
| Tulsa | 1918 | D-1 | | | | | | | | | | | | 55 | 1504 | SC | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1919 | D-1 | Dyneto | | | | | | | 1309 | | | | | | SC | | | | | 8⅛ | 9¼ | ⅞ | 1¾ | ⅝ | | 2 | ⅝ | | 2⅝ | 3½ | ⅝ | |
| Universal | 1915 | | | | | | | | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Vaughn | 1914 | | | | | | | 892 | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Velie | 1913-14-15 | 9, 10, 11, 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4⅝ | ¼ | (10) 17001 … |
| | | 14, 15 | G & D | 566 | 514 | 317 | 711 | 831 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | DC | | | | | | | ⅞ | | | | | | | 2½ | 3¾ | ⅝ | (9) 17301 t… |
| | 1914 | R, 6 | G & D | 627 | 516 | 305 | 713 | 900 | 1105 | | 1647 | 1222 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1½ | 3/16 | 39⅝ | 1⅞ | 3/16 | 40¼ | 2½ | | | |
| | 1915-16 | 15 Series 15 | Remy | 566 | 514 | 317 | | 831 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | | | | | | | 2½ | 3½ | ⅝ | 19500–20… |
| | 1915-16 | 22 Series 22 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | | 9½ | ⅞ | | | | | | | 2½ | 3¼ | ¼ | 35000–390… |
| | 1916-17 | Biltwell 27 Ser. | Remy | 566 | 514 | 317 | | 890 | 987 | 1332 | | 1293 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | 2 | ⅝ | 40¼ | 2 | ⅝ | 43½ | 2½ | 3¼ | ⅝ | 40000 up |
| | 1916-17 | Biltwell 28 Ser. | Remy | 583 | 514 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | 8 | 9 | ⅞ | 1¼ | ⅝ | 35¼ | 1⅝ | ⅝ | 37½ | 2½ | 3½ | ⅝ | 50000 up |
| | 1919 | 38 | Remy | | | | | | | | 1641 | | | | | SC | | | | | 8⅞ | 9¼ | ⅞ | 1¾ | ⅝ | 36 | 2 | ⅝ | 37½ | 2⅝ | 3½ | ⅝ | 40000 up |
| | | 39 | Remy | | | | | | | 1332 | 1643 | | | | | SC | | | | | 8⅞ | 9¼ | ⅞ | 2 | ⅝ | 40¼ | 2 | ⅝ | 40¾ | 2½ | 3½ | ⅝ | 50000 up |
| Vernon | 1918 | 819 | | | | | | | | | | | | | | SC | 129 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | 2 | 3/16 | 35½ | 2¼ | ⅝ | 34 | 1¾ | | | |
| | 1918 | 419 | | | | | | | | | | | | | | SC | 141 | 81 | 67 | 67 | 7½ | 8¼ | ⅞ | 1¾ | ⅛ | 29¼ | 2 | 3/16 | 31½ | 1¾ | | | |
| Vim | 1918 | 21 | | | | | | | | | | | | | | SC | | | | | 9½ | 9¼ | ⅞ | 2 | ⅝ | 36 | 2 | ⅝ | 37 | | | | |
| Vulcan | 1914 | | West | 567 | 512 | | | 896 | 989 | | | 1132 | 363 | 64 | 1506 | DC | | | | | | | ½ | 1¼ | ⅝ | 27 | 1½ | ⅝ | 29 | | 3½ | ¼ | |
| Vulcan | 1915 | | | | | | | | | | | | | | | | 124 | 64 | 64 | | | | | | | | | | | | 3½ | ¼ | |
| Waco | 1918 | | | | | | | | | | | | | | | | 170 | | 63 | | | | | | | | | | | | 3¾ | ⅝ | |
| Warren | 1914 | | North | 678 | 548 | 346 | 760 | 928 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| Wells | 1917 | | | | | | 821 | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| Westcott | 1913-14 | 4-40 | Jesco | 675 | 557 | 345 | 756 | 924 | 1021 | 1421 | | 1281 | 405 | 67 | 1557 | DC | | | | | 8½ | 9¼ | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 6-60 | Jesco | 576 | 526 | 322 | 701 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | | | | | 8½ | 9⅝ | ⅞ | | | | | | | | 4 | ⅝ | |
| | 1914 | 0-30 | Jesco | 567 | 512 | 316 | 693 | 896 | 989 | 1324 | 1627 | 1132 | 363 | 64 | 1506 | | | | | | 8½ | 9¼ | ⅞ | 1½ | ⅝ | 41 | 1⅞ | ⅝ | 42½ | | 3½ | ⅝ | 1054 to 10… |
| | 1915 | C-35, U-50 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1643 | 1138 | 473 | 107 | 1506 | | | | | | 8½ | 9¼ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2 | 3½ | ⅝ | 1103 to 13… |
| | 1916 | 41, 51 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9¼ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2¼ | 3½ | ¼ | {(41) 4001 t… (51) 5001 t…} |
| | 1917 | S-17 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅝ | | 2 | ⅝ | 41 | 2 | ⅝ | 44 | | 3½ | ⅝ | 5501 to 62… |
| | 1918 | 18 | Delco | | | | 719 | 831 | | 1303 | 1643 | | 479 | | 1510 | SC | 165-81 | | 61 | 62 | | 9½ | ⅞ | 2 | ⅝ | 39½ | 2 | ⅝ | 42 | 2¼ | 3½ | ⅝ | 6291 to 81… |
| | 1919 | A-48 | Delco | | | | | | | 1303 | | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 2¼ | ⅝ | 32 | 2⅛ | ⅝ | 32 | 2¾ | 3⅝ | ⅝ | 8100 |
| White | 1913-14 | GE-GEC | | | | 283 | 779 | | 1171 | | 1682 | | 451 | 180 | | | | | | | | | ⅞ | | | | | | | | 4¼ | 3/32 | |
| | 1913-14-15 | 40 H.P., 60 H.P. | W.Ents | 683 | 551 | 312 | 779 | 948 | 1055 | 1424 | 1682 | 1286 | 451 | 180 | 1580 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15-16 | 30 H.P. | W.Ents | 680 | 549 | 304 | 771 | 939 | 1054 | 1422 | 1674 | 1284 | 448 | 89 | 1572 | DC | | | | | 7½ | 8½ | ⅞ | | | | | | | 1⅝ | | | |
| | 1916 | 45 H.P. | | | | 312 | | 948 | | | 1674 | | 448 | | | DC | 180 | 92 | 72 | 92 | 9 | 10½ | ⅞ | | | | | | | 2½ | | | |
| | 1917 | GM Series | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4¼ | ¼ | |
| | | 1917 | Leece N. | 657 | 537 | 343 | | 842 | | 1414 | 1662 | 1260 | 501 | 181 | 1538 | DC | 180 | 62 | 72 | 92 | | 8 | ⅞ | | | | | | | 2 | | | |
| | 1918 | 16 Valve | | | 537 | | 798 | | | | | | 501 | | | DC | 178 | 90 | 68 | 68 | | 8 | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | GM-GMT | | | | | | | | | 1662 | | | | 1538 | DC | | | | | 8⅝ | 8⅝ | ⅞ | | | | | | | | | | |
| Wichita Falls | 1913-14 | All Models | | | | 282 | | 886 | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | | 572 | 520 | 320 | | 982 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| Wilcox | 1916 | | | | | | | | 1124 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | 2300–2400–12… |
| Willys-Knight | 1913 | 69, 71 | U. S. L. | | | | | 849 | 1115 | | | | | 109 | 1581 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | K-17, K-19 | U. S. L. | 686 | 555 | 349 | | 849 | | 1427 | | 1290 | | 109 | 1581 | | | | | | | | ⅞ | | | | | | | | 4 | 5/16 | |
| | 1916-17 | 84, 87, 88-4, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4⅛ | ⅜ | |
| | | 88-8 | A-L | 596 | 521 | 327 | 722 | 834 | 1091 | 1364 | 1645 | 1198 | 490 | 182 | 1511 | SC | | | | | | 9⅝ | ⅞ | 2¼ | ⅝ | 13 | 2¼ | ⅝ | 44⅛ | | 3⅝ | ⅝ | |
| | 1918 | 88-4, 88-8 | A-L | | | | | 834 | | 1364 | | | | 182 | 1511 | | {126 125} | {82 81} | 61 | 61 | | 9¼ | | | | | | | | | 3⅝ | ⅝ | |
| | 1919 | 88-4T | Auto-L. | | | | | | | 1364 | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 52 | 2¼ | ⅝ | 88 | 2⅝ | 4⅛ | 3/32 | |
| Winton | 1915 | 21 | Bijur | 625 | 530 | 294 | 704 | 898 | 1041 | 1374 | 1640 | 1220 | 430 | 183 | 1521 | SC | | | | | | 10¼ | ⅞ L | 2½ | | 42½ | 3 | 3/16 | 44½ | 2¼ | 4½ | ⅝ | |
| | 1915-16-17 | 21A, 22A | Bijur | 618 | 524 | 293 | 708 | 895 | 1036 | 1354 | 1638 | 2112 | 427 | 184 | 1515 | SC | 165 | 81 | 63 | 63 | | 9⅛ | ⅞ L | 2½ | ⅝ | 40 | 2½ | ⅝ | 44 | 2½ | 3¾ | ¼ | |
| | 1915-16 | 22 | Bijur | 625 | 530 | 294 | 704 | 895 | 1041 | 1374 | 1638 | 1220 | 427 | 183 | 1521 | | 165 | 81 | 63 | 63 | | 10⅛ | ⅞ L | 2½ | ⅝ | 44½ | 2½ | ⅝ | 48¼ | 3 | 4½ | ¼ | |
| | 1917 | 22A | Bijur | 618 | 524 | 293 | | 895 | 1036 | 1354 | 1638 | 1212 | 427 | 184 | 1515 | SC | 169 | 87 | 41 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44½ | 2½ | ⅝ | 48¼ | 2½ | 3¾ | ¼ | |
| | 1917 | 22 | Bijur | 625 | 524 | 294 | | 899 | 1041 | 1374 | 1640 | 1220 | 435 | 183 | 1521 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44½ | 2½ | ⅝ | 48¼ | 3 | 4½ | ¼ | |
| | 1918 | 33 | Bijur | | 524 | | 703 | 896 | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | 9½ | 10¼ | | | | | | | | | 3¾ | ¼ | |
| | 1918 | 48 | Bijur | | 524 | | 705 | | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | | 10¼ | | | | | | | | | 4½ | ¼ | |
| | 1918 | 22 | | | | | | | | | 1638 | | | | 1521 | | | | | | | 10¼ | ⅞ | 2½ | ⅝ | 44¾ | 2½ | ⅝ | 48¾ | | | | |
| Yale | 1917 | | | | | | | | | | | | | | 1516 | | 125 | | 61 | 61 | | | | | | | | | | | 3⅛ | ⅝ | |
| Zeitler-Lamson | 1916 | | West | 575 | 521 | | | 893 | 1002 | 1360 | | 1150 | | 121 | 1513 | | | | | | | | ⅞ | | | | | | | | | | |
| Zimmerman | 1913-14 | | North-E. | | 547 | | | | 1021 | | | 1280 | | | | DC | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | | | | | | | | 1117 | | | | | | | DC | 166 | 64 | 64 | 64 | | | ½ | | | | | | | | | | |
| Zimmerman | 1915 | | | | | | | | | | | | | | | | 166-66 | | 82 | 64 | | | | | | | | | | | | | |
| | 1919 | 89-6T | Auto-L. | | | | | | | | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 40¾ | 2¼ | | 82 | 2¼ | 3½ | ⅝ | |

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## Trade Gossip

*(Continued from page 39)*

L. E. Lyons, who far the past several months has been acting as sales manager of the B. F. Everitt Co., has resigned to return to the Sheldon Axle & Spring Co., with headquarters in Detroit.

William F. Jahnke, formerly a member of the city commission of Saginaw, is now connected with the General Motors Corp. in Detroit, being one of six men working out plans for the organization of a savings and investment department of the General Motors Corp.

F. A. Petrie, director of sales of the Dort Motor Car Co., for the South American countries, has sailed for Buenos Aires to establish export connections for the Dort car in Latin America.

Lynn McNaughton has been appointed general sales manager of the Cadillac Motor Car Co., succeeding Earle C. Howard, who recently resigned. Mr. McNaughton has been with the Cadillac sales organization for fourteen years, and assistant under Mr. Howard since 1913.

B. V. Unwin, until recently connected with the Commonwealth Brass Co., Detroit, has been appointed manager of the sales promotion department of the J. C. Wilson Co., Detroit.

F. W. McIntyre has been appointed sales manager of the Becker Milling Machine Co., Boston. For the past sixteen years he was connected with the Niles-Bement-Pond Co., Boston.

O. D. Conover, formerly vice-president and chief engineer of the T. W. Price Engineering Co., New York, and production manager of the Ludlum Electric Furnace Corp., has resigned to become sales and production engineer on foundries and steel plants of the Austin Co.

C. T. Barbour, procurement manager of the Bearings Service Co., Detroit, is making a tour of the factories of the New Departure Mfg. Co. The Hyatt Roller Bearing Co. and the Timken Roller Bearing Company, studying the methods of stock handling, and shipping used in these companies. Mr. Barbour will also visit branch offices of the Bearings Service Co., at Boston, New York, Philadelphia, Pittsburgh and Cleveland while enroute.

A. S. Hetzell, who has won considerable recognition as a tire sales executive in the past two years, as manager of the Cleveland branch of the Republic Rubber Corp., has been promoted to district manager of the Philadelphia branch.

P. C. Gunion is now assistant manager of the new Industrial Division of the General Motors Corp.

Peter T. Hill has joined the sales department of the Torbensen Axle Co.

Guy Wright, formerly assistant sales manager of the Buda Motor Co., Harvey, Ill., has been made sales manager, succeeding Lon Smith, who resigned to become sales manager of the Midwest Engineering Co., Indianapolis, Ind.

# Association Items

## AUTOMOBILE CALENDAR

ABERDEEN, S. D.—Sectional Tractor Demonstration; August 18-22.

MINNESOTA STATE FAIR; August 30- September 6.

INDIANAPOLIS, IND.—Automobile and Accessory Show, Auspices Indianapolis Automobile Trade Assn., Indiana State Fair; John B. Orman, Manager; September 1-6.

CINCINNATI, OHIO—Ninth Annual Automobile Show, Auspices Cincinnati Automobile Dealers' Assn., Music Halls; September 13-20.

PHILADELPHIA, PA.—Annual Convention, National Association of Purchasing Agents, the Bellevue-Stratford Hotel; September 22-25.

OTTAWA, ONT., CANADA—Inter-Provincial Plowing Match and Tractor Demonstrations; October.

NEW YORK, N. Y.—Automobile Show, Auspices National Automobile Chamber of Commerce, Grand Central Palace; S. A. Miles, Manager; January 3-10.

CHICAGO, ILL.—Automobile Show, Auspices National Automobile Chamber of Commerce, Coliseum; S. A. Miles, Manager; January 24-31.

CHICAGO, ILL.—Truck Show, Auspices National Automobile Chamber of Commerce, Drexel Pavilion; S. A. Miles, Manager; January 24-31.

### Canadian Bowser Co. Reorganizes

The S. F. Bowser Company, Limited, Toronto, Ont., has re-organized, to operate as a strictly Canadian organization, financed and managed under Canadian control.

S. F. Bowser Company, Limited, has for a number of years been manufacturing and selling Bowser gasoline and oil pumps, tanks and storage systems under the control of the parent company at Fort Wayne, Indiana, U. S. A. The company's Canadian business has grown steadily from year to year, practically its entire Canadian trade being supplied from the Toronto factory.

H. C. Christie who has been for a number of years connected with the Canadian factory of the company recently as sales manger, has been elected manager with E. F. Cummings as factory manager. The other officers are: S. F. Bowser, president; S. B. Bechtel, vice-president; H. J. Grosvenor, secretary; and W. G. Zahrt, treasurer.

### Load and Inflation Schedule

The following load and inflation schedule has been gotten up and is recommended by the B. F. Goodrich Co., Akron, Ohio:

CORD TIRES

| | | | |
|---|---|---|---|
| 3 " | 45 lbs. | 375 lbs. | load |
| 3½" | 50 " | 570 " | " |
| 4 " | 60 " | 815 " | " |
| 4½" | 70 " | 1,100 " | " |
| 5 " | 75 " | 1,300 " | " |
| 5½" | 80 " | 1,700 " | " |

FABRIC TIRES

| | | | |
|---|---|---|---|
| 3 " | 45 lbs. | 375 lbs. | load |
| 3½" | 55 " | 570 " | " |
| 4 " | 65 " | 815 " | " |
| 4½" | 75 " | 1,100 " | " |
| 5 " | 80 " | 1,300 " | " |
| 5½" | 85 " | 1,700 " | " |

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# Willard—of Course

## Passenger Cars Equipped with Willard Batteries

American Motor Bus
Anderson
Apperson
Auburn

Barbour
Barley
Beggs Six
Biddle
Canadian Briscoe
Case
Chevrolet
Crawford
Cunningham

Daniels
Davis
Dixie-Flyer
Dodge Bros.
Dorris
Dort

Elcar
Elgin

F. I. A. T.
Franklin

Geronimo
Gray-Dort

Harroun
Haynes
Hebb
Hollier-Eight
Hupmobile

Jordan

Kankakee
King
Kissel-Kar

Lancia
Lexington
Liberty
Locomobile
Louisiana

McFarlan
Madison
Maibohm
Mercer
Meteor
Michigan Hearse
Midwest
Mitchell
Moline-Knight
Moore

Nash
Nelson
Noma
Norwalk

Ogren
Owen Magnetic

Packard
Paige
Pan-American
Patterson
Peerless

Piedmont
Pierce-Arrow
Phianna
Premier

Renault
Reo
Revere
Riddle
Rock Falls

Seneca
Singer
Standard
Stanley
Stearns
Studebaker
Stutz

Tulsa

Velie

Westcott
Winton

## Commercial Cars Equipped with Willard Batteries

Acason
Acme
American
American-La-France
Armleder
Atterbury

Bartholomew
Belmont
Bethlehem
Brockway
Buckeye

Capitol
Chevrolet
Collier Truck
Commerce
Corliss
Cortland
Cunningham

Dart
Dauch
Day-Elder
Denby
Dodge Bros.
Dorris

Elgin

Federal
Fulton
F. W. D.

Grant-Denmo
G. M. C.

Hahn
Higrade

Indiana
International Harvester

Kissel-Kar

Lane
Locomobile
Luverne

Mack
Madison
Menominee
Mercury
Minneapolis
Mitchell
Mutual

Nash
Northway

Old Hickory
Oshkosh

Packard
Panhard
Parker
Pierce-Arrow
Premier

Rainier Truck
Reo
Republic
Robinson
Rock Falls
Rowe

Sandow
Seagrave
Selden
Service
Signal
Stewart
Studebaker
S. & S.

Tiffin
Titan

Velie
Vim

Ward-La-France
White
Winther

# WILLARD STORAGE BATTERY

**Willard Threaded Rubber Insulation**

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# WITHERBEE
## STORAGE BATTERIES

**A dependable and guaranteed battery of correct size and shape for every make and model of car, and for starting and lighting systems of any manufacture in general use**

***Manufactured Since 1903***

## Liberal Margin of Profit to DEALERS

**Profitable Propositions for Reliable Distributors and Service Stations in Open Territory**

***Write Today***

## Witherbee Storage Battery Co., Inc.

***Main Office and Factory***
**643-55 West 43d Street**

***Sales and Service Station***
**1904 Broadway**

**New York City, N. Y.**


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| …STA …orm No. …, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 67 | 6 | ..... | 64 | 46.69 |
| 1 | 6 | ..... | ... | 51.64 |
| 11 | 12 | ..... | ... | 43.55 |
| 7 | 12 | ..... | 65 | 50.30 |
| 00 | 12 | ..... | 65 | 50.53 |
| 07 | 12 | ..... | 65 | 51.37 |
| 09 | 12 | ..... | 65 | 50.35 |
| 31 | 12 | ..... | 65 | 49.49 |
| 1 | 12 | ..... | 65 | 49.14 |
| 55 | 12 | ..... | 78 | 61.75 |
| 8 | 12 | ..... | 78 | 61.65 |
| 125 | 12 | ..... | 78 | 60.87 |
| 42 | 12 | ..... | 78 | 59.28 |
| -123 | 12 | ..... | 92 | 69.74 |
| -126 | 12 | ..... | 92 | 70.07 |
| -148 | 12 | ..... | 92 | 70.03 |
| -159 | 12 | ..... | 92 | 69.12 |
| 00 | 6 | ..... | 55 | 39.32 |

| …READY Stock No. …15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| | 8070 | 6 | 70 | 48 | $33.50 |
| | 8076 | 6 | 70 | 48 | 33.50 |
| | 8077 | 6 | 70 | 48 | 33.50 |
| RJ | 8079 | 6 | 95 | 58 | 36.96 |
| | 8080 | 6 | 95 | 56 | 36.96 |
| | 8081 | 6 | 95 | 56 | 36.96 |
| R | 8082 | 6 | 95 | 58 | 36.96 |
| RL | 8083 | 6 | 95 | 58 | 36.96 |
| S | 8084 | 6 | 105 | 63 | 43.89 |
| RH | 8085 | 6 | 95 | 58 | 36.96 |
| | 8086 | 6 | 95 | 56 | 36.96 |
| RB | 8088 | 6 | 95 | 58 | 41.58 |
| R | 8090 | 6 | 110 | 63 | 41.58 |
| L | 8091 | 6 | 110 | 63 | 41.58 |
| J | 8092 | 6 | 110 | 63 | 41.58 |
| | 8096 | 6 | 110 | 63 | 41.58 |
| L | 8097 | 8 | 110 | 63 | 41.58 |
| E | 8099 | 8 | 110 | 82 | 55.44 |
| | 8110 | 6 | 140 | 72 | 46.20 |
| 08 | 8114 | 6 | 150 | 24 | 48.51 |
| 0SE | 8115 | 6 | 150 | 74 | 50.82 |
| H | 8116 | 6 | 140 | 72 | 46.20 |
| HL | 8117 | 6 | 140 | 72 | 46.20 |
| RL | 8131 | 6 | 185 | 86 | 57.75 |
| HE | 8138 | 6 | 185 | 85 | 57.75 |
| R | 8140 | 12 | 35 | 64 | 45.05 |
| RF | 8142 | 12 | 35 | 64 | 45.0 |
| RFM | 8144 | 12 | 35 | 64 | 45.63 |
| | 8150 | 12 | 50 | 77 | 51.98 |
| RL | 8151 | 12 | 50 | 77 | 51.98 |
| RF | 8152 | 12 | 50 | 77 | 51.98 |
| RLF | 8153 | 12 | 50 | 77 | 51.98 |
| H | 8156 | 12 | 50 | 77 | 51.98 |
| HF | 8158 | 12 | 50 | 77 | 51.98 |
| R | 8160 | 12 | 70 | 94 | 60.06 |
| RL | 8161 | 12 | 70 | 94 | 60.06 |
| H | 8166 | 12 | 0 | 94 | 60.06 |
| RF | 8172 | 12 | 5 | 108 | 65.84 |
| HL | 8187 | 12 | 0 | 122 | 71.61 |
| R | 8190 | 16 | 5 | 83 | 57.75 |
| R | 8200 | 16 | 0 | 102 | 65.84 |
| H | 8236 | 18 | 5 | 90 | 63.53 |
| HU | 8245 | 18 | .0 | 112 | 69.30 |
| H | 8256 | 18 | 70 | 140 | 80.85 |
| | 8270 | 24 | 20 | 93 | 65.26 |
| HL | 8277 | 24 | 20 | 94 | 65.26 |
| | 8278 | 24 | 18 | 70 | 61.22 |
| HU | 8288 | 24 | 35 | 121 | 77.96 |
| | 8295 | 30 | 20 | 115 | 80.85 |
| F6 | 8192 | 16 | 35 | 64 | 57.75 |
| L | 8087 | 6 | 95 | 56 | 36.95 |
| L | 8281 | 24 | 35 | 127 | 77.39 |
| | 8210 | 16 | 70 | 123 | 73.92 |
| | 8246 | 18 | 50 | 112 | 72.19 |
| | 8071 | 6 | 70 | 48 | 33.50 |

| …UMBIA Type …Discount …Consumer …h 1,1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| -AZ | 6 | 70 | 40 | $42.50 |
| -AY | 6 | 70 | 40 | 42.50 |
| -DZ | 6 | 70 | 40 | 45.00 |
| -AZ | 6 | 90 | 48 | 45.00 |
| -AY | 6 | 90 | 48 | 45.00 |
| -AV | 6 | 90 | 48 | 45.00 |
| -AT | 6 | 90 | 48 | 45.00 |
| -DZ | 6 | 90 | 48 | 45.00 |
| -DY | 6 | 90 | 48 | 45.00 |
| -AZ | 6 | 110 | 55 | 50.50 |
| -AY | 6 | 110 | 55 | 50.50 |
| -AW | 6 | 110 | 55 | 50.50 |
| -DZ | 6 | 110 | 55 | 54.50 |
| -AZ | 6 | 150 | 67 | 61.50 |
| -AY | 6 | 150 | 67 | 61.50 |
| -AW | 6 | 150 | 67 | 61.50 |
| -AV | 6 | 150 | 67 | 61.50 |

| Serial No. | COLUMBIA Type *20% Discount to Consumer March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 580 | SW-323-AZ | 6 | 195 | 76 | 61.50 |
| 581 | SW-323-AY | 6 | 195 | 76 | 61.50 |
| 582 | SW-323-DZ | 6 | 195 | 76 | 61.50 |
| 583 | SL-311-AZ | 6 | 85 | 48 | 42.50 |
| 584 | SL-311-AU | 6 | 85 | 48 | 42.50 |
| 585 | SL-311-AT | 6 | 85 | 48 | 42.50 |
| 586 | SL-311-AR | 6 | 85 | 48 | 42.50 |
| 587 | SL-311-DZ | 6 | 85 | 48 | 45.00 |
| 588 | SL-311-JZ | 6 | 85 | 49 | 42.50 |
| 589 | SL-313-AZ | 6 | 110 | 54 | 48.50 |
| 590 | SL-313-AX | 6 | 110 | 54 | 48.50 |
| 591 | SL-313-AT | 6 | 110 | 54 | 48.50 |
| 592 | SL-313-AP | 6 | 110 | 54 | 48.50 |
| 593 | SL-313-DZ | 6 | 110 | 54 | 48.50 |
| 594 | SL-313-DS | 6 | 110 | 54 | 48.50 |
| 595 | SL-315-AZ | 6 | 135 | 59 | 54.50 |
| 596 | SL-315-DZ | 6 | 135 | 59 | 54.50 |
| 597 | SL-315-DX | 6 | 135 | 59 | 54.50 |
| 598 | SE-313-AZ | 6 | 83 | 43 | 42.50 |
| 599 | SE-313-AU | 6 | 83 | 43 | 42.50 |
| 600 | SE-313-AS | 6 | ..... | 43 | 42.50 |
| 601 | SE-315-AZ | 6 | 100 | 50 | 48.50 |
| 602 | SE-315-AY | 6 | 100 | 50 | 48.5 |
| 603 | SE-315-AV | 6 | 100 | 50 | 48.50 |
| 604 | SE-315-AS | 6 | 100 | 50 | 48.50 |
| 605 | SE-315-DZ | 6 | 100 | 50 | 48.50 |
| 606 | SE-315-DX | 6 | 100 | 50 | 48.50 |
| 607 | SE-319-JZ | 6 | 135 | 62 | 57.00 |
| 608 | SH-311-AZ | 6 | 70 | 40 | 45.00 |
| 609 | SH-311-AY | 6 | 70 | 40 | 45.00 |
| 610 | SH-311-JZ | 6 | 70 | 41 | 39.50 |
| 611 | SH-313-AZ | 6 | 90 | 48 | 45.00 |
| 612 | SH-313-AY | 6 | 90 | 48 | 45.00 |
| 613 | SH-313-AX | 6 | 90 | 48 | 45.00 |
| 614 | SH-313-DZ | 6 | 90 | 48 | 45.00 |
| 615 | SH-315-AZ | 6 | 110 | 56 | 50.50 |
| 616 | SH-315-AY | 6 | 110 | 56 | 50.50 |
| 617 | SH-315-AX | 6 | 110 | 56 | 50.50 |
| 618 | SH-315-DZ | 6 | 110 | 56 | 50.50 |
| 619 | SH-315-DY | 6 | 110 | 56 | 50.50 |
| 620 | SH-319-AZ | 6 | 150 | 66 | 61.50 |
| 621 | SH-319-AY | 6 | 150 | 66 | 61.5 |
| 622 | SH-319-AX | 6 | 150 | 66 | 61.50 |
| 623 | SH-319-AW | 6 | 150 | 66 | 61.50 |
| 624 | SH-319-DZ | 6 | 150 | 66 | 61.50 |
| 625 | SH-319-DY | 6 | 150 | 66 | 61.50 |
| 626 | SH-319-DS | 6 | 150 | 66 | 61.50 |
| 627 | SP-311-AZ | 6 | 117 | 60 | 45.00 |
| 628 | SP-311-AY | 6 | 117 | 60 | [illegible] |
| 629 | SP-313-JZ | 6 | 150 | 71 | 58.00 |
| 630 | SP-313-JY | 6 | 150 | 71 | 58.00 |
| 631 | SP-315-AZ | 6 | 175 | 76 | 58.00 |
| 632 | SP-315-AY | 6 | 175 | 76 | 58.00 |
| 633 | SH-415-EZ | 8 | 110 | 76 | 76.50 |
| 634 | SW-67-AZ | 12 | 35 | 55 | 56.50 |
| 635 | SW-67-AY | 12 | 35 | 55 | 56.50 |
| 636 | SW-67-AX | 12 | 35 | 55 | 56.50 |
| 637 | SW-67-AW | 12 | 35 | 55 | 56.50 |
| 638 | SW-67-AU | 12 | 35 | 55 | 56.50 |
| 639 | SW-67-AT | 12 | 35 | 55 | 56.50 |
| 640 | SW-69-AZ | 12 | 50 | 67 | 67.50 |
| 641 | SW-69-AY | 12 | 50 | 67 | 67.50 |
| 642 | SW-69-AX | 12 | 50 | 67 | 67.50 |
| 643 | SW-69-AW | 12 | 50 | 67 | 67.50 |
| 644 | SW-69-EZ | 12 | 50 | 67 | 74.00 |
| 645 | SW-611-AZ | 12 | 70 | 79 | 74.00 |
| 646 | SW-611-AY | 12 | 70 | 79 | 74.00 |
| 647 | SW-613-AZ | 12 | 90 | 90 | 83.00 |
| 648 | SW-613-AY | 12 | 90 | 90 | 83.00 |
| 649 | SW-615-AZ | 12 | 110 | 107 | [illegible] |
| 650 | SL-67-AZ | 12 | 40 | 59 | 60.00 |
| 651 | SL-67-AX | 12 | 40 | 59 | 56.50 |
| 652 | SL-67-AW | 12 | 40 | 59 | 56.50 |
| 653 | SL-67-AV | 12 | 40 | 59 | 60.00 |
| 654 | SL-69-AZ | 12 | 65 | 72 | 74.00 |
| 655 | SL-69-AX | 12 | 65 | 72 | 67.50 |
| 656 | SL-69-EZ | 12 | 65 | 72 | 74.00 |
| 657 | SL-69-EY | 12 | 65 | 72 | 74.00 |
| 658 | SL-611-AZ | 12 | 85 | 85 | 83.00 |
| 659 | SL-611-EZ | 12 | 85 | 85 | 71.00 |
| 660 | SE-67-AZ | 12 | 35 | 45 | 60.00 |
| 661 | SE-67-AY | 12 | 35 | 45 | 56.50 |
| 662 | SE-67-AX | 12 | 35 | 45 | 60.00 |
| 663 | SH-67-AZ | 12 | 35 | 55 | 56.50 |
| 664 | SH-67-AY | 12 | 35 | 55 | 56.50 |
| 665 | SH-67-EZ | 12 | 35 | 55 | 56.50 |
| 666 | SH-67-GZ | 12 | 35 | 55 | 56.50 |
| 667 | SH-69-AZ | 12 | 50 | 67 | 67.50 |
| 668 | SH-69-AY | 12 | 50 | 67 | 67.50 |
| 669 | SH-69-GZ | 12 | 50 | 67 | 67.50 |
| 670 | SH-611-AZ | 12 | 70 | 79 | 77.50 |
| 671 | SH-613-AZ | 12 | 90 | 90 | 77.50 |
| 672 | SH-615-EZ | 12 | 110 | 107 | 97.50 |
| 673 | SH-615-EY | 12 | 110 | 107 | 97.50 |
| 674 | SP-69-AZ | 12 | 90 | 72 | 74.00 |
| 675 | SW-87-AZ | 16 | 35 | 73 | 74.00 |
| 676 | SW-87-AY | 16 | 35 | 73 | 74.00 |
| 677 | SW-87-AX | 16 | 35 | 73 | 74.00 |
| 678 | SW-89-AZ | 16 | 50 | 87 | 99.00 |
| 679 | SW-811-AZ | 16 | 70 | 101 | 110.00 |
| 680 | SH-97-GZ | 18 | 35 | 82 | 81.00 |
| 681 | SH-99-GZ | 18 | 50 | 98 | 100.00 |
| 682 | SH-99-GY | 18 | 50 | 98 | 100.00 |
| 683 | SH-911-GZ | 18 | 70 | 117 | 100.00 |
| 684 | SW-125-AZ | 24 | 20 | 82 | 84.00 |
| 685 | SW-125-AY | 24 | 20 | 82 | 84.00 |
| 686 | SE-127-AZ | 24 | 35 | 92 | 105.00 |
| 687 | SE-127-AY | 24 | 50 | 92 | 105.00 |
| 688 | SE-127-LZ | 24 | 35 | 92 | 105.00 |
| 689 | SH-125HZ | 24 | 20 | 82 | 84.00 |
| 690 | SH-125-HY | 24 | 20 | 80 | 83.00 |
| 691 | SW-155-AZ | 30 | 20 | 105 | 100.00 |
| 692 | BW-35-AZ | 6 | 20 | 21 | 19.28 |

| Serial No. | GENERAL LEAD Types Assembled Type and Part No. June 12, 1919 | Volts | Amperes Hrs. 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 693 | SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 | SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 | SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 | SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 | SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 | SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 | SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 | SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 | SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 | SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 | SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 | SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 | SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 | SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 | SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 | SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 | SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 | SR-6-160D | 6 | 195 | 80 | 60.50 |
| 711 | HSR-6-80A | 6 | 102 | 61 | 41.25 |
| 712 | HSR-6-80D | 6 | 102 | 61 | 41.25 |
| 713 | GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 | GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 | GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 | GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 | GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 | GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 | GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 | GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 | GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 | GLB-7-6D | 6 | 134 | 67 | 48.40 |
| 723 | GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 | GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 | SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 | SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 | GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 | SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 | SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 | SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 | SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 | SR-12-50A | 12 | 50 | 70 | 58.00 |
| 733 | SR-12-50E | 12 | 50 | 70 | 58.00 |
| 734 | SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 | SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 | SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 | SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 | SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 | SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 | SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 | SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 | SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 | SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 | SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 | SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 | SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 | SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 | GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 | GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 | GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 | GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 | GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 | GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 | GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 | GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 | SR-16-35A | 16 | 35 | 76 | 66.00 |
| 767 | SR-16-35F | 16 | 35 | 76 | 67.70 |
| 758 | SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 | SH-16-35F | 16 | 35 | 76 | 67.70 |
| 760 | SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 | SR-16-50F | 16 | 50 | 90 | 77.00 |
| 762 | SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 | SH-16-50F | 16 | 70 | 90 | 77.00 |
| 764 | SR-16-60A | 18 | 70 | 105 | 88.00 |
| 765 | SR-16-60F | 16 | 70 | 105 | 88.00 |
| 766 | SH-16-60A | 16 | 70 | 105 | 88.00 |
| 767 | SH-16-60F | 16 | 70 | 105 | 88.00 |
| 768 | SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 | SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 | SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 | SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 | SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 | SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 | SH-18-50A | 18 | 50 | 102 | 85.25 |
| 775 | SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 | SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 | SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 | SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 | SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 | SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 | SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 | SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 | SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 | SR-24-35A | 24 | 35 | 115 | 92.40 |
| 785 | SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 | SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 | SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 | 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 | 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 790 | 3XC-15-1-A | 6 | 105 | 46 | 41.50 |
| 791 | 3XC-15-2-D | 6 | 105 | 46 | 41.50 |
| 792 | 3XC-13-1-A | 6 | 82 | 42 | 35.20 |
| 793 | 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 | 3GS-15 (Spc. Trm.) | 6 | 171 | 80 | 64.90 |
| 795 | 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 | PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 | PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 | 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 | 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 800 | 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 801 | SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 802 | STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 803 | STR-12-35A | 12 | 27 | 51 | 38.50 |
| 804 | 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 805 | 12-ES-3R | 12 | 15 | 70 | 68.20 |

| Serial No. | GENERAL LEAD April 29, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 806 | 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 807 | 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 808 | TWL-6-40 | 6 | 21 | 22 | 18.70 |
| 809 | TWL-6-60 | 6 | 40 | 29 | 23.30 |
| 810 | TWL-6-90 | 6 | 65 | 40 | 29.30 |
| 811 | TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 | TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 813 | LR-7 | 6 | 35 | 29 | ..... |
| 814 | LR-9 | 6 | 50 | 36 | ..... |
| 815 | LR-11 | 6 | 70 | 43 | 28.00 |
| 816 | LR-13 | 6 | 90 | 50 | 31.00 |
| 817 | LR-15 | 6 | 110 | 57 | 36.00 |
| 818 | LR-19 | 6 | 155 | 70 | ..... |
| 819 | STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 | GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 | 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 | 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 823 | ASL | 625 | 6 | 25 | 24 | $21.50 |
| 824 | AEL | 625 | 6 | 25 | 24 | 21.50 |
| 825 | ASL | 645 | 6 | 45 | 31 | 26.11 |
| 826 | AEL | 645 | 6 | 45 | 31 | 26.11 |
| 827 | ASL | 663 | 6 | 63 | 38 | 30.72 |
| 828 | AEL | 663 | 6 | 63 | 38 | 30.72 |
| 829 | ASL | 681 | 6 | 81 | 46 | 35.33 |
| 830 | AEL | 681 | 6 | 81 | 46 | 35.33 |
| 831 | ASL | 699 | 6 | 99 | 54 | 39.94 |
| 832 | AEL | 699 | 6 | 99 | 54 | 39.94 |
| 833 | ASL | 615 | 6 | 115 | 62 | 44.54 |
| 834 | AEL | 615 | 6 | 115 | 62 | 44.54 |
| 835 | ASL | 632 | 6 | 132 | 69 | 49.15 |
| 836 | AEL | 632 | 6 | 132 | 69 | 49.15 |
| 837 | ASL | 1225 | 12 | 25 | 50 | on app |
| 838 | AEL | 1225 | 12 | 25 | 50 | on app |
| 839 | ASL | 1245 | 12 | 45 | 67 | 49.15 |
| 840 | AEL | 1245 | 12 | 45 | 67 | 49.15 |
| 841 | ASL | 1263 | 12 | 63 | 85 | 58.37 |
| 842 | AEL | 1263 | 12 | 63 | 85 | 58.37 |
| 843 | ASL | 1825 | 18 | 25 | 74 | on app |
| 844 | AEL | 1825 | 18 | 25 | 74 | on app |
| 845 | ASL | 1845 | 18 | 45 | 101 | on app |
| 846 | AEL | 1845 | 18 | 45 | 101 | on app |
| 847 | ASL | 1863 | 18 | ..... | ... | on app |
| 848 | AEL | 1863 | 18 | ..... | ... | on app |
| 849 | ASL | 2425 | 24 | 25 | 98 | 77.82 |
| 850 | ASL | 2445 | 24 | 45 | 134 | 93.03 |
| 851 | ASLR | 625 | 6 | ..... | ... | on app |
| 852 | AELR | 625 | 6 | ..... | ... | on app |
| 853 | ASLR | 645 | 6 | ..... | ... | on app |
| 854 | AELR | 645 | 6 | ..... | ... | on app |
| 855 | ASLR | 663 | 6 | ..... | ... | on app |
| 856 | AELR | 663 | 6 | ..... | ... | on app |
| 857 | ASLR | 681 | 6 | ..... | ... | on app |
| 858 | AELR | 681 | 6 | ..... | ... | on app |
| 859 | ASLR | 699 | 6 | ..... | ... | on app |
| 860 | AELR | 699 | 6 | ..... | ... | on app |
| 861 | ASLR | 615 | 6 | ..... | ... | on app |
| 862 | AELR | 615 | 6 | ..... | ... | on app |
| 863 | ASLR | 632 | 6 | 132 | ... | on app |
| 864 | AELR | 632 | 6 | ..... | ... | on app |
| 865 | ASLR | 1225 | 12 | ..... | ... | on app |
| 866 | AELR | 1225 | 12 | ..... | ... | on app |
| 867 | ASLR | 1245 | 12 | ..... | ... | on app |
| 868 | AELR | 1245 | 12 | ..... | ... | on app |
| 869 | ASLR | 1263 | 12 | ..... | ... | on app |
| 870 | AELR | 1263 | 12 | ..... | ... | on app |
| 871 | ASLR | 1825 | 18 | ..... | ... | on app |
| 872 | AELR | 1825 | 18 | ..... | ... | on app |
| 873 | AELR | 1845 | 18 | ..... | ... | on app |
| 874 | ASLR | 1863 | 18 | ..... | ... | on app |
| 875 | AELR | 1863 | 18 | ..... | ... | on app |
| 876 | ASLR | 2425 | 24 | ..... | ... | on app |
| 877 | ASLR | 2445 | 24 | ..... | ... | on app |
| 878 | BSL | 650 | 6 | 50 | 35 | 27.75 |
| 879 | BEL | 650 | 6 | 50 | 35 | 27.75 |
| 880 | BSH | 650 | 6 | 50 | 35 | 27.75 |
| 881 | BEH | 650 | 6 | 50 | 35 | 27.75 |
| 882 | BSL | 670 | 6 | 70 | 42 | 32.26 |
| 883 | BEL | 670 | 6 | 70 | 42 | 32.26 |
| 884 | BSH | 670 | 6 | 70 | 42 | 32.26 |
| 885 | BEH | 670 | 6 | 70 | 42 | 32.26 |
| 886 | BSL | 695 | 6 | 85 | 50 | 36.76 |
| 887 | BEL | 695 | 6 | 85 | 50 | 36.76 |
| 888 | BSH | 695 | 6 | 85 | 50 | 36.76 |
| 889 | BEH! | 695 | 6 | 85 | 50 | 36.75 |
| 890 | BSLA | 695 | 6 | 85 | 55 | on app |
| 891 | BELA | 695 | 6 | 85 | 55 | on app |
| 892 | BSL | 610 | 6 | 100 | 59 | 41.27 |
| 893 | BEL | 610 | 6 | 100 | 59 | 41.27 |
| 894 | BSH | 610 | 6 | 100 | 59 | 41.27 |
| 895 | BEH | 610 | 6 | 100 | 59 | 41.27 |
| 896 | BSL | 655 | 6 | 130 | 69 | 50.28 |
| 897 | BEL | 655 | 6 | 130 | 69 | 50.28 |
| 898 | BSH | 655 | 6 | 130 | 69 | 50.28 |
| 899 | BEH | 655 | 6 | 130 | 69 | 50.28 |
| 900 | BSHH | 610 | 6 | 100 | 62 | 41.98 |
| 901 | BEHH | 610 | 6 | 100 | 62 | 41.98 |
| 902 | BSHH | 675 | 6 | 145 | 80 | 51.20 |
| 903 | BEHH | 675 | 6 | 145 | 80 | 51.20 |
| 904 | BSL | 810 | 8 | 100 | 72 | on app |
| 905 | BEL | 810 | 8 | 100 | 72 | on app |
| 906 | GOULD | .... | 8 | 100 | 72 | on app |
| 907 | BEH | 810 | 8 | 100 | 72 | on app |
| 908 | BSL | 1235 | 12 | 35 | 58 | 46.08 |
| 909 | BEL | 1235 | 12 | 35 | 58 | 46.08 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 910 | BSH | 1235 | 12 | 35 | 58 | $46.08 |
| 911 | BEH | 1235 | 12 | 35 | 58 | 46.08 |
| 912 | BSL | 1250 | 12 | 50 | 70 | 54.78 |
| 913 | BEL | 1250 | 12 | 50 | 70 | 54.78 |
| 914 | BSH | 1250 | 12 | 50 | 70 | 54.78 |
| 915 | BEH | 1250 | 12 | 50 | 70 | 54.78 |
| 916 | BSL | 1270 | 12 | 70 | 82 | 63.49 |
| 917 | BEL | 1270 | 12 | 70 | 82 | 63.49 |
| 918 | BSH | 1270 | 12 | 70 | 82 | 63.49 |
| 919 | BEH | 1270 | 12 | 70 | 82 | 63.49 |
| 920 | BSL | 1295 | 12 | 85 | 95 | 72.19 |
| 921 | BEL | 1295 | 12 | 85 | 95 | 72.19 |
| 922 | BSH | 1295 | 12 | 85 | 95 | 72.19 |
| 923 | BEH | 1295 | 12 | 85 | 95 | 72.19 |
| 924 | BSL | 1635 | 16 | 35 | 76 | 61.99 |
| 925 | BEL | 1635 | 16 | 35 | 76 | 61.99 |
| 926 | BSH | 1635 | 16 | 35 | 76 | 61.99 |
| 927 | BEH | 1635 | 16 | 35 | 76 | 61.99 |
| 928 | BSL | 1650 | 16 | 50 | 90 | 72.71 |
| 929 | BEL | 1650 | 16 | 50 | 90 | 72.71 |
| 930 | BSH | 1650 | 16 | 50 | 90 | 72.71 |
| 931 | BEH | 1650 | 16 | 50 | 90 | 72.71 |
| 932 | BSL | 1670 | 16 | 70 | 105 | 84.99 |
| 933 | BEL | 1670 | 16 | 70 | 105 | 84.99 |
| 934 | BSH | 1670 | 16 | 70 | 105 | 84.99 |
| 935 | BEH | 1670 | 16 | 70 | 105 | 84.99 |
| 936 | BSL | 1835 | 18 | 35 | 85 | 66.56 |
| 937 | BEL | 1835 | 18 | 35 | 85 | 66.56 |
| 938 | BSH | 1835 | 18 | 35 | 85 | 66.56 |
| 939 | BEH | 1835 | 18 | 35 | 85 | 66.56 |
| 940 | BSL | 1850 | 18 | 50 | 102 | 80.38 |
| 941 | BEL | 1850 | 18 | 50 | 102 | 80.38 |
| 942 | BSH | 1850 | 18 | 50 | 102 | 80.38 |
| 943 | BEH | 1850 | 18 | 50 | 102 | 80.38 |
| 944 | BSL | 1870 | 18 | 70 | 122 | 94.21 |
| 946 | BEL | 1870 | 18 | 70 | 122 | 94.21 |
| 947 | BSH | 1870 | 18 | 70 | 122 | 94.21 |
| 948 | BEH | 1870 | 18 | 70 | 122 | 94.21 |
| 949 | BSL | 2421 | 24 | 20 | 85 | 69.63 |
| 950 | BEL | 2420 | 24 | 20 | 85 | 69.63 |
| 951 | BSH | 2420 | 24 | 20 | 85 | 63.63 |
| 952 | BEH | 2420 | 24 | 20 | 85 | 63.63 |
| 953 | BSL | 2435 | 24 | 35 | 120 | 84.48 |
| 954 | BEL | 2435 | 24 | 35 | 120 | 84.48 |
| 955 | BSH | 2435 | 24 | 35 | 120 | 84.48 |
| 956 | BEH | 2435 | 24 | 35 | 120 | 8 4.48 |
| 957 | BSL | 2450 | 24 | 50 | 146 | on app |
| 958 | BEL | 2450 | 24 | 50 | 146 | on app |
| 959 | BSH | 2450 | 24 | 50 | 146 | on app |
| 960 | BEH | 2450 | 24 | 50 | 146 | on app |
| 961 | ES | 692 | 6 | 100 | 48 | on app |
| 962 | EE | 692 | 6 | 100 | 48 | on app |
| 963 | ESK | 692 | 6 | 100 | 48 | 40.86 |
| 964 | EEK | 692 | 6 | 100 | 48 | 40.86 |
| 965 | ESJ | 692 | 6 | 100 | 48 | 40.18 |
| 966 | EEJ | 692 | 6 | 100 | 48 | 40.18 |
| 967 | ESJ | 678 | 6 | 84 | 44 | 36.10 |
| 968 | EEJ | 678 | 6 | 84 | 44 | 36.10 |
| 969 | F | 614 | 6 | 150 | 82 | 61.57 |
| 970 | G | 616 | 6 | 150 | 82 | 59.39 |
| 971 | GMV | 616 | 6 | 150 | 83 | 61.57 |
| 972 | I | 2413 | 24 | 13 | 67 | 66.56 |
| 973 | BSLP | 655 | 6 | 130 | 69 | 50.28 |
| 974 | BSPH | 810 | 8 | 100 | 72 | 56.17 |
| 975 | ACH | 1845 | 18 | 45 | 103 | 72.14 |
| 976 | ACHR | .... | ... | ... | ... | ...... |
| 977 | ALG | 699 | 6 | 70 | 42 | 39.94 |
| 978 | BHG | 670 | 6 | 99 | 54 | 32.25 |
| 979 | BML | 595 | 6 | 85 | 50 | 37.00 |
| 980 | BML | 1235 | 12 | 35 | 45 | 46.08 |
| 981 | BEH | 1210 | 12 | 100 | ... | 80.90 |
| 982 | ASL | 3025 | 30 | 25 | ... | 90.98 |
| 983 | ASL | 1635 | 16 | 35 | ... | ...... |
| 984 | AEL | 1281 | 12 | 81 | ... | 67.58 |

| Serial No. | PHILADELPHIA DIAM'D GRID. Type & Patr No. Nov. 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 985 | 116LL-A | | 6 | 60 | 44 | 34.00 |
| 986 | 116LL-A-2 | | 6 | 60 | 44 | 36.50 |
| 987 | 136LL-A | | 6 | 77 | 50 | 39.60 |
| 988 | 136LL-A-5 | | 6 | 77 | 50 | 39.60 |
| 989 | 136LL-A-8 | | 6 | 77 | 50 | 41.10 |
| 990 | 136LL-A-11 | | 6 | 77 | 50 | 39.60 |
| 991 | 136LL-A-2 | | 6 | 77 | 50 | 40.50 |
| 992 | 136LL-D | | 6 | 77 | 50 | 39.60 |
| 993 | 136LL-D-4 | | 6 | 77 | 50 | 39.60 |
| 994 | 136LL-D-7 | | 6 | 77 | 50 | 39.60 |
| 995 | 136LL-D-6 | | 6 | 77 | 50 | 39.60 |
| 996 | 156LL-A | | 6 | 95 | 56 | 43.80 |
| 997 | 156LL-A-7 | | 6 | 95 | 56 | 45.40 |
| 998 | 156LL-A-9 | | 6 | 95 | 56 | 43.80 |
| 999 | 156LL-A-11 | | 6 | 95 | 56 | 43.80 |
| 1000 | 156LL-A-12 | | 6 | 95 | 56 | 43.80 |
| 1001 | 156LL-A-10 | | 6 | 95 | 56 | 43.80 |
| 1002 | 156LL-D | | 6 | 95 | 56 | 43.80 |
| 1003 | 196LL-A | | 6 | 130 | 70 | 51.70 |
| 1004 | 196LL-A-4 | | 6 | 130 | 70 | 53.10 |
| 1005 | 196LL-A-1 | | 6 | 130 | 70 | 51.70 |
| 006 | 196LL-D | | 6 | 130 | 70 | 51.70 |
| 1007 | 236LL-D | | 6 | 165 | 84 | 58.90 |
| 1008 | 512LL-A-3 | | 12 | 18 | 46 | 41.70 |
| 1009 | 712LL-A-4 | | 12 | 30 | 58 | 49.50 |
| 1010 | 712LL-A-16 | | 12 | 30 | 58 | 50.20 |
| 1011 | 712LL-A-1 | 6 & | 12 | 30 | 58 | 51.40 |
| 1012 | 712LL-A-15 | 6 & | 12 | 30 | 58 | 49.90 |
| 1013 | 712LL-A-9 | 6 & | 12 | 30 | 58 | 49.90 |
| 1014 | 912LL-A-2 | | 12 | 44 | 70 | 57.40 |

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# BATTERY PRICE LIST—CONCLUDED

| Serial No. | PHILADELPHIA DIAM'D GRID Type & Part No. Nov 15, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|
| 1015 | 912LL-A-4 | 12 | 44 | 70 | 58.20 |
| 1016 | 912LL-E-1 | 12 | 44 | 70 | 57.40 |
| 1017 | 1112LL-A-4 | 12 | 60 | 82 | 65.00 |
| 1018 | 1312LL-A-1 6 & | 12 | 77 | 95 | 70.70 |
| 1019 | 1512LL-E | 12 | 95 | 112 | 75.10 |
| 1020 | 716LL-A-1 | 16 | 30 | 75 | 63.60 |
| 1021 | 716LL-A-4 | 16 | 30 | 75 | 65.90 |
| 1022 | 916LL-A-3 | 16 | 44 | 90 | 71.40 |
| 1023 | 1116LL-A-1 | 16 | 60 | 105 | 81.20 |
| 1024 | 524LL-A-1 | 24 | 18 | 90 | 73.40 |
| 1025 | 724LL-H-1 | 24 | 30 | 105 | 82.80 |
| 1026 | 116LH-A | 6 | 60 | 44 | 34.90 |
| 1027 | 116LH-A-2 | 6 | 60 | 44 | 34.90 |
| 1028 | 116LH-J | 6 | 60 | 44 | 34.90 |
| 1029 | 136LH-A | 6 | 77 | 50 | 39.60 |
| 1030 | 136LH-A-3 | 6 | 77 | 50 | 41.10 |
| 1031 | 136LH-A-9 | 6 | 77 | 50 | 41.40 |
| 1032 | 136LH-D-1 | 6 | 77 | 50 | 39.60 |
| 1033 | 156LH-A | 6 | 95 | 56 | 43.80 |
| 1034 | 156LH-A-4 | 6 | 95 | 56 | 45.40 |
| 1035 | 156LH-A-5 | 6 | 95 | 56 | 45.80 |
| 1036 | 156LH-D-1 | 6 | 95 | 56 | 43.80 |
| 1037 | 196LH-A | 6 | 130 | 70 | 51.70 |
| 1038 | 196LH-A-5 | 6 | 130 | 70 | 53.10 |
| 1039 | 196LH-A-7 | 6 | 130 | 70 | 53.20 |
| 1040 | 196LH-A-2 | 6 | 130 | 70 | 51.70 |
| 1041 | 196LH-D-1 | 6 | 130 | 70 | 51.70 |
| 1042 | 216LH-A-2 | 6 | 14 | 77 | ..... |
| 1043 | 712LH-A-1 | 12 | 30 | 58 | 49.50 |
| 1044 | 912LH-A | 12 | 44 | 70 | 57.40 |
| 1045 | 912LH-A-4 | 12 | 44 | 70 | 58.10 |
| 1046 | 912LH-A-5 | 12 | 44 | 70 | 59.20 |
| 1047 | 912LH-E-1 | 12 | 44 | 70 | 58.40 |
| 1048 | 912LH-G-1 | 12 | 44 | 70 | 58.30 |
| 1049 | 1112LH-A-1 | 12 | 60 | 82 | 64.90 |
| 1050 | 1312LH-A | 12 | 77 | 95 | 70.20 |
| 1051 | 1512LH-E-3 | 12 | 95 | 112 | 75.60 |
| 1052 | 716LH-A-1 | 16 | 30 | 75 | 63.60 |
| 1053 | 916LH-F | 16 | 44 | 90 | 71.00 |
| 1054 | 718LH-G-1 | 18 | 30 | 85 | 69.70 |
| 1055 | 1118LH-G-1 | 18 | 60 | 125 | 84.70 |
| 1056 | 524LH-H-2 | 24 | 18 | 90 | 73.20 |
| 1057 | 724LH-H-2 | 24 | 30 | 105 | 82.40 |
| 1058 | 724LH-H-1 | 24 | 30 | 105 | 82.80 |
| 1059 | 724LH-Y-1 | 24 | 30 | 105 | 82.40 |
| 1060 | 76LM-A-1 | 6 | 35 | 30 | 29.80 |
| 1061 | 116LM-A | 6 | 70 | 48 | 38.40 |
| 1062 | 116LM-A-1 | 6 | 70 | 48 | 38.40 |
| 1063 | 116LM-A-2 | 6 | 70 | 48 | 38.40 |
| 1064 | 116LM-A-4 | 6 | 70 | 48 | 38.40 |
| 1065 | 116LM-A-5 | 6 | 70 | 48 | 38.40 |
| 1066 | 116LM-A-10 | 6 | 70 | 48 | 38.40 |
| 1067 | 116LM-A-14 | 6 | 70 | 48 | 38.40 |
| 1068 | 116LM-A-15 | 6 | 70 | 48 | 38.40 |
| 1069 | 116LM-A-16 | 6 | 70 | 48 | 38.40 |
| 1070 | 116LM-A-7 | 6 | 70 | 48 | 38.40 |
| 1071 | 116LM-D-3 | 6 | 70 | 48 | 38.40 |
| 1072 | 116LM-D-2 | 6 | 70 | 48 | 38.40 |
| 1072 | W 136LM-A | 6 | 90 | 57 | 42.50 |
| 1073 | 136LM-A | 6 | 90 | 57 | 43.30 |
| 1074 | 136LM-A-1 | 6 | 90 | 57 | 43.30 |
| 1075 | 136LM-A-3 | 6 | 90 | 57 | 43.30 |
| 1076 | 136LM-A-7 | 6 | 90 | 57 | 43.30 |
| 1077 | 136LM-A-9 | 6 | 90 | 57 | 43.30 |
| 1078 | 136LM-A-11 | 6 | 90 | 57 | 43.30 |
| 1079 | 136LM-A-12 | 6 | 90 | 57 | 43.30 |
| 1080 | 136LM-A-5 | 6 | 90 | 57 | 43.30 |
| 1081 | 136LM-A-6 | 6 | 90 | 57 | 43.30 |
| 1082 | 136LM-D | 6 | 90 | 57 | 43.30 |
| 1083 | 136LM-D-1 | 6 | 90 | 57 | 43.30 |
| 1084 | 136LM-D-2 | 6 | 90 | 57 | 43.30 |
| 1085 | 136LM-D-4 | 6 | 90 | 57 | 43.30 |
| 1086 | 136LM-D-3 | 6 | 90 | 57 | 43.30 |
| 1087 | 136LM-J-1 | 6 | 90 | 57 | 43.30 |
| 1088 | 156LM-A | 6 | 100 | 66 | 48.00 |
| 1089 | 156LM-A-1 | 6 | 100 | 66 | 48.00 |
| 1090 | 156LM-A-2 | 6 | 100 | 66 | 48.00 |
| 1091 | 156LM-D-1 | 6 | 100 | 66 | 48.00 |
| 1092 | 176LM-J-1 | 6 | 130 | 75 | 52.70 |
| 1093 | 712LM-A-1 | 12 | 35 | 67 | 50.40 |
| 1094 | 712LM-A-5 | 12 | 35 | 67 | 50.40 |
| 1095 | 712LM-A-6 6 & | 12 | 35 | 67 | 50.70 |
| 1096 | 712LM-E-1 | 12 | 35 | 67 | 50.40 |
| 1097 | 912LM-A-1 6 & | 12 | 50 | 81 | 58.30 |
| 1098 | 912LM-E-1 | 12 | 50 | 81 | 58.00 |
| 1099 | 912LM-E-5 6 & | 12 | 50 | 81 | 58.30 |
| 1100 | 1112LM-A-1 | 12 | 70 | 95 | 64.70 |
| 1101 | 1112LM-A-2 | 12 | 70 | 95 | 64.70 |
| 1102 | 1112LM-E-1 | 12 | 70 | 95 | 64.60 |
| 1103 | 1112LM-E-2 | 12 | 70 | 95 | 64.60 |
| 1104 | 116LG-A-1 | 6 | 100 | 42 | 45.80 |
| 1155 | 116LG-A-6 | 6 | 100 | 42 | 44.80 |
| 1106 | 116LG-A-8 | 6 | 100 | 42 | 45.40 |
| 1107 | 156LG-A-1 | 6 | 150 | 80 | 56.10 |
| 1108 | 156LG-A-4 | 6 | 150 | 80 | 54.30 |
| 1109 | 156LG-J-1 | 6 | 150 | 80 | 54.20 |
| 1110 | 156LG-J-2 | 6 | 150 | 80 | 58.10 |
| 1111 | 912LG-A-1 6 & | 12 | 70 | 98 | 63.70 |
| 1112 | 330A-A-1 | 30 | 15 | 100 | 80.80 |
| 1113 | 524STD-H-2 | 24 | 15 | 68 | 68.40 |
| 1114 | 718STH-4 | 18 | 40 | 96 | 74.40 |
| 1115 | 524STH-A-1 12& | 24 | 25 | 96 | 75.60 |
| 1116 | 156LL-A-2 | 6 | 95 | 56 | 43.80 |
| 1117 | 136LL-A-3 | 6 | 77 | 50 | 39.60 |
| 1118 | X-116-LMD | 6 | 70 | 48 | 37.40 |
| 1119 | V-216-LHA | 6 | 148 | 77 | ..... |
| 1120 | 136-LSF-A-1 | 6 | 67 | 39 | 37.50 |
| 1121 | 76-LSF-A-1 | 6 | 26 | 24 | 29.00 |
| 1122 | 116-LL-A-1 | 6 | 60 | 44 | 34.90 |
| 1123 | X-96LMA | 6 | 50 | 39 | 32.80 |
| 1124 | 76-SH | 6 | 60 | 36 | |
| 1125 | 116LM-A-12 | 6 | 70 | 48 | 38.40 |

| Serial No. | PHILADELPHIA DIAM'D GRID Type & Part No. Nov. 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1126 | 96-SH | | 6 | 75 | 45 | 00.00 |
| 1127 | 136LH-A-1 | | 6 | 77 | 50 | 39.60 |
| 1128 | W-116-LM-A | | 6 | 70 | 48 | 37.40 |
| 1129 | 116 STN-A-1 | | 6 | 70 | 45 | 34.90 |
| 1130 | 76-SPN | | 6 | 39 | 23 | 25.40 |
| 1131 | 196-LL-A-2 | | 6 | 130 | 70 | 51.60 |
| **Serial No.** | **U S L Tyse and Form Oct. 3rd, 1918** | | **Volts** | **Amperes Hrs. at 5 Hour Rate** | **Net Wgt., Lbs.** | **Price** |
| 1132 | AD-313B | 67 | 6 | 90 | 49 | $31.38 |
| 1133 | AD-313-B | 70C | 6 | 90 | 49 | 31.38 |
| 1134 | AD-313-B | 1C | 6 | 90 | 49 | 31.38 |
| 1135 | AD-313-B | 71C | 6 | 90 | 49 | 31.38 |
| 1136 | AD-313-B | 74 | 6 | 90 | 49 | 31.38 |
| 1137 | AD-313-B | 69 | 6 | 90 | 49 | 31.38 |
| 1138 | AD-313-B | 68 | 6 | 90 | 49 | 31.38 |
| 1139 | AD-313-B | 81D | 6 | 90 | 49 | 31.38 |
| 1140 | AD-313-D | 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D | 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D | 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D | 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D | 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B | 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B | 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B | 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A | 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B | 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B | 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B | 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J | 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B | 2C | .. | ..... | .. | ..... |
| 1157 | AD-323-B | 67 | .. | ..... | .. | ..... |
| 1158 | AD-327-A | 7C | .. | ..... | .. | ..... |
| 1159 | CD-309-B | 81E | 6 | 68 | 39 | ..... |
| 1160 | CD-311-C | 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C | 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C | 81E | 6 | 84 | 47 | 36.80 |
| 1163 | CD-311-C | 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C | 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C | 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C | 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C | 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C | 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C | 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C | 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A | 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A | 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F | 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E | 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B | 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B | 2C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B | 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B | 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B | 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B | 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B | 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B | 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B | 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B | 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B | 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B | 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B | 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B | 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B | 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B | 81E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A | 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A | 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A | 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A | 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B | 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B | 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B | 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D | 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D | 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E | 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B | 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B | 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B | 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H | 6A | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B | 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B | 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L | 115C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B | 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K | 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K | 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B | 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B | 85 | 6 | 144 | 69 | 48.30 |
| 1217 | F-319-B | 85C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A | 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A | 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K | 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L | 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B | 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B | 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B | 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L | 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L | 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G | 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G | 4 | 6 | 166 | 80 | 54.05 |

| Serial No. | U S L Type and Fore Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1229 | F-415-A | 52C | .. | ..... | .. | ..... |
| 1230 | AD-607-B | 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B | 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B | 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B | 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B | 62A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C | 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B | 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B | 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B | 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B | 116 D | 12 | 52½ | 70 | 54.06 |
| 1241 | AD-609-A | 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B | 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B | 96 | 12 | 70 | 84 | 60.38 |
| 1244 | AD-613-B | 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C | 98A | 12 | 90 | 97 | ..... |
| 1246 | AD-615-H | 117 | 12 | 106 | 110 | ..... |
| 1247 | CD-607-B | 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B | 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B | 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B | 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B | 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B | 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C | 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C | 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A | 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B | 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G | 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A | 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A | 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E | 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B | 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A | 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A | 18A | 12 | 84 | 95 | 64.98 |
| 1265 | F-607-B | 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B | 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E | 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B | 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B | 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B | 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B | 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F | 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B | 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G | 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A | 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A | 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G | 99A | 12 | 85 | 104 | ..... |
| 1279 | EL-607-D | | 12 | ..... | .. | 54.05 |
| 1280 | AD-807-B | 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B | 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B | 103 | 16 | ..... | ... | 68.43 |
| 1283 | AD-811-B | 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A | 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A | 105 | 18 | ..... | .. | 75.90 |
| 1286 | F105-011-A | | 18 | ..... | ... | 85.68 |
| 1287 | EDC-909 | | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A | 32A | 24 | ..... | ... | ..... |
| 1289 | F-1207-C | 33 | 24 | ..... | ... | ..... |
| 1290 | EL-1207 | | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | | 30 | ..... | .. | 77.63 |
| 1293 | AD-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L | 107 | 6 | 70 | 43 | 37.38 |
| 1295 | AD-311-B | 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B | 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B | 1C | 6 | 70 | 43 | 33.93 |
| **Serial No.** | **PREST-O-LITE Type and Replacement No. August 15, 1918** | | **Volts** | **Amperes Hrs. at 5 Hour Rate** | **Net Wgt., Lbs.** | **Price** |
| 1300 | 611AH7 | 400 | 6 | 70 | 42 | 32.65 |
| 1301 | 611WHN | 405 | 6 | 70 | 42 | 32.65 |
| 1302 | 611WHN | 406 | 6 | 70 | 42 | 32.65 |
| 1303 | 611RHN | 411 | 6 | 85 | 51 | 36.35 |
| 1304 | 611RHN | 412 | 6 | 85 | 51 | 36.45 |
| 1305 | 611RHN | 413 | 6 | 85 | 51 | 36.45 |
| 1306 | 611RHN | 414 | 6 | 85 | 51 | 36.45 |
| 1307 | 611RHN | 415 | 6 | 85 | 51 | 36.45 |
| 1308 | 611RHN | 416 | 6 | 85 | 51 | 36.45 |
| 1309 | 611RHN | 417 | 6 | 85 | 51 | 36.45 |
| 1310 | 611RHN | 418 | 6 | 85 | 51 | 36.45 |
| 1311 | 611RHN | 419 | 6 | 85 | 51 | 36.45 |
| 1312 | 611RHN | 430 | 6 | 85 | 51 | 36.45 |
| 1313 | 611RHN2 | 431 | 6 | 85 | 51 | 36.45 |
| 1314 | 611JFN | 436 | 6 | 110 | 62 | 26.00 |
| 1315 | 611BHN | 440 | 6 | 110 | 62 | 43.20 |
| 1316 | 611BHN | 441 | 6 | 110 | 62 | 43.20 |
| 1317 | 611BHN | 442 | 6 | 110 | 62 | 43.20 |
| 1316 | 613AH | 447 | 6 | 85 | 50 | 37.10 |
| 1319 | 613AH | 448 | 6 | 85 | 50 | 37.10 |
| 1320 | 613AH | 449 | 6 | 85 | 50 | 37.10 |
| 1321 | 613AH | 450 | 6 | 85 | 50 | 37.10 |
| 1322 | 613AH2 | 455 | 6 | 85 | 50 | 37.10 |
| 1323 | 613WHN | 460 | 6 | 85 | 50 | 37.10 |
| 1324 | 613WHN | 461 | 6 | 85 | 50 | 37.10 |
| 1325 | 613WHN | 462 | 6 | 85 | 50 | 37.10 |
| 1326 | 613WHN | 463 | 6 | 85 | 50 | 37.10 |
| 1327 | 613WHN | 464 | 6 | 85 | 50 | 37.10 |
| 1328 | 613WHN | 465 | 6 | 85 | 50 | 37.10 |
| 1329 | 613WHN2 | 475 | 6 | 85 | 50 | 37.10 |
| 1330 | 613WHN2 | 476 | 6 | 85 | 50 | 37.10 |
| 1331 | 613WHN2 | 477 | 6 | 85 | 50 | 37.10 |
| 1332 | 613RHN | 485 | 6 | 105 | 56 | 40.90 |
| 1333 | 613RHN | 486 | 6 | 105 | 56 | 40.90 |
| 1334 | 613RHN | 487 | 6 | 105 | 56 | 40.90 |

| Serial No. | U. S. L. Type and Fore Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lb. | Price |
|---|---|---|---|---|---|---|
| 1335 | 613RHN | 488 | 6 | 105 | 56 | 40.90 |
| 1336 | 613RHN | 489 | 6 | 105 | 56 | 40.90 |
| 1337 | 613RHN | 490 | 6 | 105 | 56 | 40.90 |
| 1338 | 613RHN | 491 | 6 | 105 | 56 | 40.90 |
| 1339 | 613RHN | 492 | 6 | 105 | 56 | 40.90 |
| 1340 | 613RHN | 493 | 6 | 105 | 56 | 40.90 |
| 1341 | 613RHN2 | 503 | 6 | 105 | 56 | 40.90 |
| 1342 | 613RHN2 | 504 | 6 | 105 | 56 | 40.90 |
| 1343 | 613RHN2 | 505 | 6 | 105 | 56 | 40.90 |
| 1344 | 613RHN7 | 510 | 6 | 105 | 56 | 40.90 |
| 1345 | 613JFN | 515 | 6 | 90 | 40 | 36.45 |
| 1346 | 613BHN | 520 | 6 | ..... | ... | 48.55 |
| 1347 | 613BHN7 | 525 | 6 | ..... | ... | 48.55 |
| 1348 | 613BHN7 | 526 | 6 | ..... | ... | 48.55 |
| 1349 | 613CM2 | 531 | 6 | ..... | ... | 65.20 |
| 1350 | 613CM2 | 532 | 6 | ..... | ... | 65.20 |
| 1351 | 615AH | 537 | 6 | 102 | 59 | 39.65 |
| 1352 | 615AH | 538 | 6 | 102 | 59 | 39.65 |
| 1353 | 615AH | 539 | 6 | 102 | 59 | 39.65 |
| 1354 | 615AH2 | 544 | 6 | 102 | 59 | 39.65 |
| 1355 | 615WHN | 550 | 6 | 102 | 59 | 39.65 |
| 1356 | 615WHN | 551 | 6 | 102 | 59 | 39.65 |
| 1357 | 615WHN | 552 | 6 | 102 | 59 | 39.65 |
| 1358 | 615WHN | 553 | 6 | 102 | 59 | 39.65 |
| 1359 | 615WHN | 554 | 6 | 102 | 59 | 39.65 |
| 1360 | 615WHN2 | 560 | 6 | 102 | 59 | 39.65 |
| 1361 | 615RHN | 568 | 6 | 125 | 65 | 46.20 |
| 1362 | 615RHN | 569 | 6 | 125 | 65 | 46.20 |
| 1363 | 615RHN | 570 | 6 | 125 | 65 | 46.20 |
| 1364 | 615RHN2 | 578 | 6 | 125 | 65 | 46.20 |
| 1365 | 615RHN2 | 579 | 6 | 125 | 65 | 46.20 |
| 1366 | 615RHN2 | 580 | 6 | 125 | 65 | 46.20 |
| 1367 | 615JFN | 585 | 6 | 110 | 46 | 39.65 |
| 1368 | 615JFN | 586 | 6 | 110 | 46 | 39.65 |
| 1369 | 615JFN2 | 592 | 6 | 110 | 46 | 39.65 |
| 1370 | 615BHN | 598 | 6 | 160 | 80 | 56.20 |
| 1371 | 615BHN | 599 | 6 | 160 | 80 | 56.20 |
| 1372 | 615BHN | 600 | 6 | 160 | 80 | 56.20 |
| 1373 | 619AH | 610 | 6 | 135 | 69 | 48.55 |
| 1374 | 619AH | 611 | 6 | 135 | 69 | 48.55 |
| 1375 | 619AH | 612 | 6 | 135 | 69 | 48.55 |
| 1376 | 619AH | 613 | 6 | 135 | 69 | 48.55 |
| 1377 | 619WHN | 623 | 6 | 135 | 69 | 48.55 |
| 1378 | 619WHN | 624 | 6 | 135 | 69 | 48.55 |
| 1379 | 619WHN | 625 | 6 | 135 | 69 | 48.55 |
| 1380 | 619WHN | 626 | 6 | 135 | 69 | 48.55 |
| 1381 | 619RHN | 631 | 6 | ..... | ... | 56.90 |
| 1382 | 619RHN2 | 636 | 6 | ..... | ... | 56.90 |
| 1383 | 619JFN7 | 641 | 6 | ..... | ... | 49.90 |
| 1384 | 127AH | 646 | 12 | 37.5 | 51 | 35.40 |
| 1385 | 127AH | 647 | 12 | 37.5 | 51 | 35.40 |
| 1386 | 127AH | 648 | 12 | 37.5 | 51 | 35.40 |
| 1387 | 127WMN | 657 | 12 | 37.5 | 51 | 45.20 |
| 1388 | 127WHN | 658 | 12 | 37.5 | 57 | 45.20 |
| 1389 | 127WHN | 659 | 12 | 37.5 | 57 | 45.20 |
| 1390 | 127WHN | 660 | 12 | 37.5 | 57 | 45.20 |
| 1391 | 127WHN | 661 | 12 | 37.5 | 57 | 45.20 |
| 1392 | 127WHN | 662 | 12 | 37.5 | 57 | 45.20 |
| 1393 | 127WHN | 663 | 12 | 37.5 | 57 | 45.20 |
| 1394 | 127WHN | 664 | 12 | 37.5 | 57 | 45.20 |
| 1395 | 127WHN | 665 | 12 | 37.5 | 57 | 45.20 |
| 1396 | 127RHN | 675 | 12 | 47.5 | 69 | 45.65 |
| 1397 | 127RHN | 676 | 12 | 47.5 | 69 | 45.65 |
| 1398 | 127RHN | 677 | 12 | 47.5 | 69 | 45.65 |
| 1399 | 127RHN | 678 | 12 | 47.5 | 69 | 45.65 |
| 1400 | 127RHN | 679 | 12 | 47.5 | 69 | 45.65 |
| 1401 | 129AH | 688 | 12 | 54 | 70 | 41.20 |
| 1402 | 129WHN | 693 | 12 | 54 | 70 | 52.65 |
| 1403 | 129WHN | 694 | 12 | 54 | 70 | 52.65 |
| 1404 | 129WHN | 695 | 12 | 54 | 70 | 52.65 |
| 1405 | 129WHN | 696 | 12 | 54 | 70 | 52.65 |
| 1406 | 129WHN3 | 701 | 12 | 54 | 70 | 52.65 |
| 1407 | 129RHN | 706 | 12 | 66 | 83 | 58.80 |
| 1408 | 129RHN3 | 711 | 12 | 66 | 83 | 58.80 |
| 1409 | 129RHN3 | 712 | 12 | 66 | 83 | 58.80 |
| 1410 | 1211AH | 717 | 12 | 70 | 80 | 61.10 |
| 1411 | 1211WHN | 722 | 12 | 70 | 80 | 61.10 |
| 1412 | 1211RHN | 727 | 12 | 85 | 97 | 68.00 |
| 1413 | 1211RHN3 | 732 | 12 | 85 | 97 | 68.00 |
| 1414 | 1211RHN3 | 733 | 12 | 85 | 97 | 68.00 |
| 1415 | 1213AH | 738 | 12 | 85 | 92 | 68.35 |
| 1416 | 1213WHN | 743 | 12 | 85 | 92 | 76.90 |
| 1417 | 1215AH3 | 748 | 12 | 103 | 110 | 76.90 |
| 1418 | 167WHN | 753 | 16 | 37.5 | 75 | 60.10 |
| 1419 | 167WHN | 754 | 16 | 37.5 | 75 | 60.10 |
| 1420 | 169WHN | 759 | 16 | 54 | 90 | 68.00 |
| 1421 | 169WHN | 760 | 16 | 54 | 90 | 68.00 |
| 1422 | 187AH5 | 765 | 18 | 37.5 | 85 | 65.20 |
| 1423 | 167RHN7 | 770 | 16 | ..... | ... | ..... |
| 1424 | 1811AH5 | 775 | 18 | 70 | 115 | 68.00 |
| 1425 | 243GM6 | 780 | 24 | ..... | ... | 63.65 |
| 1426 | 245AH6 | 785 | 24 | 25 | 90 | 52.00 |
| 1427 | 247AH5 | 790 | 24 | 37.5 | 115 | 81.85 |
| 1428 | 305WHN | 795 | 30 | ..... | ... | 79.2 |
| 1429 | 67WHP | 800 | 6 | ..... | ... | 21.40 |
| **Serial No.** | **WITHERBEE May 1, 1919** | | **Volts** | **Amperes Hrs. at 5 Hour Rate** | **Net Wgt., Lbs.** | **Price** |
| 1500 | WRS | 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS | 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS | 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE | 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS | 6-80 | 6 | ..... | 50 | 36.50 |

| Serial No. | WITHERBE[E] May 1, 1[919] |
|---|---|
| 1509 | WHE |
| 1510 | WLS |
| 1511 | WLE |
| 1512 | WRS |
| 1513 | WRE |
| 1514 | WHS |
| 1515 | WHE |
| 1516 | WLS |
| 1517 | WLE |
| 1518 | WRS |
| 1519 | WRE |
| 1520 | WHS |
| 1521 | WHE |
| 1522 | WGS |
| 1523 | WGE |
| 1524 | WGS |
| 1525 | WGE |
| 1526 | WGJ |
| 1527 | WRS |
| 1528 | WRE |
| 1529 | WHS |
| 1530 | WHE |
| 1531 | WLS |
| 1532 | WLE |
| 1533 | WRS |
| 1534 | WRE |
| 1535 | WHS |
| 1536 | WHE |
| 1537 | WLS |
| 1538 | WLE |
| 1539 | WRS |
| 1540 | WRE |
| 1541 | WHS |
| 1542 | WHE |
| 1543 | WLS |
| 1544 | WLE |
| 1545 | WRS |
| 1546 | WRE |
| 1547 | WHS |
| 1548 | WHE |
| 1549 | WLS |
| 1550 | WLE |
| 1551 | WRS |
| 1552 | WRE |
| 1553 | WHS |
| 1554 | WHE |
| 1555 | WLS |
| 1556 | WLE |
| 1557 | WRS |
| 1558 | WRE |
| 1559 | WHS |
| 1560 | WHE |
| 1561 | WRS |
| 1562 | WRE |
| 1563 | WHS |
| 1564 | WHE |
| 1565 | WRS |
| 1566 | WRE |
| 1567 | WHS |
| 1568 | WHE |
| 1569 | WRS |
| 1570 | WRE |
| 1571 | WHS |
| 1572 | WHE |
| 1573 | WRS |
| 1574 | WRE |
| 1575 | WHS |
| 1576 | WHE |
| 1577 | WRS |
| 1578 | WRE |
| 1579 | WHS |
| 1580 | WHE |
| 1581 | WRS |
| 1582 | WRE |
| 1583 | WHS |
| 1585 | WRS |
| 1586 | WRE |
| 1587 | WHS |
| 1588 | WHE |
| 1589 | WRS |
| 1590 | WRE |
| 1591 | WHS |
| 1592 | WHE |
| 1593 | WLS-T |
| 1594 | WRS-T |
| 1595 | WLJ |
| 1596 | WRS-T |
| 1597 | WLS |
| 1598 | WRS-T |
| 1599 | WHJ |
| 1600 | WRS-T |
| 1601 | WRS-T |
| 1602 | WRS-T |
| 1603 | WRJ |
| 1604 | WLS |
| 1605 | WHE |
| 1606 | PWRS |
| 1607 | WHS-T |
| 1608 | WRS-T |
| 1609 | WRS-T |

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# Victory Announcement

## More Mileage Adjustment on Goodrich Tires

## FABRICS, 6,000 Miles--CORDS, 8,000 Miles

**TO automobile owners and drivers—to Goodrich Dealers—the B. F. Goodrich Rubber Company herewith declares a *more-mileage adjustment* on Goodrich Tires—6,000 miles for SAFETY TREADS, and 8,000 miles for SILVERTOWN CORDS.**

Fix these new Goodrich Adjustment figures firmly in your mind — 6,000 miles for SAFETY TREADS — 8,000 miles for SILVERTOWNS — *instead of the 3,500 and 5,000 miles respectively heretofore in force.*

This new adjustment stands back of all Goodrich Tires, including tires already purchased in the hands of user or dealer.

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Go to a Goodrich Dealer, and buy a Goodrich Tire — or buy four Goodrich Tires — sure that with fair and square usage a Safety Tread will render you at least 6,000 miles; and a Silvertown Cord at least 8,000.

***Buy Goodrich Tires from a Dealer***

# GOODRICH TIRES

**"BEST IN THE LONG RUN"**


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# List-Prices of all Makes of Tires and Tubes

## REVISED MONTHLY



**EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.**

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme Rubber Mfg. Co., | P. | 15.00 | 16.10 | †16.90 | 21.50 | †22.40 | 22.80 | 24.00 | †25.70 | †28.80 | †29.80 | 31.00 | 32.00 | 33.10 | 34.30 | 35.50 | †42.30 | 43.70 | 45.10 | 46.40 | 47.80 | 49.20 | 54.00 | 55.70 | 57.40 | †71.80 | †73.80 |
| Tranton, N. J. | Kam Thread N.S. | ..... | †16.70 | ..... | †22.60 | †23.50 | 24.00 | ..... | ..... | ..... | †31.40 | 32.70 | 33.70 | 34.90 | ..... | ..... | †44.40 | d45.80 | 47.40 | 48.70 | 50.20 | 51.70 | 56.70 | 58.60 | 60.10 | ..... | ..... |
| | Dimple Tread N.S. | 17.20 | 18.40 | †19.60 | 24.60 | †25.60 | 26.20 | 27.90 | †29.60 | †33.10 | †34.30 | 35.80 | 37.10 | 38.20 | 39.40 | 40.90 | †48.70 | 50.20 | 51.80 | 53.40 | 55.00 | 56.50 | 62.00 | 64.10 | 66.00 | †82.50 | †84.80 |
| May 10, 1919 | Hemisphere N.S. | ..... | †20.10 | ..... | 27.10 | ..... | 28.80 | 30.60 | ..... | ..... | †37.90 | 39.30 | 40.80 | 42.00 | 43.30 | †45.00 | †53.60 | ..... | 57.00 | 58.70 | 60.50 | 62.20 | 68.20 | †70.30 | 72.60 | ..... | ..... |
| (5000 miles) | G. & R. Tubes | 3.45 | 3.60 | 3.85 | 4.65 | 4.80 | 5.10 | 5.50 | 5.65 | 5.65 | 5.80 | 6.00 | 6.20 | 6.35 | 6.50 | 6.70 | 7.60 | 7.80 | 7.90 | 8.05 | 8.25 | 8.45 | 9.35 | 9.65 | 9.85 | 10.45 | 10.75 |
| Advance Rubber Co., (4000 m.) | P. | †15.40 | †16.20 | ..... | †21.10 | †22.20 | 24.70 | †28.80 | ..... | ..... | †32.30 | 33.00 | 34.50 | 35.30 | 36.50 | 37.60 | ..... | †46.00 | 47.50 | 49.70 | 50.50 | 52.60 | †54.70 | †56.80 | †60.10 | †90.20 | ..... |
| 1717-8th Ave.(6000m.)TopNotch | N.S. | †16.20 | †17.05 | ..... | †22.10 | †23.40 | 25.90 | †30.20 | ..... | ..... | †33.90 | 34.60 | 36.10 | 37.10 | 38.10 | 39.40 | ..... | †48.25 | 50.00 | 52.10 | 53.10 | 55.20 | †57.35 | †59.50 | †63.10 | †94.60 | ..... |
| Brooklyn, N.Y. April 1, 1919 | R.T. | 3.74 | 3.96 | ..... | 4.68 | 5.28 | 5.39 | ..... | ..... | ..... | 6.33 | 6.55 | 6.71 | 6.93 | 7.10 | 7.26 | ..... | 8.53 | 8.69 | 8.97 | 9.13 | 9.30 | 10.25 | 10.56 | 10.78 | 11.66 | ..... |
| Aeonite Tire & Rubber Co., | N.S. | ..... | ..... | ..... | c33.00 | ..... | d37.50 | ..... | ..... | ..... | c45.25 | d47.00 | d49.75 | d52.50 | ..... | ..... | ..... | d59.50 | d61.75 | *65.25 | d71.00 | ..... | *80.75 | ..... | *86.00 | ..... | ..... |
| Trenton, N.J. Feb. 1 | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.65 | ..... | ..... | ..... | 6.60 | 6.75 | 7.00 | 7.30 | ..... | ..... | ..... | 8.90 | 9.10 | 9.30 | 9.65 | ..... | 11.00 | ..... | 11.60 | ..... | ..... |
| All Star—see Star | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ajax Rubber Co., | P. | ..... | 13.65 | ..... | 17.75 | ..... | 20.65 | ..... | ..... | ..... | 27.15 | 27.75 | 28.95 | 29.65 | ..... | ..... | ..... | ..... | 40.00 | 41.75 | 42.40 | ..... | 47.70 | ..... | 50.55 | ..... | ..... |
| 1796 Broadway, | Road King N.S. | ..... | 14.90 | ..... | 19.05 | ..... | 22.20 | ..... | ..... | ..... | 29.50 | 30.05 | 31.55 | 32.20 | ..... | ..... | 40.40 | 41.65 | 43.00 | 44.90 | 45.55 | ..... | 54.50 | ..... | 57.50 | ..... | ..... |
| N. Y. City | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 39.05 | ..... | ..... | ..... | ..... | 49.65 | 50.90 | 52.30 | ..... | ..... | 55.75 | 57.40 | 59.00 | 60.30 | 61.75 | ..... | 73.20 | ..... | 76.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| (5000 miles) | R.T. | 2.90 | 3.00 | ..... | 3.55 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.40 | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| Amazon Rubber Co., | N.S. | c16.30 | c17.25 | ..... | c22.25 | ..... | d26.30 | ..... | ..... | ..... | c32.60 | d33.40 | *35.85 | *36.50 | ..... | ..... | ..... | d47.20 | *48.60 | *50.65 | *51.45 | d53.85 | *60.70 | ..... | *62.75 | ..... | ..... |
| Akron, O. May 15, 1919 | Ribbed | ..... | c16.35 | ..... | c21.25 | ..... | d25.10 | ..... | ..... | ..... | ..... | d31.85 | *34.05 | *34.65 | ..... | ..... | ..... | ..... | *46.15 | *48.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (5000 miles) | Cord. N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.10 | *52.40 | *53.90 | ..... | ..... | d57.55 | ..... | *60.60 | *62.10 | *63.50 | d74.25 | *75.25 | ..... | *78.90 | ..... | ..... |
| | Tubes | 3.10 | 3.50 | ..... | 4.05 | ..... | 4.25 | ..... | ..... | ..... | 5.35 | 5.55 | 5.75 | 5.85 | 6.00 | 6.10 | 6.50 | 6.75 | 6.85 | 7.00 | 7.15 | 7.45 | 8.00 | 8.45 | 8.50 | 8.65 | 9.85 |
| American Rubber & | Ribbed T. | ..... | 15.40 | ..... | 19.70 | 21.25 | 24.00 | ..... | ..... | ..... | 30.00 | 30.85 | 32.45 | 33.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tire Co., Akron, O. | N.S. | 15.30 | 16.20 | ..... | 20.55 | 22.25 | 24.85 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| May 12, 1919 | G.T. | 2.85 | 2.95 | ..... | 3.60 | 3.65 | 3.70 | 3.80 | ..... | ..... | 4.55 | 4.65 | 4.80 | 4.95 | 5.05 | 5.20 | 5.80 | 5.95 | 6.10 | 6.15 | 6.40 | 6.60 | 7.50 | 7.60 | 7.75 | 8.85 | 9.05 |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | 4.00 | 4.25 | 4.50 | ..... | ..... | 5.00 | 5.10 | 5.30 | 5.45 | 5.60 | 5.80 | 6.35 | 6.55 | 6.70 | 6.90 | 7.20 | 7.40 | 8.30 | 8.45 | 8.60 | 9.80 | 9.95 |
| | Cord P. | ..... | ..... | ..... | c34.60 | ..... | d37.00 | ..... | ..... | ..... | ..... | d47.05 | d48.25 | d49.55 | ..... | ..... | d52.95 | d54.35 | d55.75 | d57.15 | d58.50 | ..... | *69.30 | ..... | *72.65 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c3 .45 | ..... | d38.95 | ..... | ..... | ..... | ..... | d49.50 | d50.15 | d52.15 | ..... | ..... | d55.75 | d57.20 | d58.70 | d60.15 | d61.55 | ..... | *73.00 | ..... | 76.50 | ..... | ..... |
| | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.85 | 7.20 | ..... | ..... | 8.25 | 8.45 | 8.60 | 8.80 | 9.00 | ..... | 10.15 | ..... | 10.35 | ..... | ..... |
| Anderson | Ex-ply Wrapped Tread | 18.04 | 19.36 | 21.72 | 23.76 | 24.53 | 25.35 | 26.89 | ..... | 34.04 | 35.97 | 36.85 | 38.61 | 39.60 | 40.59 | 41.47 | ..... | ..... | 52.14 | 54.72 | 55.82 | 58.08 | 58.85 | ..... | 62.53 | ..... | ..... |
| Rubber Works | Ex-ply Cog Tread | 19.14 | 20.57 | 22.93 | 25.41 | 26.23 | 26.95 | 28.60 | ..... | 36.52 | 38.39 | 39.16 | 41.25 | 42.13 | 44.00 | 44.93 | ..... | ..... | 55.11 | 58.68 | 00.17 | 61.38 | 62.09 | ..... | 65.89 | ..... | ..... |
| Anderson, Ind. | Cord Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 43.34 | 46.09 | ..... | ..... | ..... | 56.32 | 57.80 | 59.34 | 60.94 | 62.26 | ..... | ..... | 66.77 | 68.36 | 70.07 | 71.66 | 83.05 | ..... | 86.96 | ..... | ..... |
| (Chas. E. | Cord Ribbed Cog Tread | ..... | ..... | ..... | ..... | ..... | 45.48 | 48.29 | ..... | ..... | ..... | 59.18 | 60.72 | 62.37 | 64.02 | 65.39 | ..... | ..... | 70.12 | 71.77 | 73.53 | 75.24 | 87.12 | ..... | 91.24 | ..... | ..... |
| Miller. May 6 | G.T. | 3.45 | 3.70 | 3.80 | 4.05 | 4.20 | 4.25 | 4.50 | ..... | 5.65 | 5.75 | 5.95 | 6.15 | 6.25 | 6.45 | 6.65 | ..... | ..... | 7.85 | 8.00 | 8.15 | 8.35 | 9.55 | 9.70 | 9.90 | ..... | ..... |
| (5000 miles) | R.T. | 4.05 | 4.15 | 4.40 | 4.80 | 4.90 | 4.95 | 5.30 | ..... | 6.75 | 6.85 | 7.05 | 7.20 | 7.35 | 7.60 | 7.80 | ..... | ..... | 9.25 | 9.45 | 9.60 | 9.85 | 11.25 | 11.50 | 11.60 | ..... | ..... |
| Archer Cord Tire Sept. 1 | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | ..... | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| & Rubber Co., | Pyramid Tread | ..... | ..... | ..... | ..... | ..... | 37.00 | ..... | ..... | ..... | ..... | 47.90 | 48.10 | 49.50 | ..... | ..... | ..... | ..... | 55.80 | 57.10 | 58.40 | ..... | 69.25 | ..... | 72.50 | ..... | ..... |
| Minneapolis, Minn. | Fabric Casings P. | ..... | c12.90 | ..... | c16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Fabric Casings N.S. | ..... | c14.75 | ..... | c18.70 | ..... | 21.85 | ..... | ..... | ..... | c29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | ..... | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | Tubes | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tubes | ..... | 5.95 | ..... | 6.10 | ..... | 6.15 | ..... | ..... | ..... | 6.45 | 7.15 | 7.45 | 7.60 | ..... | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Armstrong Rubber Co., | Ribbed Tread | ..... | c26.35 | ..... | c32 95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | ..... | d51.00 | ..... | ..... | ..... | ..... | ..... | d61.80 | ..... | ..... | ..... | d80.90 | ..... | ..... | ..... | ..... |
| 2 W. 61st St., N. Y. | N.S. | ..... | ..... | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | d49.50 | d51.00 | *52.75 | ..... | ..... | d57.40 | d59.65 | *61.80 | d65.50 | *71.10 | ..... | *80.10 | ..... | *86.05 | ..... | ..... |
| | R.T. | ..... | 4.35 | ..... | 4.95 | ..... | 5.45 | ..... | ..... | ..... | 7.05 | 7.25 | 7.45 | 7.65 | ..... | ..... | 9.30 | 9.45 | 9.60 | 9.75 | 9.85 | ..... | 11.55 | ..... | 12.05 | ..... | ..... |
| (6000 miles) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d44.50 | ..... | ..... | ..... | ..... | ..... | d58.00 | ..... | ..... | ..... | ..... | ..... | d67.05 | ..... | ..... | ..... | d83.40 | ..... | ..... | ..... | ..... |
| March 1 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d44.50 | ..... | ..... | ..... | ..... | d56.55 | d58.00 | *59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *83.40 | ..... | *87.40 | ..... | ..... |
| | Puncture Proof Inner Tubes | ..... | 12.00 | ..... | 14.00 | ..... | 15.00 | ..... | ..... | ..... | 17.00 | 17.50 | 17.75 | 18.00 | ..... | ..... | 21.00 | 21.50 | 22.00 | 22.50 | 23.00 | ..... | 26.50 | ..... | 27.00 | ..... | ..... |
| Arrow—see Hood | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bailey—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Rubber Tire | Concord | 18.86 | 19.30 | ..... | 23.44 | 25.99 | 27.58 | 29.99 | ..... | ..... | 32.23 | 33.13 | 34.33 | 35.55 | 36.91 | 38.11 | ..... | 42.75 | 44.16 | 45.52 | 48.03 | 49.34 | 55.72 | 58.40 | 60.89 | 80.61 | 87.43 |
| Mfg. Co. (6000 miles) | Box Tread | 20.75 | 21.70 | ..... | 27.21 | 28.08 | 31.06 | 33.74 | ..... | ..... | 37.54 | 38.78 | 39.91 | 41.34 | 42.69 | 44.12 | ..... | 46.75 | 48.44 | 51.32 | 55.74 | 56.87 | 63.36 | 65.82 | 67.36 | 83.83 | 97.50 |
| Orangeville, Maryland | Wil-Lox N.S. | ..... | 14.75 | ..... | 18.70 | 20.50 | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | 45.35 | ..... | ..... | ..... | 55.60 | ..... | ..... |
| May 12, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# BRUNSWICK TIRES

## Measure More Carefree Miles

Brunswick tire-economy implies more than extra mileage. It means less tire-trouble as well. This is economy of time, of labor and of upkeep cost.

By combining every proved tire feature and reinforcement, Brunswick Tires have been developed to a point of maximum defense. Choicest raw materials combined with years of experience in the curing of rubber make possible the remarkable resiliency and toughness and strength of the Brunswick tread.

Finally — the scientific construction of this great tire — evolved by a corps of tire-experts who know the advantages and weaknesses of all tires. They realized that success lay in building a tire better than any that had gone before. The Brunswick has fulfilled the critical requirements of this technical staff.

Test a Brunswick against any other tire on the market. Compare it for endurance and steady, safe performance. It will convince you that it sets a new standard for efficient tire-building.

*"There's a Brunswick Tire for Every Car"*

**THE BRUNSWICK-BALKE-COLLENDER CO.**

General Offices: 623-633 S. Wabash Ave., Chicago

*Branches in the Principal Cities of the United States and Canada*

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bar-Circle—see Pennsylvania** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Batavia Rubber Co., | P | ..... | o15.80 | ..... | o20.05 | ..... | d23.50 | ..... | ..... | ..... | ..... | d31.95 | d33.50 | d34.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1933 Broadway, N. Y. | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | *26.05 | *29.60 | ..... | ..... | d39.80 | d35.55 | *37.30 | *38.05 | d39.80 | q40.40 | q47.45 | d49 00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | ..... | *65.80 | ..... | ..... |
| (4000 miles) | Security N.S. | o15.85 | o18.50 | ..... | o23.50 | o25.30 | *27.45 | *31.20 | ..... | ..... | o36.65 | *37.40 | *39.25 | *40.10 | *41.90 | *42.55 | q50.00 | d51 60 | 53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.90 | q108.90 |
| May 1 | G.T. | 3.25 | 3.35 | ..... | 3.80 | 4.00 | 4.20 | 4 50 | ..... | ..... | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9.25 | 10.10 | 10.40 |
| Beacon Tire Co., | "Rib Skid" | o14.50 | o14.75 | ..... | o18.70 | ..... | d21.85 | ..... | ..... | ..... | o29.20 | d29.70 | d31.20 | d31.85 | ..... | d35.50 | ..... | ..... | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | ..... | d55.60 | ..... | ..... |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | 6.60 | ..... | ..... | 6.85 | 6.90 | 7.25 | 8.35 | 8.40 | ..... | 8.70 | ..... | ..... |
| **Beaw—see Cleveland Rubber Works** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P. | 16.30 | 18.20 | ..... | 23.05 | 24.40 | 26.70 | ..... | ..... | ..... | 31.50 | 33.45 | 35.80 | 37.80 | 38.75 | 40.75 | 47.35 | 48.45 | 51.20 | 51.85 | 52 40 | 54.00 | 60.50 | 61.75 | 63.50 | 81.75 | 84.65 |
| 49 West 64th St., N.Y. City | N.S. | 17.95 | 20.00 | ..... | 26.25 | 26.85 | 29.35 | ..... | ..... | ..... | 34.65 | 36.80 | 39.40 | 41.60 | 42.60 | 44.85 | 52.10 | 53.35 | 56.35 | 57.05 | 57.65 | 59.40 | 66.55 | 68.02 | 69.80 | 89.95 | 93.07 |
| June 1 | R.T. | 3.50 | 3.60 | ..... | 4.15 | 4.50 | 4.60 | ..... | ..... | ..... | 5.65 | 5.85 | 6.15 | 6.30 | 6.45 | 6.65 | 7.50 | 7.55 | 7.65 | 7.80 | 8.10 | 8.20 | 9.10 | 9.35 | 9.55 | 10.40 | 10.55 |
| Bilt-On Tire Co., Cleveland, O. | N.S. | ..... | 10.50 | ..... | 12.70 | 12.50 | 14.75 | ..... | ..... | ..... | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | ..... | ..... | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 29.95 | ..... | ..... |
| Biltwell Tire & Rubber Co., | Ribbed | ..... | o17.98 | ..... | o22.11 | ..... | d25.88 | ..... | ..... | ..... | o32.72 | d34.91 | d35.96 | d37.02 | ..... | ..... | d42.36 | d43.93 | *45.49 | d47.43 | *50.14 | ..... | *57.15 | ..... | *60.26 | ..... | ..... |
| Akron, O. | N.S. | ..... | ..... | ..... | o26.89 | ..... | d30.90 | ..... | ..... | ..... | o37.18 | d39.98 | d41.03 | d42.57 | ..... | ..... | d48.92 | d50.87 | *52.81 | d53.78 | *56.74 | ..... | *65.53 | ..... | *68.73 | ..... | ..... |
| May 12, 1919 | G.T. | 3.19 | 3.33 | ..... | 4.28 | 4.45 | 4.60 | ..... | ..... | ..... | 5.40 | 5.58 | 5.71 | 5.94 | 6.03 | 6.16 | 7.02 | 7.20 | 7.47 | 7.56 | 7.75 | 8.19 | 8.77 | 9.13 | 9.40 | ..... | ..... |
| **Black Oak—see Marathon** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Bonner—see Story** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | ..... | o14.40 | ..... | o18.40 | ‡19.65 | ‡20.90 | ..... | ..... | ..... | o28.00 | ‡28.65 | ‡29.85 | ‡30.65 | ..... | d32.75 | d38.50 | ..... | 40.95 | 42.90 | 43.50 | ..... | 50.25 | ..... | d53.30 | ..... | ..... |
| Rubber Co., | Rib Tread | ..... | o15.80 | ..... | o20.20 | ‡21.60 | ‡23.00 | ..... | ..... | ..... | o30.80 | ‡31.55 | d32.85 | d33.70 | ..... | d36.05 | d42.25 | ..... | 45.05 | 47.10 | 48.00 | ..... | 55.25 | ..... | 58.75 | ..... | ..... |
| Sycamore, Ill. | (5000 miles) N.S. | ..... | o18.75 | ..... | o23.80 | ‡25.60 | ‡27.20 | ..... | ..... | ..... | o36.30 | ‡37.05 | d38.90 | d39.70 | ..... | d42.10 | d49.5 | ..... | 52.75 | 55.05 | 55.95 | ..... | 64.70 | ..... | 68.60 | ..... | ..... |
| June 1, 1919 | R.T. | ..... | 3.90 | ..... | 4.45 | 4.70 | 4.90 | ..... | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.90 | ..... | 7.15 | 8.35 | ..... | 8.55 | 8.75 | 8.85 | ..... | 10.40 | ..... | 10.85 | ..... | ..... |
| | B.T. | ..... | 3.40 | ..... | 3.80 | 4.00 | 4.20 | ..... | ..... | ..... | 5.35 | 5.50 | 5.70 | 5.85 | ..... | 6.10 | 7.05 | ..... | 7.25 | 7.35 | 7.50 | ..... | 8.85 | ..... | 9.20 | ..... | ..... |
| ‡Braender Rubber & Tire Co., | P. | ..... | o14.30 | ..... | ‡18.65 | ..... | ‡21.60 | ..... | ..... | ..... | ‡28.45 | ‡29.10 | ‡30.40 | ‡31.20 | ..... | ..... | ‡39.45 | ‡40.65 | 41.95 | 43.90 | 44.50 | ..... | 50.05 | ..... | 60.50 | ..... | ..... |
| Rutherford, N.J. | N.S. | o17.15 | o17.50 | ..... | ‡22.20 | ..... | ‡25.90 | ..... | ..... | ..... | ‡34.70 | ‡35.35 | ‡37.00 | ‡37.85 | ..... | ..... | ‡47.20 | ‡48.65 | 50.25 | 52.50 | 53.30 | ..... | 61.65 | ..... | 65.30 | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.55 | ..... | 4.10 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | ..... | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | ..... | 8.75 | ..... | 9.20 | ..... | ..... |
| | G.T. | 2.80 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.95 | ..... | ..... | ..... | o40.00 | d54.35 | d54.70 | d56.20 | ..... | ..... | d60.00 | d61.60 | d63.25 | d64.90 | d 6.30 | ..... | d78.60 | ..... | d 2.20 | ..... | ..... |
| **Brasilian Tubes—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 |
| Jan. 1 (10,000 m.) | Tubes | 4.25 | 4.40 | ..... | 5.25 | 5.40 | 5.45 | 5.75 | ..... | ..... | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | ..... | 18.05 | ..... | 21.15 | ..... | ..... | ..... | 28.15 | 28.75 | 30.15 | 30.85 | ..... | ..... | 38.50 | 39.65 | 40.95 | 42.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. | Ribbed Tread | ..... | 16.20 | ..... | 20.60 | ..... | 24.00 | ..... | ..... | ..... | 32.10 | 32.80 | 34.40 | 35.10 | ..... | ..... | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | ..... | 57.15 | ..... | 60.55 | ..... | ..... |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | ..... | 21.15 | ..... | 24.70 | ..... | ..... | ..... | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | ..... | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | ..... | 58.80 | 59.70 | 62.35 | ..... | ..... |
| | Cord Driving Tread | ..... | ..... | ..... | ..... | ..... | 37.20 | ..... | ..... | ..... | ..... | 47.40 | 48.60 | 49.95 | ..... | ..... | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | ..... | 69.90 | ..... | 73.15 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 40.05 | ..... | ..... | ..... | ..... | 50.90 | 52.20 | 53.65 | ..... | ..... | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | ..... | 74.05 | ..... | 78.65 | ..... | ..... |
| | G.T. | 2.80 | 2.85 | ..... | 3.30 | ..... | 3.55 | ..... | ..... | ..... | 4.60 | 4.75 | 4.90 | 5.00 | ..... | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | ..... | 7.65 | 7.80 | 7.90 | ..... | ..... |
| | R.T. | 3.20 | 3.30 | ..... | 3.90 | ..... | 4.15 | ..... | ..... | ..... | 5.25 | 5.40 | 5.60 | 5.85 | ..... | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | ..... | 8.20 | 8.40 | 8.50 | ..... | ..... |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | ..... | 20.65 | 21.80 | 24.25 | 28.15 | ..... | ..... | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | ..... | ..... | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | ..... | ..... |
| Bucyrus, O. | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | 5.10 | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| Apr. 22 | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | 5.60 | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| | "Henderson" Cord | ..... | ..... | ..... | 41.65 | ..... | 44.50 | ..... | ..... | ..... | 54.60 | 56.55 | 58.00 | 59.60 | ..... | ..... | ..... | ..... | 67.05 | 68.75 | 70.35 | ..... | 79.55 | ..... | 87.40 | ..... | ..... |
| **Bull—see Kansas** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | ..... | o22.20 | ..... | o24.00 | ..... | d32.00 | ..... | ..... | ..... | o39.00 | d42.25 | d43.35 | d44.65 | ..... | ..... | d48.65 | d50.10 | d51.65 | d53.50 | d56.80 | ..... | d65.80 | ..... | †70.00 | ..... | ..... |
| Noblesville, Ind. | N.S. | ..... | o23.75 | ..... | o28.15 | ..... | d36.55 | ..... | ..... | ..... | o43.70 | d47.00 | d47.80 | d49.30 | ..... | ..... | d53.10 | d54.85 | d56.55 | d58.85 | d62.00 | ..... | d72.00 | ..... | †76.00 | ..... | ..... |
| (7500 miles) | R.T. | ..... | 4.25 | ..... | 5.35 | ..... | g5.70 | ..... | ..... | ..... | 6.70 | 6.85 | 7.10 | 7.40 | ..... | ..... | 8.65 | ..... | 9.20 | 9.40 | ..... | ..... | 11.05 | ..... | 11.70 | ..... | ..... |
| Butler Bros., | Rfbbed | ..... | o16.45 | ..... | o21.20 | ..... | d25.55 | ..... | ..... | ..... | o32.90 | d34.85 | o36.30 | o38.40 | ..... | ..... | ..... | d47.30 | 49.00 | 51.05 | 52.20 | ..... | *59.00 | ..... | *64.15 | ..... | ..... |
| 426 Randolph St., Chicago | N.S. | ..... | o16.85 | ..... | o21.75 | ..... | d26.35 | ..... | ..... | ..... | o33.75 | d35.75 | d37.25 | d39.40 | ..... | ..... | ..... | d48.50 | 50.25 | 52.35 | 53.55 | ..... | *61.35 | ..... | *65.80 | ..... | ..... |
| May 12 (5000 miles) | "Sheridon" Tubes | ..... | 2.75 | ..... | 3.35 | ..... | 3.85 | ..... | ..... | ..... | 4.60 | 4.75 | 4.85 | 4.95 | ..... | ..... | ..... | 5.90 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| Canton-Blackstone Co., | Knight N.S. | ..... | o23.50 | ..... | o29.40 | ..... | d33.60 | ..... | ..... | ..... | o40.55 | d44.20 | d45.50 | d47.15 | ..... | ..... | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | ..... | q72.25 | ..... | q76.80 | ..... | ..... |
| Youngstown, O. | Knight Ribbed T. | ..... | o22.35 | ..... | d27.95 | ..... | d31.90 | ..... | ..... | ..... | d38.50 | d42.00 | d43.25 | d44.80 | ..... | ..... | o48.70 | d50.60 | o52.45 | d55.55 | ..... | ..... | d68.65 | ..... | ..... | ..... | ..... |
| May 12, 1919 | Knight R.T. | ..... | 3.85 | ..... | 4.80 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 |
| | Canton Cord | ..... | ..... | ..... | ..... | ..... | d46.30 | ..... | ..... | ..... | ..... | d59.45 | d60.95 | d62.55 | ..... | ..... | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | ..... | d87.45 | ..... | q88.95 | ..... | ..... |
| | Canton Tubes | ..... | ..... | ..... | ..... | ..... | 5.60 | ..... | ..... | ..... | ..... | 7.20 | 7.30 | 7.40 | ..... | ..... | 8.50 | 8.65 | 8.75 | 9.00 | 9.15 | ..... | 9.55 | ..... | 9.95 | ..... | ..... |
| **Capitol—see National** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlisle Cord Tire Co., | Lightning Tread | ..... | ..... | ..... | ..... | ..... | d38.00 | ..... | ..... | ..... | ..... | d49.00 | d49.50 | d50.75 | ..... | ..... | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | ..... | d71.00 | ..... | d74.00 | ..... | ..... |
| Andover, Mass. May 20, 1919 | R.T. | ..... | 4.00 | ..... | 4.50 | ..... | 4.75 | ..... | ..... | ..... | 5.20 | 5.50 | 5.65 | 5.90 | ..... | ..... | 6.80 | 7.00 | 7.20 | 7.40 | 7.75 | ..... | 8.75 | ..... | 9.00 | ..... | 11.00 |
| **Carspring—see New Jersey** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | ..... | 19.95 | ..... | 24.00 | ..... | 27.95 | ..... | ..... | ..... | 36.40 | 37.85 | 39.85 | 40.75 | ..... | 45.00 | 47.90 | 49.65 | 51.00 | 52.00 | 53.50 | ..... | 61.00 | 63.00 | 64.00 | ..... | ..... |
| Plainfield, N.J. | N.S. | 18.95 | 20.90 | ..... | 25.10 | ..... | 29.85 | ..... | ..... | ..... | 37.65 | 40.10 | 41.75 | 41.95 | ..... | 47.10 | 49.90 | 52.10 | 54.00 | 55.00 | 57.00 | ..... | 63.00 | 66.00 | 68.00 | 86.25 | 88.50 |
| May 17, 1919 | Tubes | 3.30 | 3.50 | ..... | 4.25 | 4.35 | 4.50 | 5.00 | ..... | ..... | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 |
| **Chain—see U. S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.**

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*Racine "Country Road"*

*Racine "Multi-Mile Cord"*

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Century Rubber Works, Chicago, Ill. Dec. 2 | P. | | 15.20 | | 19.60 | | | | | | | | | | | | | | | | | | | | | | |
| | Ribbed | | 15.45 | | 20.15 | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | 15.85 | | 20.65 | | | | | | | | | | | | | | | | | | | | | | |
| | G.T. | 2.85 | 3.00 | | 3.75 | 3.85 | 4.00 | 4.30 | | | 4.85 | 5.00 | 5.15 | 5.25 | 5.45 | 5.65 | | | 6.45 | 6.60 | 6.85 | 7.10 | 8.00 | 8.15 | 8.30 | | |
| | R.T. | 3.65 | 3.75 | | 4.65 | 4.80 | 4.90 | 5.35 | | | 6.00 | 6.06 | 6.15 | 6.25 | 6.55 | 6.65 | | | 8.10 | 8.25 | 8.40 | 8.50 | 9.65 | 9.90 | 10.10 | | |
| | Cord Ribbed Tread | | | | c35.20 | | | | | | | | | | | | | | | | | | | | | | |
| | Cord N.S. | | | | c37.80 | | | | | | | | | | | | | | | | | | | | | | |
| Champion Tube—see Essex | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cleveland Rubber Corp. Cleveland, O. May 1,1919 | | | §19.25 | | §23.80 | | §29.00 | | | | §33.75 | §34.45 | §35.65 | §36.20 | | | | | §44.80 | §48.15 | §49.20 | | §59.25 | §60.00 | §60.60 | | |
| "Besaw" T. | | | 3.55 | | 3.95 | | 4.15 | | | | 5.05 | 5.15 | 5.25 | 5.40 | | | | | 6.30 | 6.55 | 6.65 | | 7.75 | 7.80 | 7.85 | | |
| Cleveland Standard—see Standard | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Climax—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbia Tire & Rubber Co. Columbiana, O. May 12, 1919 | P. | | c14.44 | d21.76 | c18.77 | | | | | | c28.67 | d29.79 | d30.63 | d31.30 | | | | | | d44.08 | | | | | | | |
| | N.S. | | c15.11 | d22.79 | c19.54 | | | | | | c30.21 | d30.73 | d32.12 | d32.89 | | | | | d44.29 | §46.30 | d47.02 | | §52.80 | | §55.99 | | |
| | G.T. | | 2.88 | 3.80 | 3.44 | | | | | | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | | 7.86 | | |
| | R.T. | | 3.31 | 4.26 | 4.00 | | | | | | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | | 8.72 | | |
| Combination Rubber Mfg. Co., (6000) Bloomfield, N. J. May 15, 1919 | "Viking" 5000 P. | 19.15 | 18.80 | | 24.50 | 27.10 | 27.85 | 30.30 | | | 33.20 | 33.60 | 35.20 | 36.95 | 37.30 | 38.10 | 42.10 | 43.90 | 45.45 | 46.85 | 48.20 | 49.55 | 55.65 | 57.45 | 58.80 | 76.50 | 78.05 |
| | Hold-On N.S. | 21.55 | 21.40 | | 26.25 | 29.60 | 31.25 | 34.85 | | | 36.65 | 37.30 | 38.95 | 39.65 | 41.30 | 41.60 | 45.70 | 48.90 | 51.05 | 54.05 | 57.30 | 59.30 | 64.00 | 65.30 | 69.85 | 87.25 | 93.60 |
| | R.T. | 3.25 | 3.40 | 3.70 | 3.95 | 4.15 | 4.20 | 4.40 | | 5.50 | 5.55 | 5.75 | 5.95 | 6.10 | 6.15 | 6.40 | 7.25 | 7.35 | 7.50 | 7.55 | 7.80 | 7.95 | 8.90 | 9.20 | 9.25 | 10.30 | 10.45 |
| Continental Rubber Works, Erie, Pa. May 1, 1919 | P. | | c14.25 | | c18.45 | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | c14.90 | | c19.40 | | §22.85 | | | | c29.75 | d30.30 | 31.65 | *32.50 | | | | | | *45.75 | *46.50 | *48.40 | | | *55.30 | | |
| "Vitalic" | G.T. | 3.70 | 3.90 | 4.20 | 4.70 | 4.80 | 4.85 | 5.15 | 5.50 | 5.70 | 5.90 | 6.15 | 6.25 | 6.50 | 6.70 | 6.85 | 7.75 | 7.85 | 7.95 | 8.20 | 8.50 | 8.70 | 9.75 | 10.00 | 10.20 | 10.55 | 10.75 |
| | R.T. | 3.90 | 4.05 | 4.50 | 4.85 | 4.95 | 5.15 | 5.50 | 5.75 | 5.95 | 6.15 | 6.50 | 6.60 | 6.80 | 6.95 | 7.20 | 8.15 | 8.20 | 8.30 | 8.70 | 8.85 | 9.10 | 10.20 | 10.55 | 10.75 | 11.10 | 11.30 |
| Extra Heavy | G.T. | 4.20 | 4.50 | 4.85 | 5.35 | 5.50 | 5.60 | 5.95 | 6.25 | 6.60 | 6.80 | 7.05 | 7.15 | 7.50 | 7.65 | 7.85 | 8.95 | 9.05 | 9.10 | 9.50 | 9.75 | 9.95 | 11.20 | 11.55 | 11.75 | 12.10 | 12.30 |
| Converse Rubber Shoe Co. Malden, Mass. May 21, 1919 (6000 miles) | P. | | 19.10 | | 24.90 | | 28.60 | | | | 33.60 | 34.25 | 35.75 | 36.50 | 40.50 | 41.50 | 44.50 | 45.65 | 46.80 | 48.65 | 50.50 | 52.50 | 56.50 | 58.50 | 60.50 | | |
| | N.S. | | | | 26.55 | 32.90 | 31.95 | | | | 38.00 | 40.25 | 41.10 | 41.95 | 45.95 | 46.95 | 49.35 | 50.50 | 52.60 | 54.90 | 56.80 | 59.90 | 64.50 | 66.50 | 68.50 | | |
| "Triple Tread" | G.T. | | 3.15 | | 3.70 | | 3.90 | | | | 4.20 | 4.90 | 5.15 | 5.35 | | | 6.25 | 6.45 | 6.65 | 6.80 | 7.00 | | 7.75 | 7.90 | 8.20 | | |
| | R.T. | | 3.50 | | 4.10 | | 4.35 | | | | 4.65 | 5.45 | 5.70 | 5.95 | | | 6.95 | 7.15 | 7.40 | 7.55 | 7.80 | | 8.60 | 8.80 | 9.10 | | |
| Cortland Tire & Rubber Co. Belleville, N. J. May 12, 1919 | "Yankee" P. | | 16.95 | | 21.90 | | 25.85 | | | | 31.90 | 32.65 | 34.45 | 35.25 | | | 42.75 | | 45.50 | 47.75 | 48.75 | 52.75 | 60.75 | 61.75 | 64.00 | | |
| | "Yankee" N.S. | | 17.95 | | 22.90 | | 26.85 | | | | 33.15 | 33.90 | 35.70 | 36.50 | | | 46.00 | | 48.00 | 50.25 | 51.25 | 54.75 | 62.50 | 63.50 | 65.75 | | |
| Supersize Fabric | | | | | 26.80 | | 31.20 | | | | 39.05 | 41.50 | 42.65 | 43.90 | | | | | 55.40 | 57.50 | | | 71.75 | | 74.50 | | |
| Supersize Cord | | | | | 29.80 | | 36.00 | | | | 45.85 | 47.45 | 49.15 | 50.90 | | | | | 62.50 | 64.00 | | | 78.50 | | 81.25 | | |
| Country Road—see Racine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crown—see Great Eastern | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cupples Co. St. Louis, Mo. May 12, 1919 | P. | | c15.90 | | c19.90 | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | c18.80 | | c23.85 | | d28.00 | | | | c36.50 | d38.10 | d39.10 | d39.90 | | | d50.80 | d52.10 | d54.20 | d56.50 | d57.20 | | d65.90 | | q70.50 | | |
| | R.T. | | 3.40 | | 3.95 | | 4.35 | | | | 4.75 | 5.00 | 5.25 | 5.45 | | | 6.55 | 6.70 | 6.85 | 7.00 | 7.25 | | 8.25 | | 8.60 | | |
| Curtis Tire & Rubber Co. Muskegon, Mich. May 12, 1919 | P. | 13.30 | 14.80 | | 18.85 | | 20.90 | | | | 26.25 | 26.85 | 28.10 | 28.80 | | | | 37.50 | 38.75 | 40.55 | 41.25 | | 46.20 | | 51.65 | | |
| | N.S. | 15.50 | 16.55 | | 21.00 | | 24.45 | | | | 32.05 | 32.65 | 34.20 | 34.95 | | | | 44.95 | 46.40 | 48.50 | 49.20 | | 56.95 | | 60.30 | | |
| | G.T. | 2.65 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | |
| | R.T. | 3.25 | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | |
| | Cord | | | | | | d37.80 | | | | | d48.95 | d49.30 | d50.65 | | | | d55.50 | *52.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | |
| Dayton Rubber Mfg. Co., "Thoroughbred" Dayton, O. June 1 | (5000 miles) P. | | c20.70 | | c25.20 | c30.75 | 32.60 | | | †49.15 | c38.20 | | 41.15 | 42.55 | | 45.20 | †61.55 | | 52.45 | 54.05 | 55.55 | 57.05 | 64.55 | | 68.10 | | |
| | (6000 m.) N.S. | | c24.75 | | c31.05 | | 39.00 | | | | c47.20 | 48.75 | 50.20 | 51.95 | 53.70 | 56.70 | | | 60.95 | 64.65 | 70.20 | 71.65 | 79.85 | †82.95 | 84.90 | †105.70 | †123.00 |
| Daisy—see Portage | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delion Tire & Rubber Co. Trenton, N. J. (5000 miles) May 15, 1919 | P. | 17.50 | 18.55 | | 22.40 | | 27.40 | 30.70 | | | 33.45 | 35.10 | 36.65 | 37.25 | 39.85 | 41.70 | 42.25 | 43.90 | 46.30 | 48.25 | 52.38 | 55.60 | 59.30 | 61.00 | 62.60 | | |
| | N.S. | 19.25 | 20.40 | | 24.75 | | 30.15 | 33.75 | | | 36.75 | 38.50 | 40.30 | 41.10 | 43.90 | 45.90 | 46.50 | 48.35 | 50.95 | 53.05 | 57.60 | 61.20 | 65.25 | 67.05 | 68.85 | | |
| Tubes | | 3.60 | 3.65 | | 4.25 | | 4.50 | 4.85 | | | 5.55 | 5.70 | 6.05 | 6.30 | 6.55 | 6.90 | 7.40 | 7.65 | 7.90 | 8.10 | 8.35 | 8.60 | 8.90 | 9.15 | 9.35 | | |
| Eureka P. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eureka N.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| De Luxe—see Thermoid | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Diamond Rubber Co. Akron, O. (see also Goodrich & Co. B.F.) May 12, 1919 | P. | | c13.20 | | c17.20 | | d19.95 | | | | c26.30 | d26.85 | d28.10 | d28.80 | | | d36.45 | d37.50 | d38.75 | d40.55 | d41.10 | | d46.25 | | d48.95 | | |
| Squeegee N.S. | | | c15.10 | | c19.15 | | §22.40 | | | | c29.95 | d30.45 | *32.00 | *32.65 | | | d41.15 | d42.50 | *43.80 | *45.80 | *46.50 | | *53.80 | | *57.00 | | |
| | G.T. | | 2.80 | | 3.35 | | 3.80 | | | | 4.50 | 4.65 | 4.85 | 5.05 | | | 5.95 | 6.10 | 6.25 | 6.30 | 6.60 | | 7.65 | | 7.95 | | |
| | R.T. | | 3.40 | | 4.00 | | 4.45 | | | | 5.05 | 5.25 | 5.50 | 5.70 | | | 6.70 | 6.85 | 7.00 | 7.05 | 7.45 | | 8.60 | | 8.90 | | |
| Cord Ribbed | | | | | | | d37.00 | | | | | d46.90 | d48.10 | d49.50 | | | §52.70 | d54.25 | d55.80 | d57.10 | d58.35 | | d69.25 | | d72.50 | | |
| Cord Squeegee Tread | | | | | | | d38.85 | | | | | d49.30 | d50.50 | d52.00 | | | §55.35 | d56.95 | d58.60 | d59.95 | d61.25 | | d72.70 | | d76.15 | | |
| Double Fabric Tire Co., (6000 miles) Auburn, Ind. May27,1919 | !Xtra Pli | c16.55 | c17.65 | | c23.30 | c25.10 | *27.50 | | | | c33.90 | d35.90 | *38.40 | *39.25 | | *41.75 | | | *48.65 | *50.45 | *52.05 | *54.50 | *63.90 | | *67.60 | | |
| | Duo Cord | | c22.00 | | c26.25 | | d28.95 | | | | | d48.70 | d49.30 | d50.50 | | | d53.45 | d54.95 | d56.95 | d85.25 | | | *70.30 | | *73.55 | | |
| | Brasil G.T. | 3.00 | 3.25 | | 3.65 | 3.70 | 3.90 | 4.00 | 4.20 | | 4.95 | 5.15 | 5.25 | 5.35 | 5.60 | 5.70 | 6.60 | 6.70 | 6.80 | 6.85 | 7.00 | 7.10 | 8.20 | 8.30 | 8.55 | 9.40 | 9.65 |
| Dreadnaught Tire & Rubber Co. (6000 m.) Baltimore, Md. May 12, 1919 | Ribbed Tread | | c17.75 | | c22.30 | c24.25 | *26.20 | | | | c34.25 | *34.85 | *36.25 | *37.55 | | q40.60 | | d47.75 | *48.55 | *49.65 | *51.55 | q54.85 | *60.15 | q61.75 | *63.00 | | |
| | Vacuum Tread | | c18.75 | | c22.90 | c24.90 | *26.90 | | | | c35.15 | *35.75 | *37.20 | *38.50 | | q41.65 | | d48.95 | *49.80 | *50.95 | *52.90 | q56.25 | *61.70 | q63.35 | *64.65 | | |
| | G.T. | | 3.05 | | 3.75 | 3.85 | 3.95 | | | | 4.85 | 5.00 | 5.15 | 5.30 | | 5.70 | | 6.40 | 6.50 | 6.60 | 6.80 | 7.10 | 8.00 | 8.15 | 8.30 | | |
| | R.T. | | 3.35 | | 4.15 | 4.20 | 4.35 | | | | 5.35 | 5.55 | 5.70 | 5.80 | | 6.25 | | 7.00 | 7.15 | 7.30 | 7.55 | 7.80 | 8.85 | 9.10 | 9.15 | | |
| Dry Climate Tire & Rubber Co., Arvada, Colo. (5000 miles) May 12, 1919. | "Victory" P. | | 12.90 | | 16.80 | | *19.45 | | | | 25.65 | d26.20 | *27.40 | *28.10 | | | | | *37.80 | q39.55 | q41.10 | | d45.10 | q48.20 | q50.30 | | |
| | N.S. | | | | 20.00 | | *23.35 | | | | 31.25 | d31.85 | *33.35 | *34.10 | | | | d43.85 | d45.25 | q47.30 | q48.00 | | d55.55 | q56.40 | q58.85 | | |
| | G.T. | 2.70 | 2.75 | | 3.25 | 3.50 | 3.70 | 4.00 | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | 7.60 | 7.75 | | |
| | R.T. | 3.30 | 3.40 | | 3.90 | 4.10 | 4.25 | 4.50 | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.90 | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | 8.55 | 8.85 | | |

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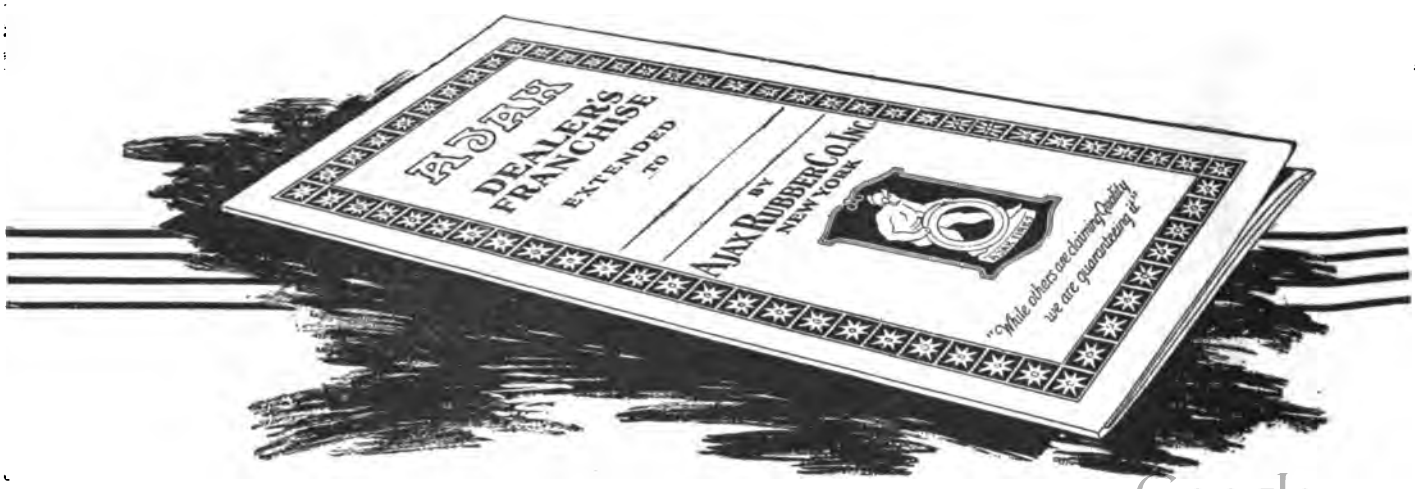
**Factories: Trenton, N. J. Branches in Leading Cities**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York June 1, 1919 | Traction N.S. | | | 4.55 | | 5.45 | 5.50 | 5.70 | 6.00 | | | 7.00 | 7.15 | 7.25 | | | 59.95 | 67.25 | 67.50 | 69.45 | 71.70 | 73.75 | 75.90 | | | 14.50 | 16.00 | 16.40 |
| | Tubes | | | | | | | | | | | | | | | | 10.20 | 11.25 | 11.50 | 11.80 | 12.10 | 12.40 | 12.70 | 13.95 | 14.80 | | | |
| Duplex Tire Co., Inc., 106 W. 52nd St., N. Y. Apr. 20 (6000 miles) bb | N.S. | | 26.95 | | 35.40 | 36.70 | 37.35 | 38.60 | | 48.75 | 50.45 | 52.40 | 54.25 | 56.00 | | | | | | | | | | | | | | | | |
| | R.T. | | 5.00 | | 6.80 | 7.05 | 7.20 | 7.50 | | 8.00 | 8.95 | 9.20 | 9.45 | 9.70 | | | | | | | | | | | | | | | | |
| Dural Rubber Corp., Flemington, N.J. May 12 1919, | G.T. | 3.25 | 3.35 | 3.75 | 3.95 | 4.15 | 4.20 | 4.55 | 4.85 | 5.25 | 5.20 | 5.35 | 5.50 | 5.70 | 6.05 | 6.25 | 6.90 | 7.00 | 7.10 | 7.30 | 7.50 | 7.75 | 8.55 | 8.70 | 8.80 | 10.30 | 10.60 |
| | R.T. | 2.90 | 3.10 | 3.35 | 3.55 | 3.75 | 3.80 | 4.10 | 4.35 | 4.75 | 4.70 | 4.80 | 4.95 | 5.15 | 5.45 | 5.60 | 6.20 | 6.30 | 6.40 | 6.55 | 6.75 | 6.95 | 7.70 | 7.85 | 7.90 | 9.25 | 9.55 |
| East Palestine Rubber Co. | P. | c19.95 | c20.95 | | †25.45 | c28.20 | 29.90 | *32.50 | | | | †35.00 | *36.30 | *37.65 | *38.95 | *40.10 | *41.35 | | *46.35 | *47.95 | *49.40 | *50.75 | *52.10 | *53.95 | *60.65 | *62.15 | *81.05 | q93.10 |
| Pittsburgh, "Nabob" (6000 m.) | N.S. | | c25.00 | | †31.30 | c32.30 | 35.70 | *38.80 | | | | ‡43.15 | *44.55 | *45.90 | *47.50 | *49.05 | *51.80 | | *53.70 | *55.65 | *59.60 | *64.05 | *65.40 | *72.85 | *75.65 | *77.45 | *93.35 | q112.05 |
| Pa. Fev. 4, 1919 | T. | 3.65 | 3.75 | | 4.60 | 4.95 | 5.15 | 5.45 | | | | 6.10 | 6.30 | 6.40 | 6.65 | 6.75 | 6.90 | | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.15 | 10.55 | 12.05 | 12.25 |
| Ehman Tire & Rubber Co., Track Tread | | | 16.55 | | 21.00 | | 24.55 | | | | 32.85 | 33.45 | 35.00 | 35.85 | | | 44.65 | 46.05 | 47.50 | 49.70 | | | 58.30 | | 61.80 | | M |
| 176 N. Mich. Ave., Worm Drive Trd. | | | 16.55 | | 21.00 | | 24.55 | | | | | 33.45 | 35.00 | 35.85 | | | | | | | | | | | | | | |
| Chicago, Ill. May 12, 1919 | G. & R.T. | | 3.50 | | 4.10 | | 4.60 | | | | 5.20 | 5.35 | 5.65 | 5.85 | | | 6.90 | 7.05 | 7.20 | 7.25 | 7.65 | | 8.85 | | 9.15 | | |
| Empire Rubber & Tire Co., | Grey N.S. | | | | *22.20 | c23.30 | †25.90 | 29.40 | 30.65 | | *34.40 | †35.00 | †36.55 | †37.25 | 38.75 | 39.00 | c47.55 | †48.75 | †50.35 | c52.55 | †53.40 | 55.70 | c61.70 | 62.70 | c65.40 | | |
| Trenton, N. J. | Grey N.S. | | c15.70 | | c20.00 | | d23.35 | | | | c30.95 | d31.50 | d32.90 | d33.50 | | | d42.50 | d43.85 | d45.15 | *47.30 | d48.00 | | *55.55 | | *58.85 | | |
| May 12, 1919 | Cord N.S. | | | | | | d37.80 | | | | | d48.55 | d49.30 | d50.50 | | | d54.05 | d55.45 | d57.00 | d58.35 | d59.70 | | d70.80 | | d74.00 | | |
| | G.T. | 2.70 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | |
| | R.T. | 3.30 | 3.35 | | 3.95 | | 4.20 | | | | 4.50 | 5.25 | 5.50 | 5.70 | | | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | | 8.30 | | 8.80 | | |
| Eurake—see Delion | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Everlaster—see Kokomo | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excello Tire & Rubber Co., | P. | | †26.45 | | 30.55 | †31.60 | 32.80 | 33.85 | | †36.50 | †38.45 | 39.20 | 39.80 | 40.90 | 41.60 | 42.80 | 50.20 | 47.65 | 50.25 | 50.95 | 51.85 | 53.25 | 58.85 | 59.20 | 60.60 | 70.50 | 72.25 |
| 15th St., Phila., Pa. Multi-grip | N.S. | | †28.00 | | 32.85 | †33.40 | 36.05 | 37.30 | | †41.25 | †42.95 | 43.90 | 44.75 | 45.70 | 46.85 | 47.80 | 54.90 | 52.30 | 54.15 | 58.20 | 62.00 | 63.75 | 67.25 | 68.90 | 71.60 | 81.40 | 85.50 |
| May 19, 1919 (6000 miles) | R.T. | | 3.80 | | 4.75 | 4.95 | 5.20 | 5.40 | | 5.80 | 6.05 | 6.15 | 6.35 | 6.50 | 6.60 | 6.70 | 7.75 | 8.00 | 8.25 | 8.45 | 8.70 | 8.75 | 9.65 | 9.90 | 10.40 | 11.25 | 11.40 |
| Falls Rubber Co., | Ribbed | | c18.75 | | c24.00 | | d27.00 | | | | c34.25 | d35.50 | †37.00 | †38.00 | | | | | d46.50 | ‡49.25 | | | | | | | | |
| Cuyahoga Falls, O. | Neverslip N.S. | | c20.25 | | c25.25 | | d29.75 | | | | c36.75 | ‡38.00 | ‡39.25 | d40.50 | | | d45.50 | d46.50 | d48.00 | d50.50 | *53.00 | | *64.00 | q65.50 | *67.00 | ‡84.00 | |
| May 12, 1919 | Tubes | | 3.50 | | 4.15 | | 4.40 | | | | 5.20 | 5.40 | 5.60 | 5.80 | | | 7.00 | 7.15 | 7.30 | 7.50 | 7.65 | | 8.95 | 9.15 | 9.35 | 10.75 | |
| | Cord Ribbed | | | | | | d39.50 | | | | | d51.25 | d52.75 | d54.00 | | | d59.50 | d61.25 | d63.00 | d65.00 | *67.00 | | *80.50 | | *83.50 | | |
| | Cord N.S. | | | | | | d40.50 | | | | | d52.75 | d54.25 | d56.00 | | | d61.50 | d63.25 | d65.00 | d67.00 | *69.00 | | *83.50 | | *86.50 | | |
| Faure, A., May12,1919, | Neverskid, N.S. | | c22.70 | | c29.00 | | | | | | c45.15 | c47.40 | | c54.25 | | | c68.75 | | c73.10 | c76.20 | d77.40 | | | c89.55 | c89.80 | | c133.40 |
| 153 W. 56th St., | Neverskid S.S. | | | | | | | | | | | | d48.30 | d49.40 | | | d62.05 | d64.35 | d66.50 | d69.65 | d70.60 | | d81.68 | | d86.60 | | |
| N.Y. City | R.T. | | 4.20 | | 4.80 | | | | | | 6.50 | 6.70 | 6.95 | 7.35 | | | 8.40 | 8.60 | 8.75 | 8.95 | 9.30 | | 10.65 | 12.60 | 11.20 | | 13.90 |
| Federal Rubber Co., | P. | | 13.50 | | 17.40 | | 20.25 | | | | 26.70 | 27.35 | 28.50 | 29.20 | | | | 38.10 | 39.40 | 41.15 | | | | | | | |
| Cudahy, Wis. | Traffik | | 14.15 | | 18.25 | | 21.25 | | | | 28.05 | 28.70 | 29.95 | 30.65 | | | | 40.00 | 41.35 | 43.20 | | | | | | | |
| May 12, 1919 | Rugged | | 16.30 | | 22.80 | | 25.50 | | | | 32.75 | 33.50 | 34.95 | 35.75 | | | | 46.65 | 48.25 | 50.40 | 51.20 | | 55.40 | | 61.00 | | |
| | Cord N.S. | | | | | | 38.40 | | | | | 48.90 | 50.10 | 51.45 | | | 54.85 | 56.50 | 58.05 | 59.40 | 60.80 | | 72.05 | | 75.35 | | |
| | G.T. | | 2.75 | | 3.40 | | 3.75 | | | | 4.40 | 4.60 | 4.80 | 5.00 | | | 5.95 | 6.10 | 6.25 | 6.40 | 7.15 | | 7.50 | | 7.85 | | |
| | R.T. | | 3.30 | | 4.50 | | 5.00 | | | | 5.90 | 6.15 | 6.40 | 6.65 | | | 8.35 | 8.55 | 8.75 | 8.95 | 10.00 | | 10.50 | | 11.00 | | |
| Fellsen Tires, Inc., | P. | 19.85 | 23.45 | | 29.45 | 31.65 | 32.55 | 35.40 | | 45.30 | 37.85 | 39.75 | 41.15 | 43.15 | 43.50 | 44.40 | 51.45 | 52.75 | 54.15 | 56.30 | 58.60 | 59.80 | 66.10 | 69.20 | 71.75 | 89.30 | 91.10 |
| New York City | N.S. | 22.50 | 26.00 | | 32.00 | 33.00 | 36.90 | 40.15 | | 46.95 | 44.80 | 46.20 | 47.85 | 49.90 | 51.00 | 53.15 | 59.25 | 61.70 | 62.30 | 63.20 | 66.60 | 67.90 | 77.50 | 78.65 | 81.15 | 100.15 | 110.90 |
| May 1 (6000 miles) | Tubes | 3.90 | 4.05 | | 4.75 | 4.85 | 5.00 | 5.30 | | 6.30 | 6.10 | 6.40 | 6.70 | 7.05 | 7.35 | 7.55 | 8.35 | 8.45 | 8.80 | 8.90 | 9.30 | 9.50 | 10.65 | 11.10 | 11.30 | 12.45 | 12.56 |
| Firestone Tire & Rubber Co., | P. | | c12.90 | | c16.80 | c17.65 | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | | | | |
| Akron, O. | N.S. | | c15.75 | | c20.00 | c21.50 | d23.35 | | | | c31.25 | d31.85 | d33.35 | d34.10 | d35.60 | | d42.50 | d43.85 | d45.25 | d47.30 | *48.00 | d50.15 | *55.55 | | *58.85 | | |
| May 12, 1919 | G.T. | | 2.75 | | 3.25 | 3.50 | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | | 7.75 | | |
| | R.T. | | 3.40 | | 3.90 | 4.10 | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.70 | 8.35 | | 8.75 | | |
| Fisk Rubber Co., | P. | | c12.90 | | c16.80 | | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | | d36.60 | d37.80 | d39.55 | | | | | | | |
| Chicopee Falls, Mass. | N.S. | c15.00 | c15.10 | | 19.15 | | d22.40 | | | | c29.50 | d30.55 | d31.95 | d32.70 | | | d40.75 | d42.05 | *43.35 | d45.35 | *46.00 | | *53.25 | d54.05 | *56.40 | | |
| | Red Top, N.S. | | c18.15 | | c25.75 | | d28.90 | | | | c34.30 | d36.00 | d37.75 | d38.75 | | | | | d48.65 | d50.80 | | | | | | | |
| | Cord Ribbed | | | | | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | | *66.00 | | *69.00 | | |
| | Cord N.S. | | | | | | d36.90 | | | | | d46.85 | d48.05 | d49.45 | | | d52.65 | d54.20 | d55.70 | d57.05 | d58.35 | | *69.15 | d71.50 | *72.40 | | |
| May 12, 1919 | G.T. | 2.90 | 2.95 | | 3.65 | | 3.95 | | | | 4.50 | 4.80 | 4.80 | 5.10 | | | 6.25 | 6.25 | 6.60 | 6.60 | 6.95 | | 7.70 | 8.00 | 8.00 | | |
| G. & J. Tire Co., | P. | 11.90 | 12.90 | | 16.80 | 17.65 | 19.50 | 22.20 | | | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | | | 37.80 | 39.55 | 40.10 | 45.70 | 45.10 | 50.00 | 47.75 | | |
| 1790 Broadway, N.Y. City "G" | N.S. | 12.50 | 13.90 | | 18.00 | 18.95 | 20.90 | 23.35 | | | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | | | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | | |
| May 12, 1919 Stalwart | N.S. | | 15.85 | | 20.05 | 21.45 | 23.45 | | | | 31.35 | 31.85 | 33.55 | 34.25 | | | | 44.00 | 45.30 | 47.25 | 48.10 | | 55.60 | | 58.90 | | |
| | Cord | | | | | | 36.95 | | | | | 47.95 | 48.25 | 49.70 | | | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | | 69.50 | | 72.30 | | |
| | G.T. | | 2.80 | | 3.25 | 3.40 | 3.70 | | | | 4.40 | 4.60 | 4.80 | 4.95 | | | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | | 7.50 | | 7.70 | | |
| | R.T. | | 3.55 | | 4.25 | 4.35 | 4.55 | | | | 5.25 | 5.45 | 5.55 | 5.75 | | | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | | 8.75 | | 9.10 | | |
| G. & J.—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Tire & Rubber Co., | P. | | 16.10 | | 19.70 | | 24.50 | ‖29.50 | | | 31.95 | 32.45 | 34.40 | 35.00 | 38.50 | 39.00 | | | 43.10 | 45.20 | 47.00 | 52.90 | 55.55 | 60.40 | 57.40 | | |
| Akron, O. | N.S. | 18.20 | 18.30 | | 23.15 | 26.40 | 27.55 | 33.30 | | | 36.15 | 36.85 | 38.95 | 39.65 | 44.15 | 44.85 | | 48.80 | 50.15 | 52.80 | 53.55 | 59.10 | 62.35 | 68.75 | 65.85 | | |
| May 12, 1919 Cord Rib Tread | | | | | | | d38.05 | | | | | d48.25 | d49.55 | d51.00 | | | *54.50 | d55.85 | *57.40 | d58.70 | *60.10 | | *71.35 | | *74.60 | | |
| Cord N.S. | | | | | | | d39.80 | | | | | d51.50 | d51.90 | d53.30 | | | *56.90 | d58.40 | *60.00 | d61.50 | *62.90 | | *74.50 | | *77.95 | | |
| | G.T. | 2.95 | 3.00 | | 3.60 | 3.90 | 4.20 | 4.50 | | | 4.80 | 4.95 | 5.15 | 5.35 | 5.60 | 5.95 | 6.70 | 6.80 | 6.90 | 7.05 | 7.25 | 7.55 | 8.14 | 8.35 | 8.50 | | |
| | R.T. | 3.55 | 3.60 | | 4.30 | 4.50 | 4.80 | 5.00 | | | 6.00 | 6.10 | 6.20 | 6.35 | 6.60 | 6.90 | 7.35 | 7.45 | 7.60 | 7.75 | 7.90 | 8.15 | 9.35 | 9.60 | 9.75 | | |
| Giant Tire & Rubber Co., Findlay, O. Aug. 1 | "Grant" Ribbed Tread N.S. | | c10.25 | | c12.50 | | 13.70 | | | | c15.20 | d16.00 | 16.75 | 17.55 | | 19.10 | | | 22.85 | 24.05 | 25.20 | | | | 28.75 | | |
| | | | c10.25 | | c12.50 | | | | | | | | | | | | | | | | | | | | | | |
| Giant—see also Porter | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# FEDERAL

## DOUBLE CABLE BASE CORD TIRES

## A Big Selling Advantage

THE firm grip the Double-Cable-Base gives Federal tires to their rims, also gives Federal dealers a "firm grip" upon the tire sales of their territory.

Additional wear and long life are afforded by four twisted steel cables running through the base of the tires. They hold the tire securely on the rim, prevent tube pinching, rim cutting and blow-outs above rim, and relieve side-wall chafing.

Unusual resiliency and durability are also added by our method of internal air pressure moulding of separate diagonal layers of loose cords, impregnated with live rubber. This gives even tension that distributes road strain uniformly.

Besides the black non-skid Federal Cord Tire there are the white non-skid "Rugged" tread extra ply fabric and the black "Traffik" tread.

Write for dealer information.

**The Federal Rubber Co., of Illinois**

**Factories, Cudahy, Wisconsin**

Manufacturers of Federal Cord and Fabric Automobile Tires, Motor Cycle Tires, Bicycle Tires, Inner Tubes Accessories and Mechanical Rubber Goods

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Gillette Rubber Co., 1834 Broadway, New York City May 12, 1919 | P. | 14.00 | 13.10 | ..... | 17.25 | ..... | 20.00 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | 30.20 | 35.30 | ..... | 45.25 | 47.30 | 48.00 | ..... | 7.90 | 8.05 | 8.20 | ..... | ..... |
| | Ribbed Tread N.S. | 14.75 | 15.75 | ..... | 20.00 | ..... | 23.35 | 25.35 | ..... | ..... | 31.00 | 31.65 | 33.25 | 34.10 | 35.95 | 34.50 | 42.50 | 43.85 | 6.40 | 6.55 | 6.85 | ..... | 8.70 | 8.90 | 9.00 | ..... | ..... |
| | G.T. | 2.70 | 3.00 | ..... | 3.70 | ..... | 3.95 | 4.25 | ..... | ..... | 4.80 | 4.95 | 5.10 | 5.15 | 5.40 | 5.60 | 5.85 | 6.10 | 7.40 | 7.40 | 7.65 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| | R.T. | 3.30 | 3.35 | ..... | 4.20 | ..... | 4.40 | 4.80 | ..... | ..... | 5.40 | 5.45 | 5.55 | 5.65 | 5.90 | 5.90 | 6.10 | 6.65 | 7.30 | 7.40 | 7.65 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| | Cord P. | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | 51.65 | 53.10 | 54.30 | 55.60 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 37.80 | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.05 | 55.50 | 57.00 | 58.45 | 59.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| Gladiator Tire & Rubber Co., | F. | 16.50 | 15.50 | ..... | 19.80 | 21.25 | 23.20 | 26.30 | ..... | 30.35 | 31.00 | 31.65 | 33.20 | 34.00 | 35.55 | 36.10 | 42.45 | 43.50 | 44.90 | 47.05 | 47.80 | 49.80 | 55.25 | 56.15 | 58.65 | ..... | ..... |
| Auburn, Ind. | N.S. | 18.15 | 17.05 | ..... | 21.80 | 23.35 | 25.50 | 28.90 | ..... | 34.90 | 35.55 | 36.30 | 37.95 | 38.80 | 44.35 | 45.50 | 46.70 | 47.85 | 49.40 | 51.75 | 52.60 | 54.75 | 60.75 | 61.75 | 64.50 | ..... | ..... |
| (4000 miles) | G.T. | 3.00 | 3.05 | ..... | 3.75 | 3.80 | 3.85 | 3.95 | ..... | 4.65 | 4.75 | 4.85 | 5.00 | 5.15 | 5.35 | 5.50 | 5.85 | 6.05 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 7.90 | 8.10 | ..... | ..... |
| Jan. 1, 1919 | R.T. | 3.25 | 3.35 | ..... | 4.20 | 4.25 | 4.30 | 4.40 | ..... | 5.20 | 5.30 | 5.40 | 5.55 | 5.70 | 5.90 | 6.10 | 6.60 | 6.80 | 7.00 | 7.15 | 7.35 | 7.65 | 8.70 | 8.85 | 8.95 | ..... | ..... |
| Globe Rubber Tire (5000 miles) | P. | †18.40 | ..... | ..... | 21.50 | †26.50 | 27.20 | 29.65 | ..... | †35.25 | 33.40 | 33.75 | 35.85 | 36.95 | 37.50 | 38.35 | 40.90 | d42.70 | 44.20 | 45.55 | 46.85 | 48.20 | 54.10 | 55.85 | 57.15 | †72.65 | †74.15 |
| Mfg. Co., Good Grip (6000 miles) | N.S. | †20.95 | ..... | ..... | 25.90 | †28.95 | 29.95 | 34.10 | ..... | †38.80 | 36.95 | 37.75 | 39.35 | 39.95 | 41.50 | 41.85 | 46.45 | d47.65 | 49.65 | 52.50 | 55.65 | 57.60 | 62.20 | 63.50 | 67.90 | †82.85 | †88.90 |
| Trenton, N. J. | R.T. | 3.25 | 3.45 | 3.65 | 3.95 | 4.15 | 4.40 | 4.65 | ..... | 5.55 | 5.65 | 5.80 | 6.10 | 6.15 | 6.25 | 6.50 | 7.10 | 7.20 | 7.30 | 7.40 | 7.60 | 7.80 | 8.65 | 8.95 | 9.10 | 9.85 | 9.95 |
| May 12, 1919 | G.T. | 2.80 | 2.95 | 3.25 | 3.60 | 3.65 | 3.95 | 4.05 | ..... | 4.90 | 5.10 | 5.15 | 5.35 | 5.45 | 5.60 | 5.75 | 6.30 | 6.35 | 6.50 | 6.60 | 6.80 | 6.90 | 7.80 | 7.90 | 8.10 | 8.75 | 8.95 |
| | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d53.40 | d54.70 | d56.15 | ..... | ..... | d60.10 | d61.55 | d62.95 | d64.75 | d66.30 | ..... | 78.10 | ..... | 80.95 | ..... | ..... |
| Goodrich Co., B. F., | P. | ..... | c12.90 | ..... | c16.80 | ..... | §19.45 | ..... | ..... | ..... | c25.65 | d26.20 | *27.40 | *28.10 | ..... | ..... | d35.55 | d36.60 | *37.80 | *39.55 | *40.10 | ..... | *45.10 | ..... | *47.75 | ..... | ..... |
| Akron, O. "Safety" | N.S. | ..... | c14.75 | ..... | c18.70 | ..... | §21.85 | ..... | ..... | ..... | c29.20 | d29.70 | *31.20 | *31.85 | ..... | ..... | d40.15 | d41.45 | *42.75 | *44.70 | *45.35 | ..... | *52.50 | ..... | *55.60 | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | 9.10 |
| | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | 10.25 |
| Silvertown Ribbed Tread | | ..... | ..... | ..... | c24.55 | ..... | d35.20 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | *50.40 | d51.65 | *53.10 | d54.30 | *55.60 | ..... | *66.00 | ..... | *69.00 | ..... | q83.70 |
| Silvertown Safety Tread | | ..... | ..... | ..... | c26.00 | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | *52.70 | d54.25 | *55.80 | d57.10 | *58.35 | ..... | *69.25 | ..... | *72.50 | ..... | q88.00 |
| Goodyear Tire & Rubber Co., | P. | ..... | c12.90 | ..... | c16.80 | c17.65 | 19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | 28.10 | ..... | ..... | d35.55 | d36.60 | d37.80 | d39.55 | ..... | ..... | *45.10 | *49.95 | ..... | ..... | ..... |
| Akron, O. All Weather, | N.S | ..... | c15.75 | ..... | c20.00 | c21.50 | 23.35 | d26.50 | ..... | ..... | §31.25 | *31.85 | *33.35 | 34.10 | d35.60 | *36.15 | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | d50.15 | *55.55 | *56.40 | *58.85 | ..... | ..... |
| May 12, 1919 | Regular Tubes | ..... | 2.75 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | ..... | ..... |
| | Heavy Tourist Tubes | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | 8.55 | 8.75 | ..... | 10.60 |
| | Cord Ribbed | ..... | ..... | ..... | c24.55 | ..... | d35.20 | ..... | ..... | ..... | d43.25 | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | *53.10 | d54.30 | *55.60 | ..... | *66.00 | ..... | *69.00 | ..... | *83.70 |
| | Cord N.S. | ..... | ..... | ..... | c26.45 | ..... | d37.80 | ..... | ..... | ..... | d46.40 | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | d58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | *89.90 |
| | Cord Ribbed | ..... | ..... | ..... | d32.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | d35.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Gordon Tire & Rubber Co., | P. | ..... | c16.90 | ..... | c21.05 | ..... | d25.00 | ..... | ..... | ..... | c30.65 | d34.25 | d34.90 | d36.75 | ..... | ..... | ..... | ..... | d46.80 | d47.25 | d48.95 | ..... | c55.25 | ..... | c58.65 | ..... | ..... |
| Canton, O. | N.S. | c15.75 | c17.80 | ..... | c22.90 | c24.30 | d26.25 | ..... | ..... | ..... | c31.95 | *35.95 | *36.70 | *38.70 | *39.60 | *41.00 | d46.75 | d47.50 | *49.25 | *49.65 | *51.50 | *54.75 | *58.15 | q64.75 | *61.70 | ..... | ..... |
| May 15, 1919 (5000 miles) | G.T. | 3.40 | 3.55 | ..... | 4.05 | 4.30 | 4.45 | 4.80 | ..... | ..... | 5.75 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 7.60 | 7.70 | 7.80 | 7.90 | 8.05 | 8.35 | 9.45 | 9.70 | 9.85 | ..... | ..... |
| | R.T. | 3.85 | 3.95 | ..... | 4.50 | 4.75 | 4.95 | 5.35 | ..... | ..... | 6.40 | 6.60 | 6.75 | 6.95 | 7.05 | 7.20 | 8.35 | 8.50 | 8.65 | 8.80 | 8.95 | 9.25 | 10.50 | 10.75 | 10.95 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.00 | ..... | ..... | ..... | ..... | d48.95 | ..... | d50.65 | ..... | ..... | ..... | d57.85 | d62.25 | d64.35 | d66.55 | ..... | d77.40 | ..... | ..... | ..... | ..... | ..... |
| **Grafinite—see Savage** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Granite—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Grant—see Giant Tire** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Great Eastern Rubber Co., | P. | 15.85 | 13.65 | ..... | 20.30 | 22.45 | 23.10 | 25.15 | ..... | ..... | 27.50 | 28.85 | 30.20 | 30.60 | 31.00 | 32.00 | ..... | d38.40 | 38.95 | 40.00 | 41.00 | 42.05 | 47.10 | 48.65 | 49.75 | ..... | ..... |
| Allentown, Pa., | N.S. | 17.85 | 17.75 | ..... | 22.45 | 24.55 | 25.90 | 28.95 | ..... | ..... | 32.80 | 33.95 | 34.30 | 35.35 | 36.20 | 36.95 | ..... | d44.50 | 46.30 | 47.60 | 48.50 | 49.90 | 55.65 | 57.90 | 59.95 | ..... | ..... |
| "Crown" | G.T. | 2.85 | 2.90 | ..... | 3.45 | 3.60 | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | 6.40 | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | 7.90 | 8.15 | ..... | ..... |
| April 2 | R.T. | 3.30 | 3.40 | ..... | 4.15 | 4.25 | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | 7.15 | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | 8.85 | 9.80 | ..... | ..... |
| Great Republic Tire & Rubber | Ribbed | c16.40 | c19.40 | ..... | c24.50 | c26.00 | 27.75 | *30.40 | ..... | ..... | c36.65 | *37.40 | *39.00 | *40.00 | *41.75 | *42.50 | ..... | ..... | *53.25 | *55.50 | *56.40 | ..... | *64.75 | q66.00 | *68.80 | ..... | ..... |
| Mfg. Co., | N.S. | c17.85 | c21.50 | ..... | c27.50 | c28.30 | 30.75 | *32.50 | ..... | ..... | c40.75 | *41.50 | *42.65 | *43.75 | *46.00 | *46.75 | ..... | ..... | *58.00 | *59.80 | *61.25 | ..... | *69.50 | q71.25 | *73.00 | ..... | ..... |
| Muskogee, Okla. Mar. 1 | R.T. | 3.75 | 4.05 | ..... | 4.90 | 5.10 | 5.45 | 5.65 | ..... | ..... | 6.55 | 6.70 | 6.90 | 7.40 | 7.45 | 7.90 | ..... | ..... | 9.20 | 9.35 | 9.55 | ..... | 10.25 | 10.90 | 11.45 | ..... | ..... |
| **Green Bay—see Peerless** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greensburg Tire & Rubber Co., Greensburg, Pa. Getthere Pure Gum T. | | 3.40 | 3.50 | 4.00 | 4.25 | 4.35 | 4.50 | 4.75 | ..... | 5.00 | 5.25 | 5.75 | 5.90 | 6.00 | 6.25 | 6.50 | 7.25 | ..... | 7.75 | 8.00 | 8.25 | 8.75 | 9.00 | 9.75 | 10.00 | 11.50 | ..... |
| Hamilton Rubber Mfg. Co., Trenton, N.J. April 20 | R.T. | 3.95 | 4.05 | 4.25 | 4.85 | 4.90 | 5.05 | 5.35 | 5.55 | 6.25 | 6.30 | 6.40 | 6.50 | 6.80 | 7.00 | 7.15 | 7.90 | 8.00 | 8.10 | 8.30 | 8.55 | 8.70 | 9.60 | 9.85 | 10.00 | 10.85 | 12.00 |
| Hardman Tire & Rubber Co., | P. | ..... | 17.20 | ..... | 20.20 | ..... | 23.50 | ..... | ..... | ..... | 31.50 | 32.60 | 33.50 | 34.90 | 35.80 | ..... | 45.00 | 46.10 | 47.30 | 48.50 | 49.90 | 51.20 | 56.30 | ..... | 61.00 | ..... | ..... |
| Belleville, N.J. Senior (5000 m.) | N.S. | d17.80 | d19.20 | ..... | d24.70 | ..... | d28.50 | ..... | ..... | ..... | d37.90 | d38.60 | d40.60 | d41.50 | ..... | ..... | d54.70 | d55.30 | d56.20 | d57.70 | d58.70 | ..... | 66.50 | ..... | 69.80 | ..... | ..... |
| Feb. 1 | R.T. | 3.90 | 4.05 | ..... | 4.45 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | ..... | ..... | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | ..... | 10.05 | ..... | 10.35 | ..... | ..... |
| **Hartford—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hawkeye Tire (3500 m.) | Santa Fe P. | ..... | 17.50 | ..... | 20.95 | ..... | 24.65 | ..... | ..... | ..... | 32.50 | 33.40 | 35.00 | 36.05 | ..... | 37.65 | ..... | 46.65 | 47.95 | 49.80 | ‖50.90 | 53.00 | 58.85 | 59.35 | 61.50 | ..... | ..... |
| & Rubber Co., | Santa Fe N.S. | ..... | 18.55 | ..... | 24.30 | ..... | 27.55 | ..... | ..... | ..... | 36.85 | 37.65 | 39.75 | 40.80 | ..... | 43.45 | 49.80 | 51.95 | 54.05 | 56.20 | ‖57.25 | 59.35 | 66.25 | 67.85 | 68.90 | ..... | ..... |
| Des Moines, Ia. 6000 m. | Hawkeye N.S. | 21.75 | 24.40 | ..... | 31.30 | ..... | 36.05 | ..... | ..... | ..... | 44.50 | 45.60 | 47.15 | 48.75 | ..... | 51.95 | 53.00 | 55.65 | 58.30 | 60.95 | 66.25 | 67.85 | 74.20 | 76.85 | 79.50 | ..... | ..... |
| Jan. 1 | Hawkeye N.S. | 21.75 | 24.40 | ..... | 31.30 | ..... | 36.05 | ..... | ..... | ..... | 44.50 | 45.60 | 47.15 | 48.75 | ..... | 51.95 | ..... | 55.65 | 58.30 | 60.95 | 66.25 | 67.85 | 74.20 | 76.85 | 79.50 | ..... | ..... |
| | R.T. | 3.80 | 4.00 | ..... | 4.65 | 4.80 | 5.10 | 5.40 | ..... | ..... | 6.45 | 6.60 | 6.80 | 7.00 | 7.15 | 7.40 | 8.50 | 8.70 | 9.00 | 9.25 | 9.55 | 9.80 | 10.10 | 10.35 | 10.60 | ..... | ..... |
| | G.T. | 3.46 | 3.52 | ..... | 4.18 | 4.34 | 4.62 | 4.95 | ..... | ..... | 5.72 | 5.77 | 6.10 | 6.21 | 6.32 | 6.49 | 7.48 | 7.64 | 7.75 | 7.95 | 8.30 | 8.58 | 9.40 | 9.51 | 9.62 | ..... | ..... |
| Hendrie Rubber Co., | P. | 14.85 | 15.85 | 18.55 | 20.55 | 21.75 | 23.95 | 28.90 | ..... | ..... | 31.55 | 32.20 | 34.40 | 35.25 | 36.20 | 36.80 | 43.55 | 44.50 | 45.95 | 46.60 | 48.15 | 50.75 | 56.65 | 58.30 | 59.95 | ..... | ..... |
| Los Angeles, Cal. | N.S. | 17.35 | 18.60 | 21.80 | 23.70 | 24.85 | 28.05 | 31.65 | ..... | ..... | 36.30 | 38.25 | 40.50 | 41.10 | 41.45 | 41.85 | 52.25 | 53.25 | 54.00 | 56.50 | 57.35 | 59.60 | 68.20 | 69.85 | 71.50 | ..... | ..... |
| May 10 | G.T. | 2.95 | 3.15 | 3.40 | 3.85 | 3.95 | 4.15 | 4.30 | ..... | ..... | 5.15 | 5.40 | 5.50 | 5.70 | 5.95 | 6.05 | 6.80 | 7.00 | 7.10 | 7.30 | 7.45 | 7.60 | 8.65 | 8.75 | 8.90 | ..... | ..... |
| | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
| Hewitt Rubber Co., | Ribbed | c15.75 | c16.75 | ..... | c20.85 | ..... | d26.50 | ..... | ..... | ..... | c32.60 | d33.15 | d34.85 | d35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| Buffalo, N.Y. | N.S. | c16.50 | c17.60 | ..... | c21.90 | ..... | d27.90 | ..... | ..... | ..... | c34.20 | d34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.65 | ..... | *66.30 | ..... | ..... |
| May 12, 1919 | G.T. | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.20 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T. | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | 6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |

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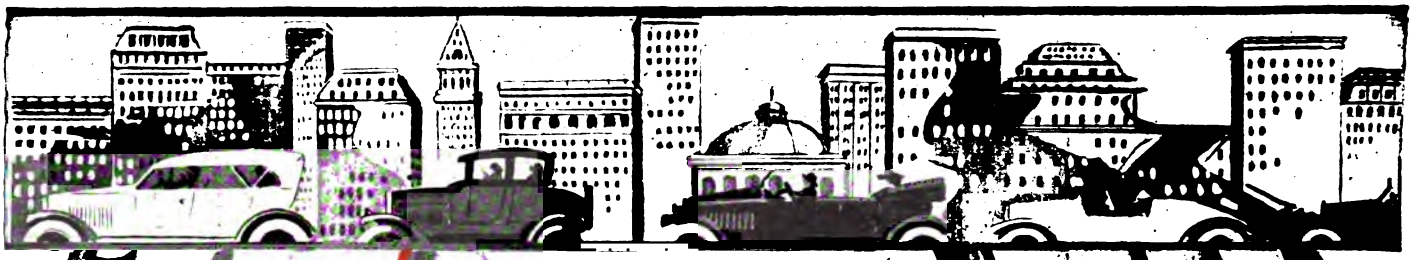

# INDIA Tires

## Do As A Minimum What Other Tires Do As A Maximum

## Any Open Territory ?

## Yes . . But Act Quickly !

THE INDIA TIRE & RUBBER COMPANY
Akron, Ohio.

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Highway—see National Tire & R. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hold-Tite—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hood Tire Co., Watertown, Mass. May 12, 1919 | P. | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| | Ribbed Tread | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| | Arrow | 23.90 | 24.50 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| Horse Shoe—see Racine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe Rubber Co., New Brunswick, N. J. May 12, 1919 (5000 miles) | Ribbed | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| | R.T. | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| Ideal Tire & Rubber Co., Cleveland, O. May 19, 1919 | Ribbed | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| | "Greyhound" N.S. | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| | (6000 miles) G.T. | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| | R.T. | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| India Tire & Rubber Co., Akron, O. June 1, 1919 | Ribbed | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| | Cord N.S | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | 165.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| Indiana Rubber & Ins. Wire Co., Jonesboro, Ind. April 22 (3500 miles) | P. | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| | Button & Trac. N.S. | c16.90 | $18.00 | ..... | $23.00 | $24.60 | $27.15 | 29.65 | ..... | ..... | 36.20 | $37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| Indian Tubes—see Vulcan | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International India Rubber Corp., So. Bend, Ind. May 12, 1919 | Ribbed | c16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| | Rough | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| | South Bend R.T. | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| Iowa Cord Tire Co., Des Moines, Iowa April 1 (5000 miles) | P. | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| | N. S. | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| | Cord P. | ..... | c19.50 | ..... | c20.50 | ..... | d34.50 | ..... | ..... | ..... | $42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | 168.50 | ..... | ..... |
| (7500 miles) | Cord N.S. | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | $44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | 155.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.. | ..... | ..... |
| Jaco—see Johnstown | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J. & D. Tire Co., Charlotte, N. C. May 12, 1919 | Ribbed Tread | ..... | 16.20 | ..... | 19.70 | ..... | 23.20 | ..... | ..... | ..... | 30.40 | 31.05 | 32.55 | 33.20 | ..... | ..... | ..... | ..... | 43.65 | 45.90 | 46.70 | ..... | 55.80 | ..... | 58.50 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 21.15 | ..... | 24.75 | ..... | ..... | ..... | 32.85 | 33.75 | 35.35 | 36.00 | ..... | ..... | ..... | ..... | 47.70 | 49.95 | 50.85 | ..... | 58.95 | ..... | 62.10 | ..... | ..... |
| | G.T. | 2.95 | 3.05 | ..... | 3.50 | 3.60 | 3.80 | 4.15 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.30 | 5.40 | 5.55 | ..... | 6.50 | 6.55 | 6.70 | 6.95 | 7.05 | 7.80 | 7.95 | 8.10 | ..... | 8.65 |
| | R.T. | 3.20 | 3.30 | ..... | 4.05 | 4.15 | 4.30 | 4.40 | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | 5.95 | 6.10 | ..... | 7.00 | 7.15 | 7.30 | 7.45 | 7.55 | 8.50 | 8.70 | 8.80 | ..... | 9.35 |
| Johnstown Automobile Co., Johnstown, Pa. | "Jaco" T. | 2.95 | 3 05 | ..... | 3.45 | 3.65 | 3.80 | 4.10 | ..... | ..... | 4.9 | 5.05 | 5.25 | 5.35 | 5.45 | 5.5 | 6.5 | 6.6 | 6.65 | 6.75 | 6.90 | 7.10 | 8.10 | 8.25 | 8.4 | ..... | ..... |
| Kansas City Tire & Rubber Corp. Kansas City, Kan. Sept 3 (5000 miles) | P. | c18.75 | c19 45 | ..... | c24.80 | c27.10 | 27.90 | *31 45 | ..... | ..... | c36.05 | $36.70 | *38.60 | *39.30 | *40.95 | q12.95 | ..... | ..... | *54.00 | *56.00 | *57.00 | q59.70 | *65.85 | *66.95 | *69.40 | ..... | ..... |
| | "Bull" N.S. | c21.00 | c21.80 | ..... | c27.70 | c29.65 | 31.25 | *35.65 | ..... | ..... | c40.80 | $41.45 | *43.90 | *44.65 | *47.00 | 149.35 | ..... | ..... | *60.50 | *62.85 | *63.60 | q66.15 | *77.55 | *79.00 | *81.65 | ..... | ..... |
| | R.T. | 4.20 | 4 35 | ..... | 5 05 | 5.25 | 5.50 | 5.85 | ..... | ..... | 6 90 | 7.05 | 7.35 | 7.50 | 7.65 | 8.00 | ..... | ..... | 9.60 | 9.90 | 10.20 | 10.50 | 11.00 | 11.10 | 11.40 | ..... | ..... |
| | G.T. | 3.50 | 3.60 | ..... | 4.20 | 4.35 | 4.65 | 4.95 | ..... | ..... | 5.75 | 5.90 | 6.10 | 6.30 | 6.35 | 6.50 | ..... | ..... | 7.90 | 8.10 | 8.40 | 8.70 | 9.65 | 9.85 | 9.9 | ..... | ..... |
| Kant Slip—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Keaton—see Mohawk | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ‡Keaton Tire & Rubber Co., San Francisco, Cal. May 15 (5000 miles) | Ribbed | ..... | 20.65 | ..... | 26.45 | ..... | 29.10 | ..... | ..... | ..... | 36.25 | 39.00 | 39.80 | 42.15 | ..... | 45.00 | ..... | 50.90 | 52.45 | 53.80 | 55.15 | ..... | 66.00 | 67.00 | 69.20 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 28.80 | ..... | 32.00 | ..... | ..... | ..... | 42.35 | 45.25 | 45.90 | 48.25 | ..... | 51.25 | 56.45 | 57.90 | 59.90 | 61.80 | 64.20 | 65.35 | 73.75 | 76.40 | 78.90 | 94.90 | 98.15 |
| | R.T. | ..... | 4.00 | ..... | 4.85 | ..... | 5.05 | ..... | ..... | ..... | 6.25 | 6.45 | 6.50 | 6.90 | ..... | 7.15 | 8.10 | 8.30 | 8.55 | 8.75 | 9.00 | 9.20 | 10.60 | 10.80 | 10.95 | 12.15 | 12.45 |
| Kelly Springfield Tire (5000 miles) | P. | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ..... | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., | Bailey T. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | †44.60 | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | †43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| New York (6000 m.) | Kant Slip T. | c25.10 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q10205 | q10580 |
| May 15, 1919 (6000 m.) | R.T. | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| | Grooved Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| | Block & Button Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |
| Kendall Tire & Rubber Co., Akron, O. (6000 miles) Nov. 20 | Ribbed Tread | ..... | c24.20 | ..... | c29.15 | c31.25 | q33.90 | ..... | ..... | ..... | $41.25 | d43.10 | d44.55 | *45.90 | ..... | ..... | *53.80 | d55.55 | *57.30 | *59.00 | *60.85 | ..... | *70.25 | d72.65 | *75.10 | q94.60 | ..... |
| | N.S. | ..... | c27.40 | ..... | c31.90 | ..... | q35.30 | ..... | ..... | ..... | $43.65 | d45.10 | d46.50 | *48.10 | ..... | *51.00 | *55.45 | d57.00 | *58.85 | *60.50 | *62.25 | q64.00 | *72.60 | d75.00 | *77.45 | q97.35 | g103.04 |
| | Wrapped Tread | ..... | ..... | ..... | ..... | ..... | q33.90 | ..... | ..... | ..... | ..... | ..... | g44.55 | *45.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | g75.10 | ..... | ..... |
| | R.T. | ..... | 3.65 | ..... | 4.70 | 4.90 | 5.10 | 5.40 | ..... | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 |
| Keystone Rubber Mfg. Co. Erie, Pa. May 15, 1919 | G.T. | 3.15 | 2.90 | 3.50 | 3.50 | 4.10 | 3.70 | 4.35 | 4.50 | 5.00 | 4.55 | 4.65 | 4.75 | 4.85 | 5.65 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.10 | 7.00 | 7.00 | 8.10 | 7.40 | 9.00 | 9.25 |
| | R.T. | 3.50 | 3.25 | 3.85 | 3.90 | 4.55 | 4.10 | 4.80 | 5.00 | 5.55 | 5.05 | 5.20 | 5.25 | 5.40 | 6.25 | 6.35 | 6.10 | 6.25 | 6.45 | 6.60 | 6.80 | 7.80 | 7.75 | 8.95 | 8.15 | 9.95 | 10.20 |
| "Moomy" Extra Heavy | T. | 3.75 | 3.75 | 4.20 | 4.60 | 5.00 | 4.80 | 5.25 | 5.50 | 6.20 | 5.95 | 6.10 | 6.25 | 6.45 | 6.95 | 7.15 | 7.25 | 7.45 | 7.65 | 7.95 | 8.10 | 8.80 | 9.35 | 10.20 | 9.85 | 11.30 | 11.55 |

Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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# BILTWELL TIRES

## "MASTER OF THE ROAD"

### LONG SERVICE
of
### BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

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| Name | Tread | | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Keystone Tire & Rubber Co., New York City, N. Y. May 12, 1919 | | N.S. | ..... | †17.65 | ..... | †22.70 | ..... | †26.27 | ..... | ..... | ..... | †35.20 | †35.73 | †37.49 | †38.50 | ..... | ..... | ..... | ..... | †51.13 | †53.46 | †54.21 | ..... | †60.98 | ..... | †64.46 | ..... | ..... |
| | | R.T. | ..... | 3.48 | ..... | 4.05 | ..... | 4.40 | ..... | ..... | ..... | 5.50 | 5.63 | 5.85 | 5.98 | ..... | ..... | ..... | ..... | 7.70 | 7.92 | 8.14 | ..... | 8.71 | ..... | 9.11 | ..... | ..... |
| Kimball Tire & Rubber Co. Chicago, Ill. Feb. 1 | Ribbed | N.S. | ..... | $15.20 | ..... | $19.74 | $20.95 | $22.84 | $27.06 | ..... | ..... | $31.75 | $30.91 | $32.45 | $33.16 | $34.65 | $35.20 | ..... | ..... | †44.00 | $45.95 | $46.70 | $48.75 | ..... | $55.70 | $58.25 | ..... | ..... |
| | | G.T. | ..... | 2.85 | ..... | 3.25 | 3.35 | 3.40 | 3.60 | ..... | ..... | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.05 | ..... | ..... | 6.05 | 6.15 | 6.25 | 6.45 | ..... | .750 | 7.65 | ..... | ..... |
| Kokomo Rubber Co., Kokomo, Ind. May 12, 1919 | | P. | c14.75 | c14.95 | ..... | c19.00 | ..... | d22.20 | ..... | ..... | ..... | c29.70 | d30.25 | d31.70 | d32.40 | ..... | ..... | ..... | ..... | d53.00 | d44.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | c15.10 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | d45.25 | *47.30 | d48.00 | ..... | d55.55 | ..... | *58.85 | ..... | ..... |
| | Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | ..... | ..... | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | ..... |
| | Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | ..... | ..... | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | ..... |
| The Krohn Co., Inc., 227 W. 51st St., N.Y.C., June 5, "Clipper" | | N.S. | ..... | c12.90 | ..... | c16.90 | ..... | $19.40 | ..... | ..... | ..... | c24.70 | d25.30 | *26.00 | *26.50 | ..... | ..... | ..... | ..... | *35.50 | *38.00 | *38.50 | ..... | *46.00 | ..... | *48.00 | ..... | ..... |
| | | R.T. | ..... | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.35 | 4.50 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.65 | ..... | 7.90 | ..... | 8.20 | ..... | ..... |
| Lambert Tire & Rubber Co., Akron O., (7000 m.) Jan. 31 | Cord Rib. | | ..... | c35.00 | ..... | c40.00 | ..... | 52.00 | ..... | ..... | ..... | 54.50 | 56.00 | 59.50 | 62.00 | ..... | ..... | ..... | ..... | 69.50 | ..... | ..... | ..... | 85.00 | ..... | ..... | ..... | ..... |
| | Cord | N.S. | ..... | c7.50 | ..... | c41.75 | ..... | 54.00 | ..... | ..... | ..... | 56.75 | 58.50 | 62.25 | 65.00 | ..... | ..... | ..... | ..... | 72.75 | ..... | ..... | ..... | 89.50 | ..... | ..... | ..... | ..... |
| Lancaster Tire (3500 m.) & Rubber (6000 m.) Co., Columbus, O. May 12, 1919 | Crescent | N.S. | 12.55 | 13.70 | ..... | 17.95 | 18.45 | 20.65 | ..... | ..... | ..... | 27.00 | 27.50 | 28.65 | 29.40 | ..... | ..... | ..... | ..... | 39.60 | 41.35 | 42.00 | ..... | 47.25 | ..... | 50.00 | ..... | ..... |
| | Wiregrip | N.S. | ..... | 22.35 | ..... | 27.95 | 28.80 | 31.90 | ..... | ..... | ..... | 38.50 | 39.80 | 41.00 | 42.45 | ..... | ..... | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | ..... | 65.00 | ..... | 69.15 | ..... | ..... |
| | | T. | 2.60 | 2.95 | ..... | 3.20 | 3.50 | 3.60 | ..... | ..... | ..... | 4.40 | 4.50 | 4.70 | 4.80 | ..... | ..... | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | ..... | 7.30 | ..... | 7.50 | ..... | ..... |
| Lee Tire & Rubber Co., Conshohocken, Pa. May 12, 1919 | Ribbed Tread | | ..... | c13.75 | ..... | c17.45 | ..... | d21.00 | ..... | ..... | ..... | c26.65 | d27.55 | d28.59 | d29.60 | ..... | ..... | ..... | d38.40 | d39.65 | d41.55 | d42.20 | ..... | d48.90 | ..... | d51.80 | ..... | ..... |
| | | N.S. | c15.15 | ..... | ..... | c20.15 | ..... | d23.10 | ..... | ..... | ..... | c30.45 | d31.45 | d32.45 | d33.20 | ..... | d37.05 | d44.10 | d43.35 | d44.80 | d46.90 | d48.00 | ..... | d54.95 | d58.10 | d58.10 | ..... | ..... |
| | Puncture Proof | P. | ..... | c25.25 | ..... | c31.65 | ..... | d33.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | ..... | c27.75 | ..... | c34.65 | ..... | d36.90 | ..... | ..... | ..... | c44.15 | d48.25 | d49.95 | d51.60 | ..... | ..... | d61.65 | d61.70 | d64.35 | d66.80 | d68.15 | ..... | d73.75 | ..... | d75.80 | ..... | ..... |
| | Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| | Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.55 | ..... | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | | G.T. | 3.00 | 3.00 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 4.95 | 5.00 | 5.15 | 5.35 | ..... | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| L. & M. Rubber Co., Carrollton, Ohio May 15, 1919 "L. & M. Buckskin" | | P. | †13.35 | †14.00 | ..... | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | ..... | ..... | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 |
| | | N.S. | †15.20 | †16.20 | ..... | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | †32.60 | 33.30 | 35.10 | 36.00 | 37.15 | 38.25 | ..... | d46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.85 | 62.10 | †79.95 | †81.70 |
| | | G.T. | 3.25 | 3.35 | ..... | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | ..... | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 |
| | | R.T. | 3.95 | 4.10 | ..... | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | ..... | 8.80 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 |
| Lewis Tire Co., May 12, 1919, Allentown, Pa. (5000 m.) | | N.S. | ..... | 16.05 | ..... | 20.10 | ..... | 24.05 | ..... | ..... | ..... | 32.20 | 33.00 | 34.45 | 35.15 | 36.40 | 37.90 | ..... | ..... | 46.80 | 47.95 | 48.95 | ..... | 56.10 | 58.40 | 59.95 | ..... | ..... |
| "Mack" | | R.T. | ..... | 3.15 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 5.10 | 5.20 | 5.30 | 5.60 | 6.20 | 6.50 | ..... | ..... | 6.95 | 7.10 | 7.25 | ..... | 8.40 | 8.50 | 8.65 | ..... | ..... |
| Liberty Tire & Rubber Co., Green Bay, Wisc. June 1 (5000 miles) | | P. | ..... | c19.50 | ..... | c25.00 | ..... | *29.50 | ..... | ..... | ..... | c39.25 | *40.00 | *42.00 | *42.70 | ..... | ..... | ..... | ..... | *57.50 | *60.25 | *61.25 | ..... | ..... | ..... | *73.00 | ..... | ..... |
| | | N.S. | ..... | c22.50 | ..... | c28.50 | ..... | *36.25 | ..... | ..... | ..... | c45.00 | *45.75 | *48.20 | *49.25 | ..... | ..... | ..... | ..... | *65.20 | *68.50 | *69.60 | ..... | ..... | ..... | *85.40 | ..... | ..... |
| | | G.T. | ..... | 3.35 | ..... | 3.90 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.40 | 7.50 | 7.65 | ..... | ..... | ..... | 9.30 | ..... | ..... |
| | | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.75 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... |
| Lion Tire & Rubber Corp., Lafayette, Ind. July 1, 1918 (5000 miles) | Ribbed | | ..... | c19.60 | ..... | c24.20 | ..... | d27.45 | ..... | ..... | ..... | c36.55 | d38.00 | d39.15 | d40.05 | ..... | ..... | ..... | ..... | d53.20 | d55.50 | d56.40 | ..... | d66.30 | ..... | c71.45 | ..... | ..... |
| | | N.S. | ..... | ..... | ..... | ..... | ..... | *28.90 | ..... | ..... | ..... | ..... | d39.30 | *41.25 | *42.10 | d44.00 | ..... | ..... | d54.20 | *55.90 | *58.45 | q59.50 | *62.00 | *69.85 | ..... | *75.20 | ..... | ..... |
| | | G.T. | ..... | 4.00 | ..... | 4.40 | 4.65 | 4.90 | ..... | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.85 | 6.95 | ..... | ..... | 8.10 | 8.40 | 8.65 | 8.95 | 9.25 | 10.30 | ..... | 10.70 | ..... | ..... |
| Long-Wear Rubber Co., Elyria, O. (5000 miles) June 1 | Ribbed Tread | | ..... | c23.40 | ..... | c28.70 | d32.75 | ..... | ..... | ..... | ..... | c41.20 | d42.25 | d44.00 | d45.00 | ..... | ..... | d55.40 | d57.10 | d58.85 | d60.20 | q62.10 | ..... | q72.50 | ..... | q77.25 | g95.50 | ..... |
| | | N.S. | ..... | ..... | ..... | c30.50 | d34.00 | ..... | ..... | ..... | ..... | c42.75 | d44.00 | d45.95 | d46.20 | ..... | ..... | d56.80 | d58.50 | d61.25 | d61.50 | q63.25 | ..... | q74.50 | ..... | q79.25 | g98.75 | q103.25 |
| | | G. & R.T. | ..... | 4.15 | ..... | 5.20 | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.70 | 6.85 | 7.10 | 7.30 | ..... | 8.35 | 8.60 | 8.80 | 9.00 | 9.30 | ..... | 10.40 | ..... | 11.00 | 12.70 | 12.80 |
| McCreary Tire & Rubber Co., Indiana, Pa. (6000 miles) May 20, 1919 | | P. | 17.65 | 18.75 | ..... | 22.45 | ..... | 28.25 | ..... | ..... | ..... | 35.65 | 37.30 | 38.20 | 39.25 | ..... | 40.20 | ..... | 50.50 | ..... | 55.05 | 56.50 | 57.00 | 65.85 | ..... | 67.20 | ..... | ..... |
| | | N.S. | 17.90 | 19.00 | ..... | 23.50 | ..... | 29.75 | ..... | ..... | ..... | 36.90 | 39.30 | 40.30 | 41.25 | ..... | 42.20 | 50.15 | 52.00 | 54.00 | 57.25 | 58.75 | 59.35 | 69.15 | ..... | 70.55 | ..... | ..... |
| | | R.T. | 3.40 | 3.50 | ..... | 4.25 | ..... | 4.50 | ..... | ..... | ..... | 5.35 | 5.45 | 5.80 | 6.00 | ..... | 6.30 | 6.75 | 6.95 | 7.15 | 7.35 | 7.55 | 7.80 | 8.45 | ..... | 9.35 | ..... | ..... |
| McGraw Tire & Rubber Co., Cleveland, O. May 12, 1919 | Ribbed | | c15.20 | c15.65 | ..... | c20.75 | ..... | d24.15 | ..... | ..... | ..... | c31.40 | d32.50 | d34.00 | d35.50 | ..... | ..... | d42.75 | d44.25 | d46.15 | d48.10 | d49.20 | ..... | *57.50 | ..... | *60.70 | ..... | ..... |
| | | N.S. | c16.00 | c16.45 | ..... | c21.85 | ..... | d25.45 | ..... | ..... | ..... | c33.10 | d34.20 | d35.80 | d37.35 | ..... | ..... | d45.00 | d46.60 | d48.60 | d50.65 | d51.75 | ..... | *60.55 | ..... | *63.90 | ..... | ..... |
| | | R.T. | 3.50 | 3.60 | ..... | 4.30 | ..... | 4.65 | ..... | ..... | ..... | 5.40 | 5.60 | 5.70 | 5.85 | ..... | ..... | 7.10 | 7.25 | 7.40 | 7.50 | 7.60 | ..... | 8.90 | ..... | 9.50 | ..... | ..... |
| | | G.T. | 2.75 | 2.85 | ..... | 3.50 | ..... | 3.90 | ..... | ..... | ..... | 4.80 | 4.95 | 5.05 | 5.15 | ..... | ..... | 6.00 | 6.25 | 6.35 | 6.45 | 6.55 | ..... | 7.80 | ..... | 8.25 | ..... | ..... |
| | Cord Ribbed | | ..... | ..... | ..... | c26.50 | ..... | ..... | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... |
| | Cord | N.S. | ..... | ..... | ..... | c28.50 | ..... | ..... | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| McLean Tire & Rubber Co., East Liverpool, O. Jan. 1 | | N.S. | ..... | c17.50 | ..... | c23.00 | ..... | d27.00 | ..... | ..... | ..... | c36.00 | d37.00 | d38.00 | d39.00 | ..... | ..... | d46.00 | d47.00 | d49.00 | d51.00 | d53.00 | ..... | *59.00 | ..... | *63.00 | ..... | ..... |
| | | G.T. | ..... | 3.45 | ..... | 4.20 | ..... | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | 6.70 | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | ..... | ..... |
| | | R.T. | ..... | 3.80 | ..... | 4.60 | ..... | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | ..... | ..... | 7.35 | 7.60 | 7.75 | 8.00 | 8.25 | ..... | 9.70 | ..... | 10.00 | ..... | ..... |
| McNaull Tire Co., Toledo, O. May 1 (6000 miles) | Heavy Duty | | ..... | ..... | ..... | 44.50 | ..... | 45.50 | ..... | ..... | ..... | ..... | 51.10 | ..... | 54.95 | ..... | 56.25 | ..... | ..... | 67.55 | ..... | 72.65 | ..... | ..... | ..... | ..... | ..... | 84.75 |
| McTal Rubber Co., West Haven, Conn. Apr. 22 | | G.T. | ..... | 3.35 | ..... | 4.15 | 4.25 | 4.40 | 5.20 | ..... | ..... | 5.40 | 5.55 | 5.70 | 5.85 | 6.25 | 6.30 | ..... | 7.10 | 7.20 | 7.35 | 7.55 | 7.85 | 8.90 | 9.05 | 9.20 | 10.55 | 10.75 |
| | | R.T. | ..... | 3.70 | ..... | 4.60 | 4.65 | 4.80 | 5.75 | ..... | ..... | 5.95 | 6.15 | 6.30 | 6.45 | 6.90 | 6.95 | ..... | 7.75 | 7.95 | 8.10 | 8.35 | 8.65 | 9.80 | 10.10 | 10.15 | 11.60 | 11.85 |
| Mansfield Tire & Rubber Co., Mansfield, O. (4000 miles) April 22 | | P. | 15.20 | 15.60 | 19.00 | 20.30 | 21.40 | 23.65 | 30.70 | 34.30 | 32.85 | 31.10 | 31.70 | 33.15 | 33.90 | 40.90 | 36.10 | ..... | ..... | 45.75 | 47.80 | 48.80 | 50.50 | 54.50 | 63.65 | 57.80 | ..... | ..... |
| | | N.S. | 15.95 | 16.40 | ..... | 21.25 | 22.40 | 24.70 | 32.15 | ..... | ..... | 32.65 | 33.20 | 34.80 | 35.65 | 42.90 | 37.95 | ..... | 46.55 | 48.00 | 50.20 | 51.10 | 53.10 | 57.25 | 66.80 | 60.70 | ..... | ..... |
| | | G.T. | 3.25 | 3.30 | 3.75 | 4.15 | 4.20 | 4.25 | 5.00 | 5.30 | 5.45 | 5.25 | 5.35 | 5.50 | 5.65 | 6.35 | 6.05 | ..... | 6.75 | 6.90 | 7.10 | 7.30 | 7.55 | 8.60 | 9.45 | 8.90 | ..... | ..... |
| | | R.T. | 3.65 | 3.70 | 4.20 | 4.60 | 4.70 | 4.75 | 5.55 | 5.90 | 6.06 | 5.85 | 5.90 | 6.10 | 6.25 | 7.10 | 6.70 | ..... | 7.50 | 7.70 | 7.85 | 8.10 | 8.40 | 9.55 | 10.45 | 9.85 | ..... | ..... |
| Marathon Tire & Rubber Co., Cuyahoga Falls, O. May 15, 1919 | Runner | | ..... | c21.50 | ..... | c24.40 | c25.35 | †28.80 | *30.55 | ..... | ..... | c35.30 | *36.70 | *37.90 | *39.00 | *41.20 | *42.15 | d47.90 | ..... | *50.85 | *52.25 | *53.90 | *56.60 | *63.30 | *65.00 | *66.80 | ..... | ..... |
| | Angle | N.S. | c21.00 | c22.00 | ..... | c25.00 | c26.00 | †29.50 | *31.35 | ..... | ..... | c36.20 | *37.65 | *38.85 | *40.00 | *42.25 | *43.30 | d49.15 | *50.60 | *52.20 | *53.65 | *55.25 | *58.05 | *64.80 | *66.70 | *68.50 | ..... | ..... |
| | | R.T. | 3.30 | 3.50 | ..... | 4.30 | 4.45 | 4.60 | 4.90 | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.00 | 6.20 | 6.40 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.90 | 8.90 | 9.15 | 9.40 | 10.60 | 10.95 |
| | | G.T. | 2.85 | 3.05 | ..... | 3.80 | 3.95 | 4.05 | 4.35 | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | 5.45 | 5.65 | 6.05 | 6.20 | 6.40 | 6.60 | 6.80 | 7.00 | 8.00 | 8.25 | 8.45 | 9.60 | 9.90 |
| | Angle Tread Cord | | ..... | ..... | ..... | ..... | ..... | d43.20 | ..... | ..... | ..... | ..... | d54.50 | d56.25 | d57.95 | ..... | ..... | d61.30 | ..... | d65.05 | d67.00 | d68.80 | ..... | *81.00 | ..... | *85.60 | ..... | ..... |
| Marion Tire & Rubber Co., Marion, O. (400 miles) May 1 | | F. | c14.60 | c15.80 | ..... | c20.00 | *22.50 | *25.00 | ..... | ..... | ..... | c31.50 | d33.50 | d34.00 | d36.00 | ..... | ..... | ..... | ..... | d49.50 | d50.75 | d51.25 | ..... | d59.50 | ..... | d62.75 | ..... | ..... |
| | | N.S. | c16.50 | c17.60 | ..... | c22.50 | ..... | *27.00 | ..... | ..... | ..... | c34.00 | *34.75 | *36.90 | *37.75 | *39.50 | *40.25 | ..... | ..... | *50.75 | *52.25 | *52.75 | *54.50 | *61.00 | *62.50 | *64.50 | ..... | ..... |
| | | G.T. | 3.20 | 3.30 | ..... | 3.95 | 4.05 | 4.10 | ..... | ..... | ..... | 5.20 | 5.50 | 5.80 | 6.00 | 6.10 | ..... | ..... | ..... | 7.05 | 7.25 | 7.40 | 7.80 | 8.90 | 9.00 | 9.05 | ..... | ..... |
| | | R.T. | ..... | 4.20 | ..... | 4.95 | 5.20 | 5.30 | ..... | ..... | ..... | 5.70 | 6.90 | 7.15 | 7.30 | 7.60 | 7.80 | ..... | ..... | 8.60 | 9.25 | 9.45 | 10.15 | 10.45 | 10.65 | 10.90 | ..... | ..... |
| | Ribbed Tread | | ..... | c16.85 | ..... | c21.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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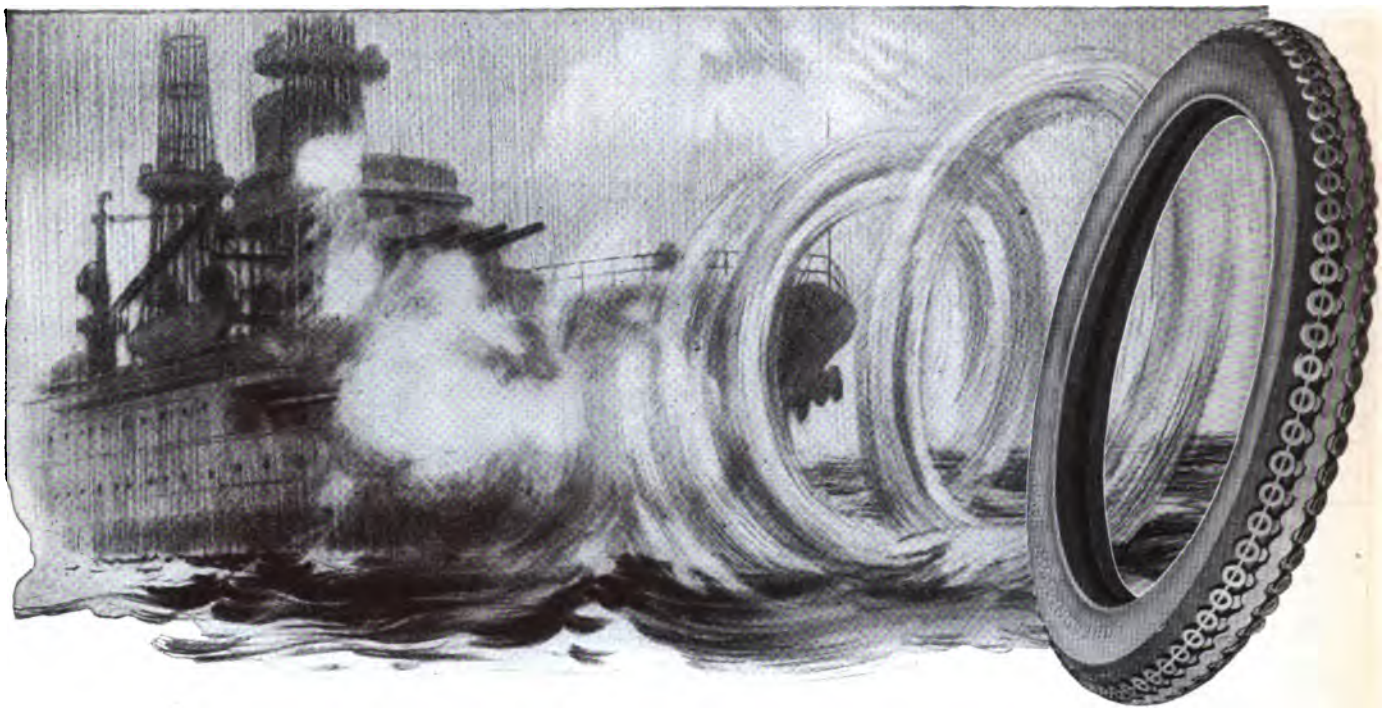

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | 28 | | | | |
| Mason Tire & Rubber Co., Kent, O. | P. | 16.25 | 17.20 | ..... | 21.65 | ..... | 26.40 | ..... | ..... | ..... | 33.45 | 34.05 | 36.05 | 36.65 | ..... | ..... | ..... | 44.95 | 45.95 | 47.60 | 48.35 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| | Ribbed | 17.20 | 18.50 | ..... | 22.40 | ..... | 27.15 | ..... | ..... | ..... | 34.75 | 35.30 | 37.50 | 38.05 | ..... | ..... | 46.95 | 48.95 | 49.55 | 52.50 | 53.20 | ..... | 61.70 | ..... | 65.95 | ..... | ..... |
| | N.S. | ..... | 20.20 | ..... | 24.65 | ..... | 29.20 | ..... | ..... | ..... | 36.25 | 36.85 | 39.00 | 39.70 | ..... | ..... | 49.00 | 51.00 | 52.45 | 54.45 | 55.05 | ..... | 64.95 | ..... | 68.85 | ..... | ..... |
| May 12, 1919 | G.T. | 3.10 | 3.40 | ..... | 3.80 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.10 | 6.25 | 6.45 | 6.55 | 6.80 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.70 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.10 | 7.35 | ..... | 8.10 | ..... | 8.45 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | d39.80 | ..... | ..... | ..... | ..... | d51.50 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.40 | *60.00 | d61.55 | *62.90 | ..... | *74.55 | ..... | *77.95 | ..... | ..... |
| Meyer Rubber Co., Cleveland, O. July 1 | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Runner T. | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Extra Heavy T. | ..... | 2.93 | ..... | 3.40 | ..... | 3.67 | ..... | ..... | ..... | 4.66 | 4.80 | 4.93 | 5.06 | ..... | 5.27 | ..... | ..... | 6.33 | 6.47 | 6.60 | 6.80 | 7.73 | 7.87 | 8.00 | ..... | ..... |
| | Special T. | ..... | 2.64 | ..... | 2.98 | ..... | 3.35 | ..... | ..... | ..... | 4.20 | 4.29 | 4.43 | 4.56 | ..... | 4.85 | ..... | ..... | 5.43 | 5.60 | 5.77 | 5.98 | 6.76 | 6.89 | 7.03 | ..... | ..... |
| Michelin Tire Co., Milltown, N.J. May 12, 1919 | P. | ..... | ..... | ..... | c21.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Universal | ..... | c16.10 | ..... | d20.50 | c22.80 | d24.50 | ..... | ..... | ..... | c27.90 | d33.25 | d34.50 | d35.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d48.25 | d49.50 | d51.25 | ..... | ..... | d55.25 | ..... | d58.00 | ..... | d60.75 | ..... | d68.00 | ..... | d72.00 | ..... | ..... |
| | Tube | 3.30 | 3.35 | ..... | 3.95 | 3.35 | 4.20 | 4.60 | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | 8.50 | 8.80 | 9.75 | 9.75 |
| Mid-ContitentTireMfg.Co., Wichita, Kan. "Mdico" (2500 m.) June 2 Ford sizes (10000 m.) | Ribbed C'd | ..... | c21.15 | ..... | c26.45 | ..... | d30.25 | ..... | ..... | ..... | c37.95 | d39.00 | d40.10 | d41.25 | ..... | ..... | *45.60 | d48.15 | d49.50 | d51.80 | *53.15 | ..... | *64.45 | ..... | *68.65 | ..... | ..... |
| | N.S. | ..... | c23.50 | ..... | c27.95 | ..... | d33.60 | ..... | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.50 | ..... | ..... | *51.25 | d53.25 | *55.15 | d58.50 | *59.10 | ..... | *72.20 | ..... | *76.80 | ..... | ..... |
| | Cord | ..... | ..... | ..... | c39.85 | ..... | d45.50 | ..... | ..... | ..... | ..... | d57.96 | d58.90 | d60.90 | ..... | ..... | 65.25 | d66.40 | d68.65 | d70.40 | d71.90 | ..... | d84.15 | ..... | d85.50 | ..... | ..... |
| | Tubes | ..... | 3.80 | ..... | 4.90 | ..... | 5.10 | ..... | ..... | ..... | 6.00 | 6.15 | 6.35 | 6.60 | ..... | ..... | 7.70 | 8.00 | 8.25 | 8.40 | 8.70 | ..... | 9.85 | ..... | 10.45 | ..... | ..... |
| Miller Rubber Co., Akron, O. May 12, 1919 | Cord Ribbed | ..... | ..... | ..... | c29.75 | ..... | d37.05 | ..... | ..... | ..... | ..... | d47.00 | d48.25 | d49.75 | ..... | ..... | 153.05 | 154.45 | 155.90 | d57.20 | 158.60 | ..... | *69.50 | ..... | *72.60 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | c32.10 | ..... | d39.75 | ..... | ..... | ..... | ..... | d51.55 | 151.90 | d53.35 | ..... | ..... | 156.90 | 158.45 | d60.00 | 161.50 | d62.90 | ..... | *74.55 | ..... | 78.00 | ..... | ..... |
| | Black Tread N.S. | c15.20 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | 133.35 | d34.10 | ..... | ..... | 142.50 | 143.85 | d45.25 | 147.30 | d48.00 | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | Wrapped P. | c15.20 | d16.20 | ..... | c20.60 | ..... | d24.10 | ..... | ..... | ..... | c31.25 | 131.90 | 133.50 | d34.20 | ..... | ..... | 140.65 | 141.85 | 143.25 | 145.30 | ..... | ..... | *53.05 | ..... | ..... | ..... | ..... |
| | N.S. | c17.60 | c18.90 | ..... | c24.10 | ..... | d28.15 | ..... | ..... | ..... | c36.55 | 137.35 | 139.20 | d40.00 | ..... | ..... | 147.50 | 149.05 | d50.60 | 152.90 | d53.70 | ..... | *63.70 | ..... | *67.55 | ..... | ..... |
| | CT.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Midland Tire & Rubber Co., Coshocton, O. (5000 mis.) Oct 1 | P. | ..... | ..... | ..... | 23.95 | 25.85 | 28.05 | 28.85 | ..... | ..... | 34.10 | 34.65 | 36.30 | 37.40 | ..... | 39.05 | ..... | ..... | ..... | 52.25 | 53.45 | ..... | 61.60 | 62.70 | 64.90 | ..... | ..... |
| | Peerless N.S | 19.80 | 22.00 | ..... | 27.50 | ..... | 29.85 | 32.65 | ..... | ..... | 39.85 | 40.70 | 42.90 | 44.00 | ..... | 46.75 | 55.00 | ..... | 58.30 | 60.50 | 62.15 | 64.90 | 71.50 | 73.15 | 75.90 | 105.15 | 116.60 |
| | P. | ..... | 15.20 | ..... | 19.60 | 20.70 | 23.05 | 26.90 | ..... | ..... | 30.25 | 30.80 | 32.15 | 32.95 | ..... | 38.60 | ..... | ..... | 44.35 | 46.40 | 47.10 | 53.90 | 52.90 | ..... | ..... | ..... | ..... |
| | N.S | 16.40 | 15.85 | ..... | 20.65 | ..... | 24.25 | 28.15 | ..... | ..... | 31.75 | 32.30 | 33.70 | 34.55 | ..... | 40.50 | 43.85 | ..... | 46.60 | 48.60 | 49.40 | 56 60 | 55.55 | ..... | ..... | ..... | ..... |
| Monarch—see Perfection | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mohawk Rubber Co., Akron, O. May 12, 1919 | N.S. | c20.80 | c21.85 | ..... | §26.85 | c27.85 | §30.80 | *33.60 | ..... | ..... | c37.40 | 39.80 | 40.85 | 42.40 | *43.85 | 46.35 | *48.90 | *49.95 | 52.15 | 54.40 | 57.15 | *58.50 | *65.00 | †67.80 | 69.30 | q80.35 | q82.90 |
| | Ribbed | ..... | c19.45 | ..... | c23.20 | ..... | d27.15 | ..... | ..... | ..... | 34.35 | d36.65 | d37.75 | *38.85 | ..... | ..... | *44.45 | ..... | *47.75 | d49.75 | *52.60 | ..... | *59.95 | ..... | *63.25 | ..... | ..... |
| | Keaton, N.S. | ..... | ..... | ..... | c28.20 | ..... | d32.50 | ..... | ..... | ..... | c39.00 | d41.95 | d43.05 | d44.65 | ..... | ..... | *51.35 | ..... | *55.40 | d56.45 | *59.55 | ..... | *68.75 | q71.25 | *72.10 | q84.60 | q87.20 |
| | Tubes | 3.15 | 3.30 | ..... | 4.20 | 4.35 | 4.50 | 4.80 | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.80 | 7.05 | 7.20 | 7.35 | 7.60 | 7.90 | 8.60 | 8.90 | 9.20 | 10.50 | 10.80 |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d58.50 | d59.75 | d61.55 | ..... | ..... | d69.05 | d70.65 | d72.25 | d74.05 | d76.75 | ..... | *88.55 | ..... | *90.00 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d55.55 | d56.80 | d58.50 | ..... | ..... | d65.95 | d67.30 | d69.05 | d70.85 | d72.90 | ..... | *83.90 | ..... | *85.50 | ..... | ..... |
| Monarch Rubber Co., Hartsville, O. (4000 miles) June 25, 1919 | N.S. | ..... | 19.00 | ..... | 23.10 | ..... | 29.05 | ..... | ..... | ..... | 36.90 | 38.10 | 39.80 | 41.10 | ..... | ..... | ..... | 49.50 | 51.80 | 54.00 | 57.10 | ..... | 64.10 | ..... | 69.70 | ..... | ..... |
| | G.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.55 | ..... | ..... | ..... | 5.40 | 5.50 | 5.65 | 5.85 | ..... | ..... | ..... | 6.80 | 6.95 | 7.15 | 7.40 | ..... | 8.65 | ..... | 8.95 | ..... | ..... |
| | R.T. | ..... | 3.75 | ..... | 4.40 | ..... | 5.05 | ..... | ..... | ..... | 6.10 | 6.25 | 6.50 | 6.60 | ..... | ..... | ..... | 7.70 | 7.80 | 8.05 | 8.25 | ..... | 9.65 | ..... | 9.95 | ..... | ..... |
| Mutual Tire & Rubber Co., N. Y. C. May 10 | N.S. | c25.30 | c25.60 | ..... | c32.45 | ..... | 38.65 | §44.15 | ..... | ..... | §48.20 | 49.10 | 51.85 | 52.80 | 55.55 | 56.45 | *62.00 | *64.35 | 66.50 | 70.05 | 72.90 | ..... | 83.75 | 87.00 | 89.05 | ..... | ..... |
| | R.T. | 4.85 | 4.95 | ..... | 6.05 | ..... | 6.30 | 6.65 | ..... | ..... | 7.85 | 8.15 | 8.30 | 8.45 | 8.70 | 8.90 | 10.60 | 10 75 | 11.00 | 11.25 | 11.50 | ..... | 13.30 | 13.50 | 13.55 | ..... | ..... |
| National Rubber Products Co., Phila., Pa., "Speedway" May 15, 1919 | N.S. | ..... | c17.50 | ..... | c22.7 | ..... | *26.10 | ..... | ..... | ..... | c34.85 | *35.50 | *37.10 | *38.25 | ..... | ..... | *48.60 | d49.50 | *50.40 | *51.30 | *52.20 | ..... | d60.00 | ..... | *63.00 | ..... | ..... |
| | Tubes | ..... | 4.35 | ..... | 4.95 | ..... | 5.45 | ..... | ..... | ..... | 7.05 | 7.25 | 7.45 | 7.65 | ..... | ..... | 9.30 | 9.45 | 9.60 | 9.75 | 9.85 | ..... | 11.55 | ..... | 12.05 | ..... | ..... |
| National Tire & Rubber Co., East Palestine, O. May 12, 1919 | "Capitol" P. | 13.30 | 13.05 | ..... | 17.00 | ..... | 19.70 | ..... | ..... | ..... | 26.00 | 26.55 | 27.95 | 28.45 | ..... | ..... | ..... | ..... | 38.30 | 40.05 | 40.60 | ..... | 45.70 | ..... | 48.35 | ..... | ..... |
| | "Capitol" N.S. | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | 43.30 | 45.25 | 45.90 | ..... | 53.30 | ..... | 56.30 | ..... | ..... |
| | Olympian & Roamer P. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... | 43.90 | ..... | ..... | 51.70 | ..... | 54.60 | ..... | ..... |
| | N.S. | ..... | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | ..... | 45.25 | ..... | ..... | 53.30 | ..... | 56.30 | ..... | ..... |
| | Highway N.S. | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Record N.S. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 2.80 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.40 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... |
| National Tire Co., Trenton, N.J. May 12, 1919 | P. | ..... | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 | 39.55 | 40.10 | ..... | 45.10 | ..... | 47.75 | ..... | ..... |
| | N.S. | ..... | 14.75 | ..... | 18.70 | ..... | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | 45.35 | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... |
| Needham Tire Co., Charles River, Mass. May 15 (3500 miles) | P. | c15.85 | c17.15 | ..... | 21.80 | 23.10 | 25.45 | *28.55 | ..... | ..... | 34.00 | *34.80 | *36.50 | *37.15 | *38.70 | *39.30 | ..... | *47.90 | *49.50 | *51.70 | *52.40 | *54.35 | *58.85 | *59.65 | *61.90 | q87.75 | q87.80 |
| | N.S. | ..... | ..... | ..... | 25.10 | 26.30 | 29.15 | *32.70 | ..... | ..... | 39.40 | *40.00 | *41.80 | *42.60 | *44.35 | *44.95 | ..... | *55.85 | *57.00 | *59.35 | *60.00 | *62.30 | *67.45 | *68.35 | *71.00 | q98.20 | q100.75 |
| | T. | 3.00 | 3.10 | ..... | 3.55 | 3.65 | 3.70 | 3.90 | ..... | ..... | 4.90 | 5.10 | 5.20 | 5.35 | 5.50 | 5.50 | ..... | 6.60 | 6.80 | 6.80 | 6.90 | 7.15 | 8.15 | 8.40 | 8.40 | 9.00 | 9.25 |
| Neverslip—see Falls | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Neverskid—see Faure | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Castle Tire Co., Pittsburgh, May 1, 1919 | Ribbed | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... | d46.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... | d48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Jersey Carspring Co., Jersey City, N. J. (5000 miles) May 12, 1919 | "Carspring" P. | c14.28 | c14.44 | ..... | 18.77 | ..... | d21.76 | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | d41.04 | d42.23 | d44.08 | d44.75 | ..... | d50.32 | ..... | d53.31 | ..... | ..... |
| | "Carspring" N.S. | c14.85 | c15.11 | ..... | c19.54 | ..... | d22.79 | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | d42.95 | d44.29 | d46.30 | d47.02 | ..... | d52.80 | ..... | d55.99 | ..... | ..... |
| | G.T. | 2.82 | 2.88 | ..... | 3.44 | ..... | 3.80 | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... |
| | R.T. | 3.18 | 3.34 | ..... | 4.00 | ..... | 4.26 | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | ..... | 8.72 | ..... | ..... |
| Nobby—see U.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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TO the man in the street an automobile tire is mostly hole—inside and out. He doesn't know much about how it is made. But you can take the estimate placed upon Kelly-Springfield Cords by thousands of the most experienced motorists as a correct measure of their value.

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Norwalk Tire & Rubber Co., | P. | | c18.45 | | | | *31.75 | | | | | c36.70 | *40.00 | *41.50 | | | | d54.65 | d57.80 | d59.05 | d60.45 | d62.15 | | *73.90 | | | | | | |
| Norwalk, Conn. | N.S. | | c19.45 | | c25.95 | c29.15 | d39.45 | | | | | | d49.75 | d51.10 | d52.45 | | | d60.20 | d61.75 | d63.30 | d64.85 | d66.45 | | *78.80 | | *82.45 | | | | |
| May 12, 1919 (5000 m.) | Cord Ribbed | | | | | | d42.25 | | | | | | d53.40 | d54.85 | d56.30 | | | | | | | | | | | | | | | |
| | Cord N.S. | | | | | | | | | | | 5.15 | 5.30 | 5.45 | 5.55 | | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 | | |
| | G.T. | 3.35 | 3.40 | | 4.20 | 4.35 | 4.45 | 5.25 | | | | 5.70 | 5.85 | 6.00 | 6.15 | | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 | | |
| | R.T. | 3.50 | 3.55 | | 4.40 | 4.55 | 4.65 | 5.50 | | | | | | | | | | | | | | | | | | | | | | |
| Oldfield Tire Co., | P. | | c13.60 | | c17.75 | | c21.65 | | | | | c28.55 | d29.10 | d30.40 | d31.10 | | | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | | 50.00 | | 55.15 | | | | |
| Cleveland, O. | N.S. | | c16.50 | | c21.10 | | d25.85 | | | | | c34.45 | d35.15 | d36.90 | d37.75 | | | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | | 61.55 | | 65.25 | | | | |
| May 12, 1919 | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | | | |
| | R.T. | | 3.40 | | 3.90 | | 4.25 | | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | |
| | Cord Ribbed | | | | c28.35 | | d35.30 | | | | | | d47.20 | d48.50 | d49.60 | | | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | | *69.80 | | *72.90 | | | | |
| | Cord N.S. | | | | c30.60 | | d37.90 | | | | | | d50.70 | d52.10 | d53.40 | | | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | | *74.80 | | *78.25 | | | | |
| Olympian—see Natl. Tire & Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Palmer Tire & | Molded Gum Tubes | | 3.80 | | 4.30 | | 4.70 | | | | | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | | 9.50 | 10.00 | 10.15 | | 11.25 | | |
| Rubber Co., | Safety Cord Tubes | | 4.20 | | 4.40 | | 4.70 | | | | | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6.90 | 7.05 | 7.35 | 7.50 | 7.75 | | 8.95 | 9.45 | 9.55 | | | | |
| St. Joseph, Mich., June 2, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Para-Bell Rubber Co., | F. | | c14.44 | d21.76 | c18.77 | | | | | | | c28.67 | d29.29 | d30.63 | d31.30 | | | | | | d44.08 | | | | | | | | | |
| Columbiana, O. (4000 miles) | N.S. | | c15.11 | d22.7 | c19.54 | | | | | | | c30.21 | d30.73 | d32.12 | d32.89 | | | d44.29 | §46.30 | d47.02 | | §52.80 | | §55.99 | | | | | | |
| May 12, 1919 | G.T. | | 2.88 | 3.80 | 3.44 | | | | | | | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | | 7.86 | | | | |
| | R.T. | | 3.31 | 4.26 | 4.00 | | | | | | | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | | 8.72 | | | | |
| Peerless Tire & | Ribbed Tread | | c16.50 | | c21.00 | | | | | | | c36.65 | d37.40 | d39.25 | d40.10 | | | d53.25 | d55.65 | d56.50 | | | | | | d69.25 | | | | |
| Rubber Co., | N.S. | | c18.50 | | c23.50 | | d27.45 | | | | | 5.40 | 5.55 | 5.80 | 5.90 | | | 7.30 | 7.40 | 7.60 | | | | | | 9.25 | | | | |
| Green Bay, Wisc. | G.T. | | 3.35 | | 3.80 | | 4.20 | | | | | 5.90 | 6.05 | 6.25 | 6.55 | | | 8.05 | 8.15 | 8.30 | | | | | | 10.00 | | | | |
| May 1 "Green Bay Peerless" | R.T. | | 3.75 | | 4.35 | | 4.60 | | | | | | | | | | | | | | | | | | | | | | | |
| Pennsylvania | (6000) Vacuum Cup | 16.05 | 16.55 | 21.95 | 21.20 | 22.60 | 24.95 | 28.55 | 36.20 | 39.75 | | 33.35 | 33.95 | 35.85 | 36.50 | 38.50 | 39.10 | 47.20 | 49.10 | 49.50 | 51.50 | 52.05 | 54.00 | 63.45 | 64.65 | 66.75 | 81.00 | 84.30 | | |
| Rubber Co., | (3500 m.) Bar Circle | 12.60 | 13.20 | | 17.20 | 18.25 | 19.30 | 22.45 | | | | 25.25 | 25.65 | 26.85 | 27.50 | 31.35 | 32.25 | | 35.90 | 37.15 | 38.70 | 39.35 | 45.05 | 44.30 | 50.10 | 46.85 | 60.95 | 63.40 | | |
| Jeanette, Pa. (6000) | Vacuum Cup Cd. | | | | 34.45 | | 38.35 | | | | | | 48.70 | 50.05 | 51.35 | | | 54.90 | 56.35 | 57.85 | 59.20 | 60.70 | | 71.90 | | 75.20 | | | | |
| May 12, 1919 (6000) | Channel Td. Cd. | | | | 32.05 | | 35.75 | | | | | | 45.35 | 46.60 | 47.70 | | | 51.15 | 52.45 | 53.90 | 55.15 | 56.45 | | 67.10 | | 70.05 | | | | |
| | Ton Tested G.T. | 2.65 | 2.70 | 2.95 | 3.15 | 3.35 | 3.45 | 3.90 | 4.10 | 4.60 | | 4.70 | 4.75 | 4.90 | 5.05 | 5.20 | 5.40 | 6.10 | 6.20 | 6.30 | 6.35 | 6.50 | 6.80 | 7.60 | 7.70 | 7.90 | 8.25 | 8.40 | | |
| | Ex. Heavy G.T. | 3.30 | 3.40 | 3.70 | 3.95 | 4.20 | 4.30 | 4.90 | 5.15 | 5.75 | | 5.90 | 5.95 | 6.15 | 6.30 | 6.50 | 6.75 | 7.65 | 7.75 | 7.90 | 7.95 | 8.15 | 8.50 | 9.50 | 9.65 | 9.90 | 10.30 | 10.50 | | |
| Perfection Tire & | (6000 miles) P. | | 19.95 | | 24.05 | | 27.35 | | | | | 34.15 | 35.35 | 36.50 | 37.80 | | | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | | 58.55 | | 62.95 | | | | |
| Rubber Co., | (6000 miles) N.S. | | 22.00 | | 25.75 | | 31.35 | | | | | 37.15 | 38.95 | 40.80 | 42.60 | | | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | | 64.85 | | 69.50 | | | | |
| Fort Madison, Ia. | (3500 miles) N.S. | | 15.65 | | 19.90 | | 23.25 | | | | | 31.15 | 31.75 | 33.25 | 34.00 | | | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | | 55.45 | | 58.75 | | | | |
| May 19, 1919 | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | | 7.45 | | 7.75 | | | | |
| | R.T. | | 3.40 | | 3.90 | | 4.25 | | | | | 4.85 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | |
| Perfection Tube Co., April 1 | G.T. | 3.15 | 3.35 | | 4.15 | 4.20 | 4.25 | 4.50 | | | | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | | 6.80 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | | 9.50 | | |
| Painesville, O. "Monarch" | R.T. | 3.45 | 3.70 | | 4.65 | 4.70 | 4.75 | 5.00 | | | | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | | 10.50 | | |
| Pharis Tire & Rubber Co., | P. | 13.70 | 12.90 | | 16.80 | | 19.45 | | | | | 25.65 | 26.20 | 27.40 | 28.10 | | | | 36.60 | 37.80 | 39.55 | | | 45.10 | | | | | | |
| Newark, O. | N.S. | | 15.75 | | 20.00 | | 23.35 | | | | | 31.25 | 31.85 | 33.35 | 34.10 | | | | 43.85 | 45.25 | 47.30 | 48.00 | | 55.55 | | 58.85 | | | | |
| May 12, 1919 | R.T. | 3.35 | 3.40 | | 3.90 | | 4.25 | | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | |
| Portage Rubber Co., | P. | | c16.60 | | c21.55 | c22.75 | d27.15 | | | | | c33.05 | d33.65 | d35.30 | d36.15 | | | d47.40 | d49.00 | d48.00 | *50.35 | d51.05 | | *57.40 | | *60.90 | | | | |
| Barberton, O. | Daisy N.S. | c17.80 | c19.20 | | c24.70 | c26.05 | d31.35 | | | | | c37.90 | d38.65 | d40.65 | d41.55 | | | d54.75 | d56.25 | d55.30 | *57.75 | d58.70 | | *66.05 | | *69.85 | | | | |
| May 1, 1919 | Tubes | 3.50 | 3.80 | | 4.60 | 4.75 | 4.90 | | | | | 6.20 | 6.50 | 6.70 | 6.90 | | | 8.10 | 8.25 | 8.40 | 8.60 | 8.90 | | 9.95 | | 10.35 | | | | |
| | Cord Ribbed | | | | | | | | | | | | d60.25 | d61.05 | d62.10 | | | d68.75 | | *72.85 | d74.75 | *76.00 | | *88.55 | | *90.25 | | | | |
| | Cord Daisy Tread | | | | | | | | | | | | d63.10 | d64.70 | d66.20 | | | d72.50 | | *76.25 | d78.20 | *79.90 | | *93.50 | | *95.00 | | | | |
| Porter Rubber Co., | Giant | | c15.75 | | c22.25 | | d26.50 | | | | | c33.50 | d34.25 | d35.00 | d36.00 | | | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | | *61.00 | | | | |
| Salem, O. | N.S. | | c18.80 | | c23.50 | | d27.75 | | | | | c35.00 | d35.75 | d36.60 | d37.40 | | | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | | *62.95 | | | | |
| May 15, 1919 (5000 miles) | G.T. | | 3.10 | | 3.75 | | 3.85 | | | | | 4.90 | 5.15 | 5.20 | 5.45 | | | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | | 8.40 | | | | |
| | R.T. | | 3.50 | | 4.10 | | 4.35 | | | | | 5.50 | 5.65 | 5.85 | 6.05 | | | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | | 9.30 | | | | |
| Pyramid—see Pharis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Powertown—see Rochester Tire & R.Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quaker City Rubber Co., | P. | †15.65 | †16.50 | †17.80 | 20.60 | †21.60 | 24.60 | 26.45 | | | | †30.85 | 31.25 | 32.60 | 33.10 | *34.60 | 35.10 | c42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 | | |
| Philadelphia, Pa. "T.T.T" | N.S. | †17.60 | †19.10 | †20.70 | 23.95 | †24.90 | 28.90 | 30.90 | | | | †35.80 | 36.40 | 37.85 | 38.60 | *40.25 | 40.85 | c46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.90 | *58.55 | 59.30 | *61.60 | q80.10 | q83.35 | | |
| May 14, 1919 (5000 miles) | G.T. | 3.20 | 3.35 | 3.50 | 3.75 | 3.95 | 4.00 | 4.20 | 4.35 | 5.00 | | 5.10 | 5.40 | 5.50 | 5.60 | 5.80 | 5.90 | 6.90 | 7.00 | 7.05 | 7.15 | 7.25 | 7.45 | 8.55 | 8.65 | 8.90 | 9.45 | 9.85 | | |
| | R.T. | 3.50 | 3.70 | 3.90 | 4.15 | 4.35 | 4.40 | 4.60 | 4.85 | 5.50 | | 5.55 | 5.95 | 6.05 | 6.15 | 6.40 | 6.50 | 7.55 | 7.70 | 7.75 | 7.85 | 8.00 | 8.20 | 9.40 | 9.50 | 9.80 | 10.40 | 10.90 | | |
| Racine Auto Tire Co., | P. | §15.05 | §15.25 | | §19.35 | | §23.40 | | | | | §28.80 | §29.70 | §30.15 | §30.60 | | | d38.25 | §39.60 | §40.95 | §42.75 | §43.65 | | §49.95 | §50.00 | §50.40 | | | | |
| Racine, Wis. | N.B. | §16.65 | c16.85 | | c21.15 | | §26.10 | | | | | §32.85 | §33.75 | §35.10 | §36.00 | | | d44.55 | d46.35 | §47.70 | §49.95 | §50.85 | | §58.50 | §59.50 | §62.10 | | | | |
| May 12, 1919 | G.T. | 2.80 | 2.85 | | 3.40 | | 3.85 | | | | | 4.55 | 4.75 | 4.95 | 5.15 | | | 6.05 | 6.20 | 6.35 | 6.40 | 6.70 | | 7.75 | 7.90 | 8.05 | | | | |
| | Cord Ribbed | | | | | | | | | | | | | | | | | | | *56.70 | *58.05 | *58.95 | | *69.80 | | *72.00 | | | | |
| | Cord N.S. | | | | | | d40.50 | | | | | | d50.85 | d52.20 | d53.55 | | | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | | d75.15 | | d78.75 | | | | |
| | Brown Re-Cord Tubes | | 3.90 | | 4.45 | | 4.90 | | | | | 5.50 | 5.85 | 6.00 | 6.30 | | | 7.30 | 7.55 | 7.75 | 8.03 | 8.40 | | 9.55 | 9.80 | 10.00 | | | | |
| Racine Rubber Co., | P. | 13.70 | 14.00 | | 17.30 | 18.15 | 20.10 | 24.55 | | | | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.30 | 36.55 | 37.60 | 38.90 | 40.60 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 64.50 | 66.65 | | |
| Racine, Wis. | Country Road N.S. | 16.85 | 17.05 | | 20.55 | 22.05 | 23.95 | 27.15 | | | | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 | | |
| May 12, 1919 | Ribbed Cord | | | | | | 36.20 | | | | | 44.50 | 45.95 | 47.15 | 48.25 | | | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | | 67.90 | 69.70 | 70.95 | | | | |
| | N.S. Cord | | | | | | 38.00 | | | | | 46.50 | 48.25 | 49.50 | 50.85 | | | 54.20 | 55.80 | 57.35 | 58.65 | 60.05 | | 71.15 | 73.00 | 74.00 | | | | |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | | | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 | | |
| | R.T. | 3.40 | 3.55 | 3.75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | | | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 | | |
| Record—See National Tire & Rub. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Redskin Tube—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Red Top—see Supertread | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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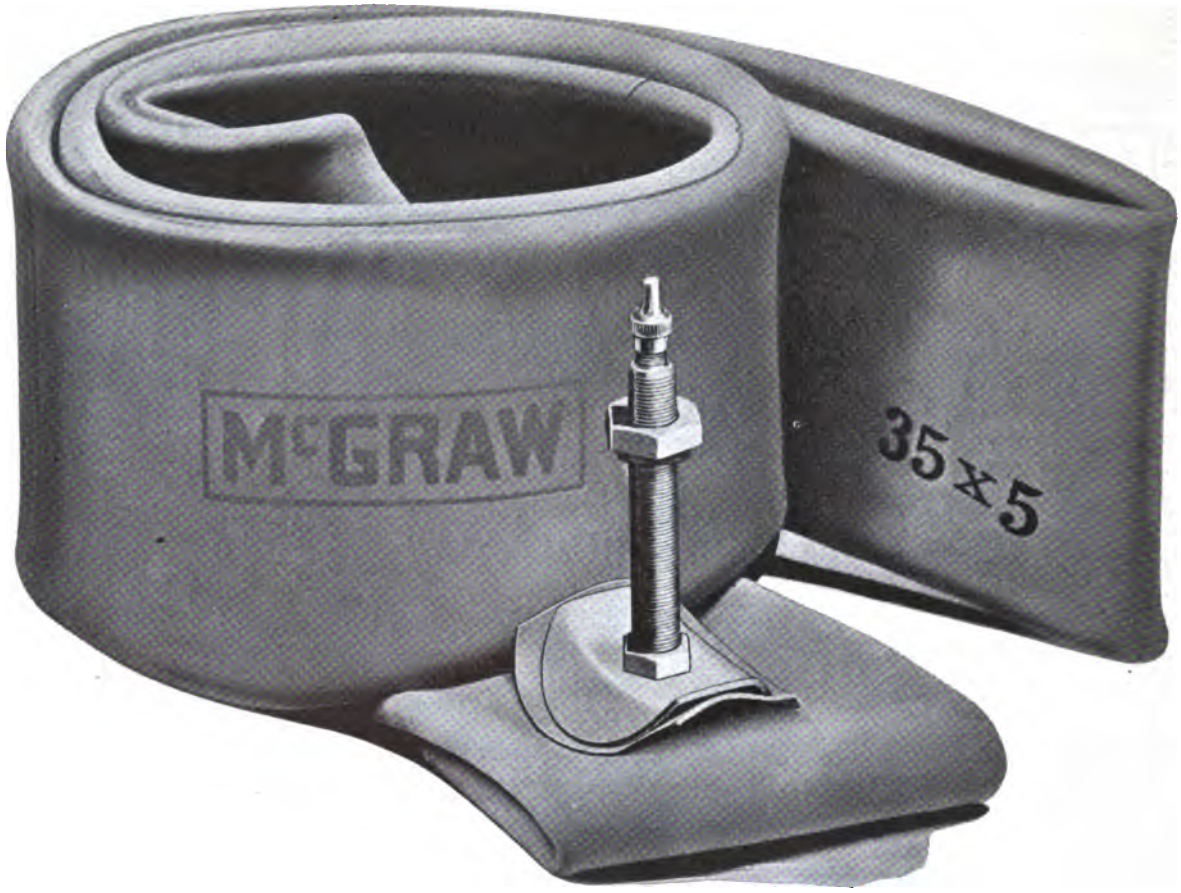


# The Tube That Lasts

THE air-holding life of a McGraw Inner Tube is literally *wound* into it, as strength is built up of many strands in a rope.

The rubber, in a thin sheet, is wound about a pole, forming a tube wall of several thicknesses. These are then fused into a flawless unit, proof against seepage. The McGraw valve base is double-strengthened with alternating strips of rubber and cotton, inserted between the layers of the tube structure. The point of greatest strain is thus most heavily reinforced.

*Red* or *Grey*, the McGraw tube backs up all the mileage any casing has in it.

*McGraw Tires and Tubes offer progressive dealers an exceptional opportunity to build profitable, permanent business. Write for details.*

THE McGRAW TIRE & RUBBER CO., *Cleveland*

Factories: EAST PALESTINE, OHIO

That We May Ride In Comfort

*Makers of Fabric and Cord Pneumatics, Standard and HiTread Truck Tires, Inner Tubes*

McGraw TUBES

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Reliance Tire & Rubber Corp., | G.T. | 3.05 | 3.15 | ..... | 3.75 | 4.00 | 3.85 | 4.25 | ..... | ..... | 4.15 | 4.85 | 5.00 | 5.15 | 5.80 | ..... | 5.95 | 6.10 | 6.30 | 6.40 | 6.60 | 6.90 | 7.35 | 7.95 | 8.05 | ..... | ..... |
| Keyport, N. J. May 12, 1919, | R.T. | 3.30 | 3.35 | ..... | 3.95 | 4.35 | 4.20 | 4.60 | ..... | ..... | 5.00 | 5.25 | 5.50 | 5.70 | 5.90 | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | 7.80 | 8.30 | 8.55 | 8.80 | ..... | ..... |
| Republic Rubber Co., | Ribbed Tread | ..... | c16.20 | ..... | c20.60 | ..... | d24.05 | ..... | ..... | ..... | c32.05 | d32.75 | d34.40 | d35.15 | ..... | ..... | d43.80 | d45.15 | d46.75 | d48.90 | d49.55 | ..... | d57.25 | ..... | ..... | ..... | ..... |
| Youngstown, O. | Staggard Tread | c16.85 | c17.95 | ..... | c22.90 | c24.80 | d26.80 | d30.45 | ..... | ..... | c35.75 | d36.50 | d38.35 | d39.15 | d41.00 | d41.60 | d48.90 | d50.35 | d52.00 | d54.50 | d55.25 | d57.55 | *63.80 | d64.75 | *67.70 | ..... | ..... |
| May 12, 1919 | G.T. | 2.95 | 3.00 | ..... | 3.50 | 3.65 | 3.75 | 4.20 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.60 | 5.75 | 5.95 | 6.65 | 6.80 | 6.90 | 7.05 | 7.15 | 7.45 | 8.35 | 8.55 | 8.60 | ..... | ..... |
| | R.T. | 3.40 | 3.60 | ..... | 4.20 | 4.40 | 4.45 | 4.70 | ..... | ..... | 5.65 | 5.75 | 6.05 | 6.25 | 6.50 | 6.60 | 7.30 | 7.45 | 7.70 | 7.80 | 8.00 | 8.25 | 9.25 | 9.45 | 9.65 | ..... | ..... |
| | Grande Cord { Ribbed | ..... | ..... | ..... | ..... | ..... | d40.55 | ..... | ..... | ..... | ..... | d51.40 | d52.80 | d54.20 | ..... | ..... | d57.95 | d59.35 | d61.05 | d62.45 | d63.95 | ..... | *75.85 | ..... | ..... | ..... | ..... |
| | Staggard | ..... | ..... | ..... | ..... | ..... | d43.45 | ..... | ..... | ..... | ..... | d55.20 | d56.70 | d58.15 | ..... | ..... | d62.20 | d63.80 | d65.50 | d67.05 | d68.70 | ..... | *81.40 | *85.20 | ..... | ..... | ..... |
| | Grand Tube | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.75 | 7.85 | 8.00 | ..... | ..... | 9.20 | 9.35 | 9.45 | 9.65 | 9.85 | ..... | 10.35 | 10.75 | ..... | ..... | ..... |
| Revere—see U.S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reynolds, W. C., 129 W. 37th St., | N.S. | ..... | c25.95 | ..... | c31.90 | ..... | d33.75 | ..... | ..... | ..... | c43.85 | §45.90 | d46.90 | §48.60 | ..... | ..... | §62.75 | d63.75 | 64.95 | *65.80 | 67.90 | ..... | 76.75 | c77.55 | 78.85 | c99.65 | q10670 |
| N. Y. City (5000 m.) "Para" tubes | | ..... | 4.80 | ..... | 6.00 | ..... | 6.35 | ..... | ..... | ..... | 7.65 | 8.20 | 8.65 | 9.20 | ..... | ..... | 11.50 | 11.70 | 11.90 | 12.10 | 12.70 | ..... | 12.10 | 12.90 | 13.75 | 16.60 | 17.80 |
| May, 1919 | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d63.40 | §64.70 | ..... | ..... | §73.10 | d74.15 | 75.65 | *76.80 | 78.50 | ..... | 85.75 | ..... | 87.90 | ..... | ..... |
| Roamer—See National Tire Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rochester Tire & Rubber Co., | Cord Ribbed | ..... | ..... | ..... | c34.40 | ..... | d42.85 | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | ..... | d60.85 | d62.40 | d63.95 | d65.45 | ..... | d77.65 | ..... | d81.30 | ..... | ..... |
| Co., Buffalo, N. Y. | N.S. | ..... | ..... | ..... | c36.80 | ..... | d45.70 | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | ..... | d65.35 | d67.05 | d68.75 | d70.35 | ..... | d82.0^ | ..... | d87.40 | ..... | ..... |
| "Powertown" | R.T. | ..... | ..... | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | ..... | 6.15 | 6.40 | 6.65 | ..... | ..... | ..... | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Royal Cord—see U. S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber Products Co., | P. | ..... | 17.30 | ..... | 22.45 | 25.90 | 26.80 | ..... | ..... | ..... | 31.80 | 34.20 | 35.55 | 37.50 | ..... | 38.75 | ..... | ..... | 45.50 | 46.35 | 48.60 | 49.40 | ..... | ..... | 63.50 | ..... | ..... |
| Barberton, O. Stronghold | N.S. | ..... | 19.00 | ..... | 24.30 | 28.90 | 28.50 | q32.05 | ..... | ..... | 34.85 | 37.20 | 39.00 | 39.70 | q41.70 | 42.30 | d46.55 | 48.40 | 49.95 | 51.75 | 55.65 | 58.05 | 62.30 | q63.10 | 68.95 | ..... | ..... |
| May 12, 1919 (6000 miles) | G.T. | ..... | 3.00 | ..... | 3.40 | 3.55 | 3.75 | 3.90 | ..... | ..... | 4.70 | 4.95 | 5.15 | 5.25 | 5.45 | 5.55 | 6.45 | 6.50 | 6.60 | 6.75 | 7.05 | 7.20 | 7.90 | 8.05 | 8.30 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d51.35 | d52.65 | ..... | ..... | ..... | d57.80 | ..... | d60.80 | ..... | ..... | ..... | 75.50 | ..... | 79.10 | ..... | ..... |
| Runner—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Santa Fe—see Hawkeye | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Tube—see U. & G. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Samson—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Savage Tire Co., | P. | ..... | 13.90 | ..... | 17.70 | ..... | 20.70 | ..... | ..... | ..... | 27.60 | 28.20 | 29.55 | 30.30 | ..... | ..... | ..... | 38.90 | 40.15 | 42.05 | 42.70 | ..... | 49.30 | ..... | 52.25 | ..... | ..... |
| San Diego, Ca. | N.S. | ..... | 15.90 | ..... | 20.15 | ..... | 23.60 | ..... | ..... | ..... | 31.45 | 32.15 | 33.75 | 34.45 | ..... | ..... | 42.95 | 44.35 | 45.70 | 47.85 | 48.50 | ..... | 56.10 | ..... | 59.50 | ..... | ..... |
| May 15, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.90 | 6.00 | 6.10 | 6.25 | 6.50 | ..... | 7.50 | ..... | 7.80 | ..... | ..... |
| Grafinite | T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 5.00 | 5.35 | 5.50 | 5.75 | ..... | ..... | 6.65 | 6.75 | 6.90 | 7.10 | 7.50 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Schavoir Rubber Co., | G.T. | 3.35 | 3.40 | 3.65 | 4.10 | 4.15 | 4.20 | 4.40 | 4.60 | 5.10 | 5.20 | 5.30 | 5.50 | 5.65 | 5.85 | 6.05 | 6.65 | 6.75 | 6.85 | 7.05 | 7.30 | 7.55 | 8.55 | 8.80 | 8.90 | 10.30 | 10.35 |
| Stamford, Conn. April 22 | R.T. | 3.40 | 3.65 | 3.95 | 4.60 | 4.65 | 4.70 | 5.00 | 5.15 | 5.65 | 5.80 | 5.90 | 6.05 | 6.25 | 6.50 | 6.70 | 7.25 | 7.45 | 7.65 | 7.85 | 8.05 | 8.40 | 9.30 | 9.55 | 9.80 | 11.25 | 11.50 |
| Sebring Tire & Rubber Co., | N.S. | ..... | c15.10 | ..... | c19.30 | ..... | 21.90 | 23.25 | ..... | ..... | c31.65 | 32.10 | 32.80 | 33.65 | 34.65 | 35.95 | ..... | 40.15 | 41.05 | 42.10 | 43.80 | 44.95 | 49.80 | 51.70 | 53.05 | ..... | ..... |
| Sebring, O. June 15 (5000 miles) | G.T. | ..... | 2.80 | ..... | 3.20 | ..... | 3.35 | 3.55 | ..... | ..... | 4.40 | 4.55 | 4.70 | 4.80 | 4.90 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.40 | 7.30 | 7.45 | 7.60 | ..... | ..... |
| Semple Rubber Co., | Semco R.T. | 3.60 | 3.75 | ..... | 4.50 | 4.60 | 4.75 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.40 | 6.60 | 6.75 | 6.95 | 7.95 | 8.20 | 8.35 | 8.50 | 8.70 | 8.90 | 9.85 | 10.05 | 10.35 | 11.00 | 11.35 |
| Trenton, N.J. Jan. 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheridon—see Butler | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Silvertown—see Goodrich | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sioux City Tire & Mfg. Co., | P. | 14.90 | 15.45 | ..... | 19.60 | ..... | 23.20 | ..... | ..... | ..... | 31.00 | 31.50 | 33.35 | 33.90 | ..... | 42.65 | ..... | 43.30 | 43.65 | 45.40 | 45.90 | ..... | 53.10 | ..... | 56.25 | ..... | ..... |
| Sioux City, Iowa | N.S. | 15.70 | 16.25 | ..... | 20.65 | ..... | 24.45 | ..... | ..... | ..... | 32.60 | 33.15 | 35.10 | 35.70 | ..... | 44.90 | ..... | 45.55 | 45.95 | 47.80 | 48.35 | ..... | 55.85 | ..... | 59.20 | ..... | ..... |
| May 15, 1919 | G.T. | 3.15 | 3.20 | ..... | 3.80 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.35 | 5.55 | 5.65 | ..... | 6.20 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 8.05 | 8.75 | ..... | 9.10 | ..... | ..... |
| | R.T. | 3.65 | 3.75 | ..... | 4.55 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.50 | 6.75 | ..... | 7.25 | ..... | 7.85 | 8.05 | 8.20 | 8.45 | 9.15 | 9.50 | ..... | 9.90 | ..... | ..... |
| Smith Canvas Tree dTire Co., | Tires | 20.99 | 21.79 | ..... | 28.22 | ..... | 31.30 | 38.40 | ..... | ..... | 36.95 | 37.90 | 39.30 | 40.40 | ..... | 43.15 | 49.80 | 50.10 | 51.00 | 54.00 | 55.25 | 57.00 | 63.00 | ..... | 68.00 | ..... | ..... |
| Utica, N. Y. May17 (5000 m.) | Tubes | 3.75 | 3.90 | ..... | 4.50 | ..... | 5.35 | 5.70 | ..... | ..... | 6.65 | 6.80 | 7.00 | 7.20 | ..... | 7.60 | 7.75 | 8.15 | 8.70 | 8.95 | 9.35 | 9.60 | 10.50 | ..... | 10.95 | ..... | ..... |
| Southern Tire & Rubber Co., | P. | c14.75 | c15.70 | ..... | §19.95 | c21.30 | 23.25 | *27.05 | ..... | ..... | r31.00 | d31.70 | *33.25 | *34.00 | *36.00 | *36.55 | ..... | ..... | ..... | *47.40 | *48.10 | *51.70 | ..... | d60.00 | *62.05 | ..... | ..... |
| Augusta, Ga. "S-Tread" | N.S. | ..... | c17.50 | ..... | §23.00 | ..... | 26.25 | ..... | ..... | ..... | c34.45 | d35.10 | *36.80 | *37.85 | ..... | *40.40 | q47.50 | ..... | d50.00 | *53.40 | *53.95 | *56.00 | d62.80 | ..... | *66.15 | ..... | ..... |
| June 1 (4000 miles) | R.T. | 3.80 | 4.05 | ..... | 4.66 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.40 | 6.60 | 6.80 | 6.90 | 7.10 | 7.30 | 8.30 | ..... | 8.50 | 8.70 | 8.80 | 9.00 | 10.05 | 10.20 | 10.40 | ..... | ..... |
| South Bend—see International | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speedway—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprague Tire & Rubber Co., | P. | ..... | 16.00 | ..... | 20.75 | ..... | 24.40 | ..... | ..... | ..... | 32.10 | 32.50 | 34.15 | 34.65 | ..... | ..... | ..... | 45.20 | 47.20 | 48.65 | 52.00 | ..... | 56.10 | ..... | 59.15 | ..... | ..... |
| Omaha, Nebr. | N.S. | 17.60 | 19.15 | ..... | 24.85 | ..... | 29.10 | ..... | ..... | ..... | 38.05 | 38.65 | 40.40 | 41.40 | ..... | ..... | ..... | 51.65 | 53.45 | 55.20 | 56.50 | ..... | 64.85 | ..... | 70.20 | ..... | ..... |
| May 12, 1919 | Cord N.S. | ..... | 25.18 | ..... | 30.50 | ..... | 36.15 | ..... | ..... | ..... | 47.12 | 47.85 | 49.30 | 50.50 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | Tubes | 3.10 | 3.65 | ..... | 4.20 | ..... | 4.65 | ..... | ..... | ..... | 5.10 | 5.60 | 5.80 | 6.10 | ..... | ..... | ..... | 7.20 | 7.50 | 7.75 | 8.00 | ..... | 9.00 | ..... | 10.00 | ..... | ..... |
| Squeegee—see Diamond | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stalwart—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Four Tire Co., | Super Tread | c16.30 | c16.95 | ..... | c21.60 | c23.65 | *25.50 | ..... | ..... | ..... | c33.60 | *34.25 | *36.25 | *36.80 | ..... | ..... | ..... | d49.55 | *50.40 | *52.20 | *53.10 | *55.25 | *61.45 | ..... | *64.75 | ..... | ..... |
| Keokuk, Iowa | N.S. | c17.45 | 18.10 | ..... | c23.10 | ..... | *27.25 | ..... | ..... | ..... | c36.45 | *37.10 | *39.20 | *39.85 | ..... | *42.65 | ..... | d53.55 | *54.05 | *56.15 | *56.80 | *58.95 | *69.25 | ..... | *72.90 | ..... | ..... |
| May 12, 1919 | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | ..... | 9.05 | ..... | ..... |
| | R.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | ..... | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | ..... | 10.35 | ..... | ..... |

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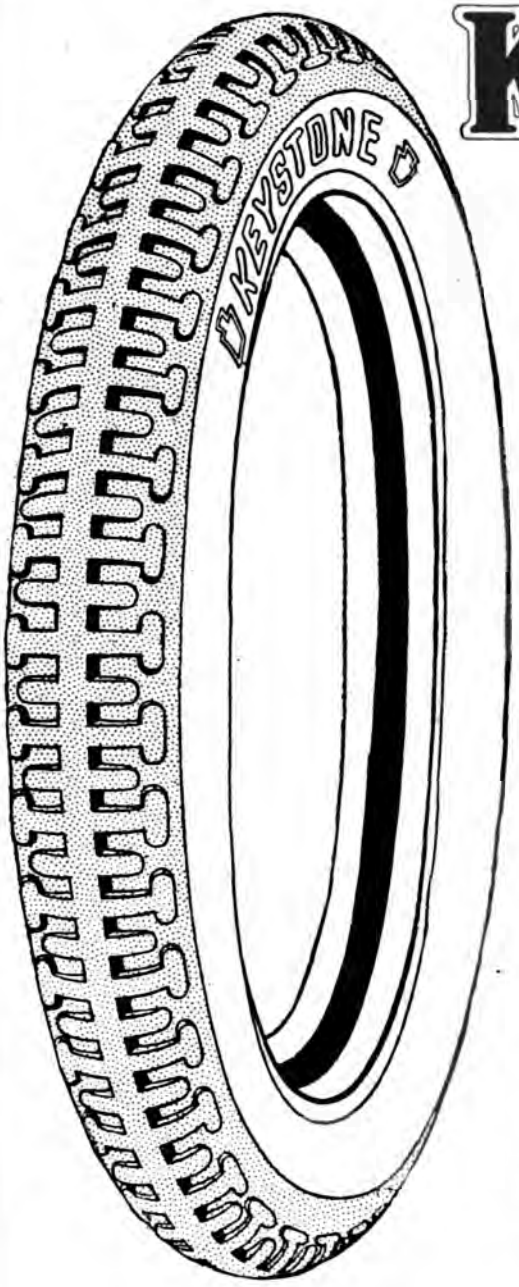


# KEYSTONE TIRES

## Guaranteed

# 6000 MILES

THE same wonderful Tires as ever---but we raised the mileage because Keystone Tires always have and always will stand up for 6000 miles. We now guarantee them without reservation for that distance.

NO TIRE IN THE WORLD APPROACHES KEYSTONE FROM AN ECONOMICAL MILEAGE COST STANDPOINT

*DEALERS:—If you would enjoy a big, prosperous record-breaking season stock up with these great business-builders and profit-producers without delay.*

## KEYSTONE TIRE & RUBBER CO.

Broadway and 62d Street New York


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| Name | Trade name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Standard Tire Co., Willoughby, O. May 12, 1919 (6000 miles) | Cleveland Ribbed | 16.50 | 19.50 | | 23.00 | 25.00 | 26.50 | 29.50 | | | 33.50 | 39.00 | 37.00 | 38.00 | 40.00 | 42.00 | 47.00 | 48.20 | 49.30 | 51.00 | 53.00 | 55.55 | 60.00 | 63.75 | 64.50 | | |
| | Standard N.S. | 19.50 | 20.80 | | 26.00 | 27.75 | 30.00 | 33.25 | | | 38.00 | 35.00 | 41.00 | 42.50 | 44.25 | 46.00 | 49.60 | 51.50 | 53.75 | 55.00 | 57.00 | 60.00 | 64.00 | 69.00 | 72.50 | 80.75 | 83.30 |
| | Tubes | 3.20 | 3.25 | | 4.00 | 4.25 | 4.45 | 4.70 | | | 5.30 | 5.45 | 5.70 | 5.95 | 6.15 | 6.40 | 6.95 | 7.10 | 7.25 | 7.40 | 7.75 | 8.00 | 8.75 | 9.00 | 9.30 | 10.50 | 11.00 |
| Staggard—see Republic | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Star Rubber Co., Akron, O. May 15, 1919 | Ribbed | | c21.05 | | c24.90 | c27.05 | *30.20 | | | | ‖37.35 | d38.45 | d39.60 | *40.70 | | | *49.85 | d51.35 | *52.95 | *54.50 | *56.05 | | *65.25 | q67.95 | *69.50 | q85.95 | |
| | All-Star Tread | | c23.10 | | c26.75 | | *31.80 | | | | ‖39.10 | d40.20 | d41.35 | *42.45 | | *45.45 | *51.10 | d52.65 | *54.20 | *55.80 | *57.35 | q58.95 | *67.05 | q69.10 | *71.30 | q88.85 | q92.90 |
| | R.T. | | 3.65 | | 4.40 | 4.60 | 4.70 | | | | 5.60 | | 5.75 | 5.90 | 6.10 | 6.35 | ‖7.00 | 7.20 | 7.30 | 7.45 | 7.60 | 7.80 | 8.75 | 9.00 | 9.25 | 11.00 | 11.20 |
| | G.T. | | 3.25 | | 3.80 | | 4.00 | | | | 5.05 | | ‖5.15 | 5.30 | 5.50 | | ‖6.05 | 6.30 | 6.45 | ‖6.75 | ‖6.90 | | 7.65 | | 7.85 | | |
| | Cord Ribbed | | | | | | | | | | | d52.05 | d53.45 | *54.85 | | | *60.90 | d62.50 | *64.05 | *65.60 | *67.15 | | *78.65 | | *82.05 | | |
| | Cord All Star | | | | | | 44.05 | | | | | d55.95 | d57.40 | *58.95 | | | *64.15 | d65.80 | *67.40 | *69.00 | *70.65 | | *82.80 | | *86.20 | | |
| Sterling Tire Corp., Rutherford, N.J. May 12, 1919 (5000 miles) | Vacuum Bar N.S. | | | | c27.90 | | *31.05 | | | | | *41.25 | *42.60 | *44.00 | | | *55.00 | *56.40 | *57.75 | *59.15 | *60.50 | | *68.75 | *70.15 | *72.85 | | |
| | Cord | | | | | | *41.95 | | | | | *53.35 | *54.75 | *56.20 | | | *60.05 | *61.60 | *63.25 | *64.75 | *66.35 | | *78.60 | *80.50 | *82.40 | | |
| | R.T. | 3.30 | 3.55 | | 4.80 | | 5.05 | | | | | 5.90 | | 6.25 | | | 7.25 | | 7.70 | | 8.15 | | | | | | |
| Stronghold—see Rubber Products | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Story Rubber Corp., "Bonner" Tubes June 15, 1919 1328 Broadway, N. Y. | | 10.60 | 10.80 | | 11.70 | 11.95 | 12.15 | | | | 13.25 | 13.50 | 13.75 | 14.00 | 14.30 | 14.60 | 15.70 | 16.00 | 16.45 | 16.85 | 17.25 | 17.65 | 19.20 | 19.65 | 20.10 | | .22.65 |
| Super Tread Tire Co., So. Bend, Ind. 5000 miles | P. | | c19.65 | | 20.60 | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | c21.90 | | 23.10 | | 27.50 | | | | 35.00 | 35.70 | 38.50 | 42.50 | | | | | 47.80 | 55.20 | | | | | | | |
| | Cord | | 24.50 | | 28.10 | | 32.50 | | | | 40.00 | 40.70 | 43.50 | 47.50 | | | | | 52.80 | 61.00 | | | | | | | |
| not guaranteed | P. | | c10.90 | | c13.70 | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | c12.10 | | c14.85 | | d18.50 | | | | c21.00 | d22.00 | d23.15 | d26.85 | | | | | d29.60 | d33.20 | | | | | | | |
| | Cord | | c16.00 | | c17.50 | | d21.50 | | | | c24.00 | d26.50 | d28.15 | d31.85 | | | | | d34.60 | d38.70 | | | | | | | |
| Swinehart Tire & Rubber Co., Akron, O. May 15, 1919 (5000 miles) | P. | c15.30 | c16.65 | | †20.25 | c21.55 | *23.15 | | | | c29.50 | d30.20 | *31.70 | *32.35 | | | q40.25 | *41.65 | *43.00 | *44.80 | *45.65 | | *53.10 | q54.20 | *55.35 | | |
| | Ribbed | c17.30 | c18.45 | | †22.30 | c24.05 | *25.85 | | | | c33.00 | d33.65 | *35.35 | *36.10 | | | q45.20 | *46.70 | *48.10 | *50.25 | *51.20 | | *59.20 | q60.15 | *62.20 | | |
| | N.S. | | | | †23.40 | c25.20 | *27.20 | | | | c34.45 | d35.35 | *37.10 | *37.95 | | | q47.25 | *48.85 | *50.25 | *52.50 | *53.40 | | *61.65 | q62.65 | *65.25 | | |
| | Tubes | 3.20 | 3.35 | | 3.85 | 4.05 | 4.10 | | | | 5.10 | 5.30 | 5.45 | 5.55 | | | 6.75 | 6.90 | 6.95 | 7.05 | 7.15 | | 8.40 | 8.60 | 8.75 | | |
| | Cord Ribbed | | | | | | d38.35 | | | | | d48.80 | d50.05 | d51.45 | | | d55.00 | | d57.80 | d59.25 | *60.65 | | *72.00 | | *75.35 | | |
| | Cord N.S. | | | | | | d41.25 | | | | | d52.40 | d53.75 | d55.25 | | | d59.05 | d60.55 | d62.15 | d63.70 | | | *77.30 | | *81.00 | | |
| T.T.T.—see Quaker City | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ten Broeck Tire Co., Louisville, Ky. May 12, 1919 | P. | 14.40 | 15.25 | | 19.50 | 20.85 | 22.70 | 25.05 | | | 28.75 | 29.25 | 31.55 | 32.55 | 34.20 | 35.65 | | | 43.50 | 45.05 | 46.50 | 48.05 | 53.55 | 54.55 | 55.80 | | |
| | Ribbed | | 16.05 | | 20.40 | 21.35 | 23.30 | | | | 31.50 | 32.45 | 34.10 | 34.90 | | | | | 45.10 | 47.25 | | | 53.50 | 54.35 | | | |
| | N.S. | 16.05 | 16.50 | | 20.85 | 21.90 | 24.25 | 28.40 | | | 32.10 | 33.95 | 34.95 | 35.90 | 36.95 | 38.10 | | | 47.10 | 49.30 | 50.15 | 51.10 | 56.30 | 57.25 | 58.15 | | |
| | R.T. | 3.75 | 3.80 | | 4.70 | 4.80 | 4.85 | 5.00 | | | 6.00 | 6.20 | 6.45 | 6.65 | 6.80 | 7.00 | | | 8.10 | 8.25 | 8.35 | 8.60 | 9.80 | 10.10 | 10.30 | | |
| | G.T. | 3.35 | 3.40 | | 4.15 | 4.35 | 4.45 | 4.65 | | | 5.15 | 5.40 | 5.55 | 5.70 | 5.90 | 6.15 | | | 7.20 | 7.30 | 7.45 | 7.70 | 8.85 | 9.10 | 9.30 | | |
| Thermoid Rubber Co., Trenton, N. J. May 12, 1919 | Ribbed Trend | c23.25 | c19.45 | | c24.40 | c31.10 | 28.05 | 36.25 | | c44.65 | c34.30 | 38.85 | 40.00 | 41.45 | 46.90 | 50.15 | 45.30 | d47.40 | 48.45 | 50.95 | 53.60 | 64.30 | 60.45 | q64.35 | 64.65 | | |
| | N.S. | c25.50 | c21.35 | | c25.95 | c34.20 | 30.85 | 37.50 | | c43.95 | c38.40 | 41.85 | 42.90 | 44.55 | 52.33 | 53.10 | 48.05 | d50.15 | 52.65 | 55.95 | 58.65 | 68.05 | 67.20 | q69.75 | 71.00 | | |
| | R.T. | 3.25 | 3.20 | | 4.05 | 3.55 | 4.40 | 4.65 | | 5.20 | 5.10 | 5.20 | 5.30 | 5.45 | 6.10 | 6.30 | 6.60 | 6.70 | 6.85 | 6.95 | 7.45 | 8.20 | 8.50 | 8.65 | 8.95 | | |
| | G.T. | 3.00 | 2.75 | | 3.40 | 4.25 | 3.65 | 4.25 | | 4.45 | 4.35 | 4.55 | 4.70 | 4.85 | 5.50 | 5.65 | 5.85 | 5.95 | 6.00 | 6.10 | 6.40 | 7.00 | 7.40 | 7.55 | 7.75 | | |
| Toliver Tube & Tire Co., Denver, Colo. May 15, 1919 (6000 miles) | P. | | 19.50 | | 25.00 | | 29.50 | | | | 39.25 | 40.00 | 42.00 | 42.70 | | | | | 57.50 | 60.25 | 61.25 | | | 70.45 | 73.00 | | |
| | N.S. | | | | 28.50 | | 36.25 | | | | 45.00 | 45.75 | 48.20 | 49.25 | | | | | 65.20 | 68.50 | 69.60 | | | 82.70 | 85.40 | | |
| | T. | 4.85 | 4.80 | 5.00 | 5.90 | 6.00 | 6.05 | 7.15 | | 7.80 | 7.50 | 7.65 | 7.85 | 8.10 | 9.15 | 9.45 | | 9.75 | 9.85 | 10.10 | 10.45 | 12.00 | 12.25 | 13.55 | 12.75 | | |
| | G.T. | 3.35 | 3.30 | 3.68 | 4.05 | 4.10 | 4.15 | 4.92 | | 5.35 | 5.13 | 5.24 | 5.40 | 5.57 | 6.27 | 6.48 | | 6.65 | 6.75 | 6.97 | 7.19 | 8.21 | 8.43 | 9.29 | 8.75 | | |
| Ton-Tested—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffik—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transit—see Universal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tropical Tire & Rubber Co., 1 Leonard St., N.Y. City May 10, 1919 (5000 miles) | P. | 14.45 | 15.95 | | 20.45 | 21.40 | 24.65 | 28.05 | | | 33.00 | 33 65 | 35.20 | 35.75 | 37.40 | 37.95 | | 46.75 | 49.50 | 50.75 | 51.60 | 52.70 | 56.65 | 57.75 | 59.95 | 85.75 | 92.55 |
| | N.S. | 17.45 | 18.95 | | 22.80 | 24.05 | 28.00 | 30.20 | | | 35.00 | 36.0( | 37.30 | 38.15 | 40.60 | 41.25 | | 50.25 | 53.35 | 54.45 | 55.25 | 57.20 | 62.15 | 63.25 | 64.85 | 90.90 | 100.80 |
| | R.T. | 3.55 | 3.70 | | 4.15 | 4.40 | 4.65 | 5.00 | | | 5.50 | 5.75 | 6.10 | 6.35 | 6.60 | 6.85 | | 8.15 | 8.40 | 8.70 | 8.95 | 9.30 | 9.80 | 10.15 | 10.40 | 11.00 | 11.60 |
| Traveler Tire & Rubber Co., Philadelphia, Pa. (6000 miles) May 20, 1919 | P. | 20.00 | 21.00 | | 25.00 | | 28.50 | | | | 33.80 | 35.15 | 35.90 | 37.50 | | | 44.40 | 46.55 | 48.15 | 49.55 | 52.70 | 53.00 | 61.60 | | 62.70 | | |
| | N.S | 22.55 | 23.50 | | 28.50 | | 32.10 | | | | 39.10 | 41.50 | 42.90 | 44.20 | | | 49.00 | 52.00 | 53.50 | 55.70 | 59.75 | 61.20 | 68.45 | | 72.70 | | |
| | R.T. | 3.63 | 3.81 | | 4.33 | | 4.77 | | | | 6.04 | 6.17 | 6.30 | 6.52 | | | 7.61 | 7.70 | 8.05 | 8.18 | 8.36 | 8.62 | 9.63 | | 10.11 | | |
| | G.T. | 3.19 | 3.37 | | 3.81 | | 3.94 | | | | 5.08 | 5.25 | 5.34 | 5.56 | | | 6.61 | 6.74 | 7.09 | 7.22 | 7.48 | 7.53 | 8.66 | | 8.93 | | |
| Twin Tube & Rubber Co., Chicago Hghts., Ill. May 15, 1919 | "Tredwel" Ribbed | | c13.85 | | c17.85 | | d20.80 | | | | c27.85 | d28.15 | d29.50 | d30.30 | | | | d39.25 | d40.50 | d42.40 | | | d49.10 | | d51.70 | | |
| | N.S. | | c15.45 | | c19.80 | c21.25 | d23.15 | | | | c30.70 | d31.10 | d32.75 | d33.50 | | | | d43.40 | d44.75 | d46.80 | | | d54.65 | | d57.45 | | |
| | C.T. | 2.85 | 2.85 | | 3.40 | 3.55 | 3.60 | 4.00 | | | 4.45 | 4.60 | 4.80 | 4.95 | 5.15 | 5.30 | | 6.00 | 6.15 | 6.25 | 6.45 | 6.80 | 7.55 | 7.85 | 7.85 | | |
| | R.T. | 3.30 | 3.30 | | 3.90 | 4.05 | 4.20 | 4.65 | | | 5.20 | 5.30 | 5.50 | 5.65 | 6.05 | 6.25 | | 6.85 | 7.00 | 7.25 | 7.45 | 8.05 | 8.35 | 8.80 | 8.80 | | |
| Tyrian—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyer Rubber Co., Andover, Mass. May 12, 1919 (4000 miles) | Tires | | 16.60 | | 21.20 | | 24.00 | | | | 31.90 | 32.55 | 34.10 | 34.70 | | | 42.15 | 44.15 | 46.05 | 47.95 | 48.55 | | 53.10 | | 56.10 | | |
| | "Tyrian" Extra Heavy R.T. | | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | |
| U. & G. Rubber Mfg. Co., Trenton, N.J. May 20 (3500 miles) | P. | 15.60 | 15.20 | | 19.60 | 20.70 | 23.05 | | | | 30.25 | 30.80 | 32.15 | 32.95 | | 38.60 | | 42.90 | 44.35 | 46.40 | 47.10 | 53.90 | 52.90 | 59.80 | 55.90 | | |
| | N.S. | 16.40 | 15.85 | | 20.65 | 21.80 | 24.25 | | | | 31.75 | 32.30 | 33.70 | 34.55 | | 40.50 | | 45.05 | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | | |
| | "Safety" G.T. | 3.50 | 3.45 | | 4.20 | 4.30 | 4.35 | | | | 5.35 | 5.45 | 5.65 | 5.80 | | 6.75 | | 6.90 | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | | |
| | R.T. | 3.85 | 3.80 | | 4.60 | 4.75 | 4.80 | | | | 5.90 | 6.00 | 6.20 | 6.40 | | 7.45 | | 7.60 | 7.75 | 8 00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | | |

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| United States Tire Co., | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 40.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| 1790 Broadway, N. Y. City | N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| April 23 "Stalwart" | Tread | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| "Granite," "G. & J." | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| "Revere," "Hartford" | G.T. | 2.60 | 2.80 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | 5.10 | 5.25 | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | 6.65 | 7.50 | 7.60 | 7.70 | ..... | ..... |
| | R.T. | 3.40 | 3.55 | ..... | 4.25 | 4.35 | 4.55 | 5.00 | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | 6.15 | 6.30 | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | 7.85 | 8.75 | 8.90 | 9.10 | ..... | ..... |
| **Universal—see Michelin** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Universal Rubber Co., "Transit" | N.S. | 13.75 | 14.25 | ..... | 18.15 | ..... | 21.45 | 24.50 | ..... | ..... | 28.65 | 29.15 | 30.80 | 31.35 | 33.00 | 33.55 | ..... | ..... | 42.50 | 44.20 | 44.70 | 46.40 | 54.50 | ..... | 57.35 | ..... | ..... |
| Broad and Wood Sts., | G.T | 2.85 | 2.90 | ..... | 3.45 | ..... | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | ..... | 8.15 | ..... | ..... |
| Phila., Pa. Mar. 1 (4000 miles) | R.T. | 3.30 | 3.40 | ..... | 4.15 | ..... | 4.40 | 4.65 | ..... | ..... | 5.20 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | ..... | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | ..... | 9.00 | ..... | ..... |
| University Rubber Co., | N.S. | ..... | c19.35 | ..... | c25.75 | ..... | d28.85 | ..... | ..... | ..... | c38.65 | d39.10 | d40.95 | d41.85 | ..... | ..... | ..... | ..... | *56.10 | *58.10 | *59.60 | ..... | d68.85 | ..... | d72.55 | ..... | ..... |
| 9 East 40th St., N.Y.C. Jan. 1 | G.T. | ..... | 3.15 | ..... | 3.75 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.30 | 5.50 | 5.60 | ..... | ..... | ..... | ..... | 7.10 | 7.30 | 7.60 | ..... | 8.70 | ..... | 9.00 | ..... | ..... |
| Vaulry Tire Co., | N.S. | ..... | 22.10 | ..... | 30.60 | ..... | 33.70 | ..... | ..... | ..... | ..... | 47.20 | 47.40 | 50.70 | ..... | 53.10 | 66.35 | 66.45 | 67.10 | 70.00 | 71.30 | 72.80 | 77.40 | 79.80 | 83.40 | 100.30 | 108.60 |
| 250 W. 54th St., N.Y. City . | R.T. | ..... | 5.10 | ..... | 6.15 | ..... | 6.25 | ..... | ..... | ..... | ..... | 8.30 | 8.55 | 9.05 | ..... | 9.35 | 10.70 | 10.75 | 11.20 | 11.30 | 11.95 | 12.40 | 13.35 | 13.55 | 13.95 | 14.30 | 14.70 |
| (5000 miles) Jan. 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Vacuum—see Pennsylvania** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Velvettread—see Standard Tire & Rubbe** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Victor Rubber | P. | 16.90 | 17.85 | ..... | 22.00 | ..... | 25.60 | ..... | ..... | ..... | 34.20 | 34.80 | 36.30 | 36.95 | 38.50 | 38.90 | ..... | ..... | 46.00 | 47.50 | 48.35 | 53.10 | ..... | ..... | 60.00 | ..... | ..... |
| Springfield, O. | Ribbed | ..... | 18.70 | ..... | 23.30 | ..... | 26.90 | ..... | ..... | ..... | 35.90 | 37.55 | 38.10 | 38.80 | ..... | ..... | ..... | ..... | 48.45 | 50.45 | 50.90 | ..... | 60.00 | 60.85 | 63.10 | ..... | ..... |
| May 12, 1919 (5000 miles) | N.S. | 18.90 | 20.10 | ..... | 24.90 | 27.85 | 28.55 | ..... | ..... | ..... | 38.35 | 39.00 | 40.65 | 41.50 | 43.55 | 44.00 | 52.55 | 52.85 | 53.35 | 54.45 | 57.20 | 63.00 | 67.30 | 68.10 | 70.70 | 90.00 | 91.50 |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | d70.80 | ..... | d74.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d32.50 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | ..... | d53.10 | d54.30 | ..... | ..... | d66.00 | ..... | ..... | ..... | ..... |
| | G.T. | 3.05 | 3.30 | ..... | 3.80 | 4.10 | 4.25 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.55 | 5.80 | 5.95 | 6.75 | 6.90 | 7.00 | 7.20 | 7.40 | 7.50 | 8.40 | 8.55 | 8.75 | 9.25 | 9.55 |
| | R.T. | 3.35 | 3.55 | ..... | 4.20 | 4.75 | 4.85 | ..... | ..... | ..... | 5.70 | 5.90 | 6.05 | 6.25 | 6.40 | 6.50 | 7.60 | 7.70 | 7.85 | 8.05 | 8.25 | 8.35 | 9.30 | 9.50 | 9.70 | 10.50 | 10.65 |
| **Victory—see Dry Climate Tire M. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Viking—see Combination also Voorhees** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Viltalic—see Continental Rubber Wks** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Voorhees Rubber Mfg. Co., Viking | G.T. | 3.00 | 3.10 | ..... | 3.60 | ..... | 3.85 | 4.15 | ..... | ..... | 4.95 | 5.05 | 5.20 | 5.35 | 5.50 | 5.65 | 6.40 | 6.55 | 6.70 | 6.85 | 7.00 | ..... | 8.10 | ..... | 8.55 | ..... | ..... |
| Jersey City, N.J. June 10 Ideal | R.T. | 3.35 | 3.55 | ..... | 4.25 | ..... | 4.50 | 4.80 | ..... | ..... | 5.60 | 5.75 | 5.95 | 6.15 | 6.35 | 6.50 | 7.15 | 7.35 | 7.55 | 7.75 | 7.95 | ..... | 9.25 | ..... | 9.75 | ..... | ..... |
| Vulcan Rubber Co., | Loco-Tred | ..... | †18.85 | ..... | †22.85 | ..... | d26.00 | ..... | ..... | ..... | †33.05 | d33.50 | d35.55 | d36.40 | ..... | ..... | ..... | ..... | d46.50 | d48.35 | d48.90 | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie, Pa. | Vulco-Tred | c19.15 | c20.25 | ..... | c24.55 | ..... | d27.95 | ..... | ..... | ..... | c36.30 | d36.80 | d39.05 | d40.00 | ..... | ..... | ..... | d50.25 | d51.15 | d53.20 | d53.80 | ..... | *64.05 | ..... | *66.25 | ..... | ..... |
| May 13, 1919 | G.T. | 2.80 | 3.00 | ..... | 3.55 | 3.65 | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | 5.50 | 6.00 | 6.15 | 6.30 | 6.45 | 6.65 | 6.95 | 7.65 | 7.80 | 8.00 | 9.15 | 9.35 |
| | R.T | 3.45 | 3.70 | ..... | 4.35 | 4.40 | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | 6.20 | 6.60 | 6.80 | 7.00 | 7.20 | 7.55 | 7.80 | 8.60 | 8.90 | 9.00 | 10.20 | 10.45 |
| **Wearwell—see Wilson** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Wil-Lox—see Baltimore** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wilson Tire & Rubber Co., | P. | §15.60 | §15.20 | ..... | §19.60 | ..... | §23.05 | ..... | ..... | ..... | ..... | §30.80 | §32.15 | §32.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. Wearwell | N.S. | §16.40 | §15.85 | ..... | §20.65 | §21.80 | §24.25 | ..... | ..... | ..... | §31.75 | §32.30 | §33.70 | §34.55 | ..... | ..... | ..... | ..... | ..... | §48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 29 | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.20 | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| | OR.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| Yankee Rubber Co., | R.T. | ..... | 3.80 | ..... | 4.40 | 4.55 | 4.70 | ..... | ..... | ..... | 5.75 | 5.85 | 6.00 | 6.20 | ..... | ..... | ..... | 7.40 | 7.55 | 7.80 | 8.00 | ..... | 9.50 | ..... | 9.70 | ..... | ..... |
| Cleveland, O. Jan. 1 | G.T. | ..... | 3.65 | ..... | 4.20 | 4.35 | 4.45 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | ..... | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | .... | ..... |
| Woodworth Mfg. Corp., | P. | ..... | c21.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Niagara Falls, N.Y. | N.S. | ..... | c24.90 | ..... | c31.00 | ..... | d35.90 | ..... | ..... | ..... | c44.80 | d46.50 | d48.00 | d49.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 7, 1919 (5000 miles) | T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.35 | 5.55 | 5.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Zee-Zee Rubber Co., | Z Z White Tread | ..... | 20.00 | ..... | 23.00 | ..... | 26.00 | ..... | ..... | ..... | 33.00 | 34.00 | 35.00 | 36.00 | ..... | ..... | ..... | ..... | 47.00 | 48.00 | 49.00 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| Yardville, N.J. | Brazilian R.T. | ..... | 3.40 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 4.85 | 5.20 | 5.40 | 5.60 | ..... | ..... | ..... | ..... | 6.70 | 7.00 | 7.30 | ..... | 8.00 | ..... | 8.50 | ..... | ..... |
| May, 1919 | "Hayward" | ..... | ..... | ..... | 18.00 | ..... | 21.50 | ..... | ..... | ..... | 28.75 | 29.25 | 30.50 | 31.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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# BEARING DATA SECTION

section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where ngs are used only the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

## EQUIVALENT TABLE OF ANNULAR BEARINGS

ılar Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the mn.

| Hess-Bright | | S. R. B. | Gurney | U. S. | Fafnir | R. I. V. | F. & S. | S. R. O. | Norma | Schafer | B. K. F. | S. K. F. | Rhine- | R. B. F. | New Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Regular | Monarch | Ball | | | | | | | Ball | | | | land | | Radax | S. R. |
| 200 | 6200 | 200 | 200 | 200 | 200a | 0000A | A 10 | | | 202 | 200 | 1200 | 200a | 200a | 0200 | 1200 |
| 201 | 6201 | 201 | 201 | 201 | 201a | 000A | A 12 | | | 202B | 201 | 1201 | 201a | 201a | 0201 | 1201 |
| 202 | 6202 | 202 | 202 | 202 | 202a | 00A | A 15 | | | 203 | 202 | 1202 | 202a | 202a | 0202 | 1202 |
| 203 | 6203 | 203 | 203 | 203* | 203a | 0A | A 17 | | | 203B | 203 | 1203 | 203a | 203a | 0203 | 1203 |
| 204 | 6204 | 204 | 204 | 204 | 204a | 1A | A 20 | 354b | L 20 | 204 | 204 | 1204 | 204a | 204a | 0204 | 1204 |
| 205 | 6205 | 205 | 205 | 205 | 205a | 2A | A 25 | 355 | L 25 | 205 | 205 | 1205 | 205a | 205a | 0205 | 1205 |
| 206 | 6206 | 206 | 206 | 206 | 206a | 3A | A 30 | 356 | L 30 | 206 | 206 | 1206 | 206a | 206a | 0206 | 1206 |
| 207 | 6207 | 207 | 207 | 207 | 207a | 4A | A 35 | 357 | L 35 | 207 | 207 | 1207 | 207a | 207a | 0207 | 1207 |
| 208 | 6208 | 208 | 208 | 208 | 208a | 5A | A 40 | 358 | L 40 | 208 | 208 | 1208 | 208a | 208a | 0208 | 1208 |
| 209 | 6209 | 209 | 209 | 209 | 209a | 6A | A 45 | 359 | L 45 | 209 | 209 | 1209 | 209a | 209a | 0209 | 1209 |
| 210 | 6210 | 210 | 210 | 210 | 210a | 7A | A 50 | 360 | L 50 | 210 | 210 | 1210 | 210a | 210a | 0210 | 1210 |
| 211 | 6211 | 211 | 211 | 211 | 211a | 8A | A 55 | 361 | L 55 | 211 | 211 | 1211 | 211a | 211a | 0211 | 1211 |
| 212 | 6212 | 212 | 212 | 212 | 212a | 9A | A 60 | 362 | L 60 | 212 | 212 | 1212 | 212a | 212a | 0212 | 1212 |
| 213 | 6213 | 213 | 213 | 213 | 213a | 10A | A 65 | 363 | L 65 | 213 | 213 | 1213 | 213a | 213a | 0213 | 1213 |
| 214 | 6214 | 214 | 214 | 214 | 214a | 11A | A 70 | 364 | L 70 | 214 | 214 | 1214 | 214a | 214a | 0214 | 1214 |
| 215 | 6215 | 215 | 215 | 215 | 215a | 12A | A 75 | 365 | L 75 | 215 | 215 | 1215 | 215a | 215a | 0215 | 1215 |
| 216 | 6216 | 216 | 216 | 216 | 216a | 13A | A 80 | 366 | L 80 | 216 | 216 | 1216 | 216a | 216a | 0216 | 1216 |
| 217 | 6217 | 217 | 217 | 217 | 217a | 14A | A 85 | 367 | L 85 | 217 | 217 | 1217 | 217a | 217a | 0217 | 1217 |
| 218 | 6218 | 218 | 218 | 218 | 218a | 15A | A 90 | 368 | L 90 | 218 | 218 | 1218 | 218a | 218a | 0218 | 1218 |
| 219 | 6219 | 219 | 219 | 219 | 219a | 16A | A 95 | 369 | L 95 | 219 | 219 | 1219 | 219a | 219a | 0219 | 1219 |
| 220 | 6220 | 220 | 220 | 220 | 220a | 17A | A100 | 370 | L100 | 220 | 220 | 1220 | 220a | 220a | 0220 | 1220 |
| 221 | 6221 | 221 | 221 | 221 | 221a | 18A | A105 | 371 | L105 | 221 | 221 | 1221 | 221a | 221a | 0221 | 1221 |
| 222 | 6222 | 222 | 222 | 222 | 222a | 19A | A110 | 372 | L110 | 222 | 222 | 1222 | 222a | 222a | 0222 | 1222 |
| 300 | 6300 | 300 | 300 | 300 | 300a | 1B | B 10 | | M 10 | 302 | 300 | 1300 | 300a | 300a | 0300 | 1300 |
| 301 | 6301 | 301 | 301 | 301 | 301a | 2B | B 12 | 301b | M 12 | 302b | 301 | 1301 | 301a | 301a | 0301 | 1301 |
| 302 | 6302 | 302 | 302 | 302 | 302a | 3B | B 15 | 302b | M 15 | 303 | 302 | 1302 | 302a | 302a | 0302 | 1302 |
| 303 | 6303 | 303 | 303 | 303 | 303a | 4B | B 17 | 302c | M 17 | 303b | 303 | 1303 | 303a | 303a | 0303 | 1303 |
| 304 | 6304 | 304 | 304 | 304 | 304a | 5B | B 20 | 303 | M 20 | 304 | 304 | 1304 | 304a | 304a | 0304 | 1304 |
| 305 | 6305 | 305 | 305 | 305 | 305a | 6B | B 25 | 304 | M 25 | 305 | 305 | 1305 | 305a | 305a | 0305 | 1305 |
| 306 | 6306 | 306 | 306 | 306 | 306a | 7B | B 30 | 305 | M 30 | 306 | 306 | 1306 | 306a | 306a | 0306 | 1306 |
| 307 | 6307 | 307 | 307 | 307 | 307a | 8B | B 35 | 306 | M 35 | 307 | 307 | 1307 | 307a | 307a | 0307 | 1307 |
| 308 | 6308 | 308 | 308 | 308 | 308a | 9B | B 40 | 307 | M 40 | 308 | 308 | 1308 | 308a | 308a | 0308 | 1308 |
| 309 | 6309 | 309 | 309 | 309 | 309a | 10B | B 45 | 308 | M 45 | 309 | 309 | 1309 | 309a | 309a | 0309 | 1309 |
| 310 | 6310 | 310 | 310 | 310 | 310a | 11B | B 50 | 309 | M 50 | 310 | 310 | 1310 | 310a | 310a | 0310 | 1310 |
| 311 | 6311 | 311 | 311 | 311 | 311a | 12B | B 55 | 310 | M 55 | 311 | 311 | 1311 | 311a | 311a | 0311 | 1311 |
| 312 | 6312 | 312 | 312 | 312 | 312a | 13B | B 60 | 311 | M 60 | 312 | 312 | 1312 | 312a | 312a | 0312 | 1312 |
| 313 | 6313 | 313 | 313 | 313 | 313a | 14B | B 65 | 312 | M 65 | 313 | 313 | 1313 | 313a | 313a | 0313 | 1313 |
| 314 | 6314 | 314 | 314 | 314 | 314a | 15B | B 70 | 313 | M 70 | 314 | 314 | 1314 | 314a | 314a | 0314 | 1314 |
| 315 | 6315 | 315 | 315 | 315 | 315a | 16B | B 75 | 314 | M 75 | 315 | 315 | 1315 | 315a | 315a | 0315 | 1315 |
| 316 | 6316 | 316 | 316 | 316 | 316a | 17B | B 80 | 315 | M 80 | 316 | 316 | 1316 | 316a | 316a | 0316 | 1316 |
| 317 | 6317 | 317 | 317 | 317 | 317a | 18B | B 85 | 316 | M 85 | 317 | 317 | 1317 | 317a | 317a | 0317 | 1317 |
| 318 | 6318 | 318 | 318 | 318 | 318a | 19B | B 90 | 317 | M 90 | 318 | 318 | 1318 | 318a | 318a | 0318 | 1318 |
| 319 | 6319 | 319 | 319 | 319 | 319a | 20B | B 95 | 318 | M 95 | 319 | 319 | 1319 | 319a | 319a | 0319 | 1319 |
| 320 | 6320 | 320 | 320 | 320 | 320a | 21B | B100 | 319 | M100 | 320 | 320 | 1320 | 320a | 320a | 0320 | 1320 |
| 321 | 6321 | 321 | 321 | 321 | 321a | 22B | B105 | 320 | | 321 | 321 | 1321 | 321a | 321a | 0321 | 1321 |
| 322 | 6322 | 322 | 322 | 322 | 322a | 23B | B110 | 321 | | 322 | 322 | 1322 | 322a | 322a | 0322 | 1322 |
| 403 | 6403 | 403 | 403 | 403 | 403a | 1C | C 17 | 331 | S 17 | 403b | 403 | 403 | 403a | 403a | 0403 | 1403 |
| 404 | 6404 | 404 | 404 | 404 | 404a | 2C | C 20 | 332 | S 20 | 404 | 404 | 404 | 404a | 404a | 0404 | 1404 |
| 405 | 6405 | 405 | 405 | 405 | 405a | 3C | C 25 | 333 | S 25 | 405 | 405 | 405 | 405a | 405a | 0405 | 1405 |
| 406 | 6406 | 406 | 406 | 406 | 406a | 4C | C 30 | 334 | S 30 | 406 | 406 | 406 | 406a | 406a | 0406 | 1406 |
| 407 | 6407 | 407 | 407 | 407 | 407a | 5C | C 35 | 335 | S 35 | 407 | 407 | 407 | 407a | 407a | 0407 | 1407 |
| 408 | 6408 | 408 | 408 | 408 | 408a | 6C | C 40 | 336 | S 40 | 408 | 408 | 408 | 408a | 408a | 0408 | 1408 |
| 409 | 6409 | 409 | 409 | 409 | 409a | 7C | C 45 | 337 | S 45 | 409 | 409 | 409 | 409a | 409a | 0409 | 1409 |
| 410 | 6410 | 410 | 410 | 410 | 410a | 8C | C 50 | 338 | S 50 | 410 | 410 | 410 | 410a | 410a | 0410 | 1410 |
| 411 | 6411 | 411 | 411 | 411 | 411a | 9C | C 55 | 339 | S 55 | 411 | 411 | 411 | 411a | 411a | 0411 | 1411 |
| 412 | 6412 | 412 | 412 | 412 | 412a | 10C | C 60 | 340 | S 60 | 412 | 412 | 412 | 412a | 412a | 0412 | 1412 |
| 413 | 6413 | 413 | 413 | 413 | 413a | 11C | C 65 | 341 | S 65 | 413 | 413 | 413 | 413a | 413a | 0413 | 1413 |
| 414 | 6414 | 414 | 414 | 414 | 414a | 12C | C 70 | 342 | S 70 | 414 | 414 | 414 | 414a | 414a | 0414 | 1414 |
| 415 | 6415 | 415 | 415 | 415 | 415a | | C 75 | | | 415 | 415 | 415 | 415a | | 0415 | 1415 |
| 416 | 6416 | 416 | 416 | 416 | 416a | 13C | C 80 | 343 | S 80 | 416 | 416 | 416 | 416a | 416a | 0416 | 1416 |
| 417 | 6417 | 417 | 417 | 417 | 417a | | C 85 | | | 417 | 417 | 417 | 417a | | 0417 | 1417 |
| 418 | 6418 | 418 | 418 | 418 | 418a | 14C | C 90 | 344 | S 90 | 418 | 418 | 418 | 418a | 418a | 0418 | 1418 |
| 419 | 6419 | 419 | 419 | 419 | 419a | | C 95 | | | 419 | 419 | 419 | 419a | | 0419 | 1419 |
| 420 | 6420 | 420 | 420 | 420 | 420a | 15C | C100 | | S100 | 420 | 420 | 420 | 420a | 420a | 0420 | 1420 |

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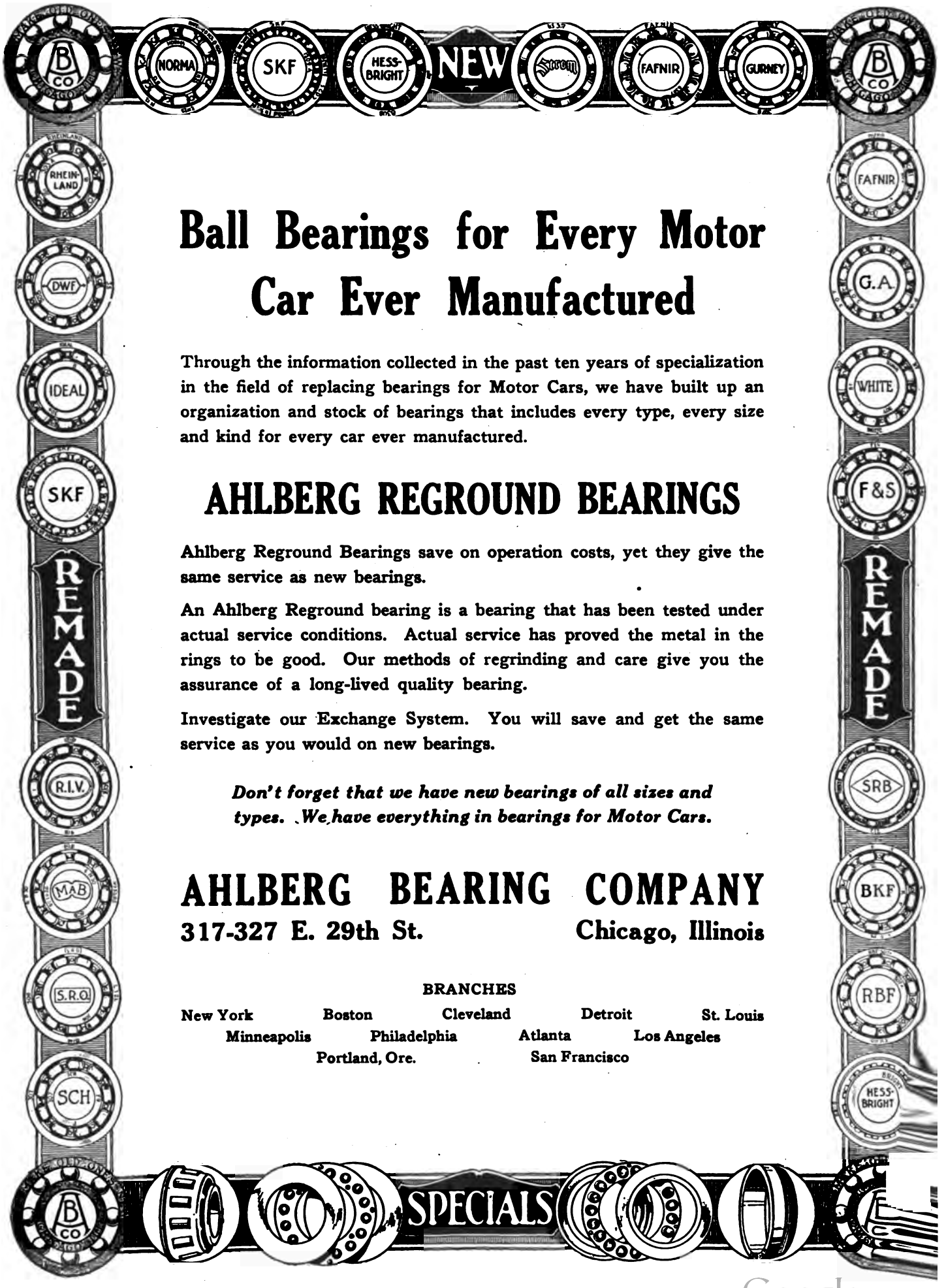


# Ball Bearings for Every Motor Car Ever Manufactured

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## AHLBERG REGROUND BEARINGS

Ahlberg Reground Bearings save on operation costs, yet they give the same service as new bearings.

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## AHLBERG BEARING COMPANY

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# and Roller Bearing Data for Cars and Trucks from 1909 to 1919.

## KEY

**KLE BEARINGS**
el.
el.
nuckle Thrust.
**EEL BEARINGS**

ring.
**TIAL BEARING**
d.

I—Thrust.

**DRIVE BEARINGS**
J—Pinion or Worm Shaft Front.
K—Pinion or Worm Shaft Rear.
L—Worm Spindle Thrust Front.
M—Worm Spindle Thrust Rear.
N—Universal Joint Propeller Shaft.

**CLUTCH BEARINGS**
O—Clutch Shaft Pilot.
P—Clutch Shaft Rear.
Q—Clutch Yoke or Throwout.
R—Clutch Spider.
S—Transmiss. Eng. Clutch Shaft.

**MOTOR BEARINGS**
T—Camshaft Front.
U—Camshaft Rear.
V—Camshaft Center.
W—Crankshaft Front.
X—Crankshaft Center.
Y—Crankshaft Rear.

**TRANSMISSION BEARINGS**
AA—Main Shaft Front.
BB—Main Shaft Rear.
CC—Spline Shaft Pilot.
DD—Counter Shaft Front.
EE—Counter Shaft Rear.
FF—Reverse Idler Gear.

**FAN BEARINGS**
GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
J J—Air Pump Shaft Bearing.

**STEERING POST**
KK—Thrust Upper.
LL—Thrust Lower.

**USE THIS TABLE**—Look in the key for the particular bearing you desire; note the letters in front of the bearing; find the car and model tely follows the name of the car you wish, follow it until you find the letters shown in the key—the number immediately following is the bearing that fits that particular spot. Ball bearings of all makes are interchangeable—we, therefore, give only the number. In some rill find as follows: 307 x 1⅝"; this means, 307 bearing with a special width, namely, 1⅝" wide instead of the usual width employed. ers B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manufacturer's designation number. Bearings, we give the name of the manufacturer, followed by the number, as (Hy. 16727) meaning, Hyatt bearing No. 16727. Timken supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone and 5320 re Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in Timken Rollers.

**ABBREVIATIONS**

aular Ball Bearing.
ouble Row.
ngle Row.
adial-Thrust Bearings.

Bock—Standard Parts.
Bower—Bower.
D. W. F.—Hess-Bright
F. S.—J. S. Bretz.
S. K. F.—S. K. F. Industries.

Gur.—Gurney.
Faf.—Fafnir.
H. B.—Hess-Bright
Hy.—Hyatt.
N. D.—New Departure.

Brg. Co. of Amer.—Bearing Co. of America.
Rh.—Rhineland.
S. R. B.—Standard Roller Bearing.
Tim.—Timken Bearing.
U. S.—"U. S. Strom."

(30B)—(A) Tim, 259-253; (B) Tim, 235-2320; (D) Tim, 365-363; (E) 309
m, 365-363; (J) Tim, 337-3320; (K) Tim, 365:363; (O) 206; (AA, BB
Tim, 335-3320.
A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) Tim, 375-3720; (H)
; (J) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim,
DD & EE) Tim, 335-3320.
—(A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) 455-4520; (H) Tim,
) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim, 339-333;
Tim, 319-313.
—(A) Tim, 339-333; (B) 235-2320; (G) Tim, 365-363; (H) Tim, 375-3720;
5-2720; (K) Tim, 436-4320; (AA & BB) Tim, 339-333; (DD & EE) Tim,

(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower,
1210: Hy, 27797: (BB) 1206: Hy, 27899: (DD) 1306: Hy, 26972: (EE)
4972: (FF) Hy, 26956.
(A, B, D & E)—Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407.
-(A) Bower, 308AL: (B) Bower, 305AL.

s (2 Ton)—All Timken B'r'g's.; (A) 4558-4520; (B) 3360-3320; (C)
(D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335-
357-353; (DD & EE) 339-333.
1½ Ton)—(AA) Hy, 97026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320;
5553-5520; (G & H) 559c-553; (J & K) 539c-532; (AA & BB) 339-333;
) 319-313.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-
559c-553; (H) 456c-454; (J & K) 539c-532.

S.—1914 (A 1 Ton)—(A) 310; (B) 309; (D) 311E-310; (G & H) 1211;
); (BB) 1309; (DD) 1307; (EE) 308.
on)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 1211; (AA) 1210; (BB)
) 1307; (EE) 1309.
2)—(O) 1205; (AA) 1210; (BB) 1309; (DD) 1307; (EE) 1308.

X & CONTINENTAL—1913 (O)—Tim. Brgs.; (A) 5550-5520; (B) 5351
) 5354-5320; (D) 5550-5520; (E) 5351-5320.
Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E)
0; (G & H) 3955-3920; (J & K) 539-532; (AA) 3955-3920; (DD & EE)
0.
-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520;
-4320; (G & H) 3955-3920; (J) 3459-3420; (K) 539-532.
:)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556-
) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.
MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-
—G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532;
EE) 415-412.
Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321;
-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552-
D & EE) 3554-3520.

)—1910 (12-40, 9-60)—(A) 1310; (B) 1406; (D) 1312; (E) 1212; (G & H)
1411; (K) 1406; (AA) 1211; (BB) 1409; (DD) 1308; (EE) 1310.
—(A) 1308; (B) 1306; (D) 1312; (E) 1210; (G & H) 1310; (K) 1311; (AA)
) 1307; (DD & EE) 1307.

)—1909-10-11 (3 Ton), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550;-5520;
320; (D) 5550-5520; (E) 5351-5320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E)

5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521;
21.
)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-

**ALLEN (Model 33)**—(F) Hy, 16294: (G & H) Hy 23032: (K) 307: (O) 1205: (AA) 1208: (BB) 1207.
1914 (35)—(O) 1205; (AA) 1208; (BB) 1207.
1914 (40)—(A) 0407; (B) 0405; (F) 1309; (G) 1210; (H) 210; (J) 1207; (K) 1407; (O) 1205; (AA) 1208; (BB) 307; (DD & EE) 1206.
1915 (37) & 1916 (32)—(F) 1309; (G & H) 1209; (K) 1307; (O) 1205; (AA) 1208 (BB) 1207.
1916-17 (Classic)—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) Bower, 253TX (K) Bower, 307A.
1917 (37)—(F) 1310; (G & H) 0210; (J) 307; (K) 1407.
1917—(G & H) 0209; (J) 0306; (K) 1406; (Q) 1205; (AA) 1208; (BB) 1207.
1917 (32)—(F) 1309; (G & H) 1209; (K) 1307; (AA) 1208; (BB) 1207.
1916-17-18 (Model 41)—(A) Bower, 307AL: (B) Bower, 305AL: (D & E) 309: (G & H) 1209: (J) 207: (K) 307: (O) 205: (AA) 208: (BB) 207: (DD & EE) 304.
1919 (41)—(DD & EE) Hy. 16957.

**ALPENA—1912**—(O) 205; (AA, BB & CC) 1307; (DD) 1306.
1913 (M-6-50)—(F) 310; (K) 308.

**ALTER—1915**—(F) Hy, 16018 or 16225: (G & H) Hy, 26062 or 26063: (O) 1205: (AA): 208: (BB) 307.
1916-17—(F) Hy, 16225 or 16018: (G & H) Hy, 26063: (J) 0306: (K) 307: (O) 1205 (AA) 208: (BB) 307.
1918 (All Models)—(F) Hy, 16018: (G & H) 26063.

**AMERICAN LA FRANCE—1914 (Spec.)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320 (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532; (E) 415-413.
1911-12 (10)—Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413.
1910 (Special)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5755-5720.
1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5365-5320; (C) 5354-5320.
1917 (75-10-12-14-20-34-35-40-41)—Same as 1910 Model 10-11-12-14.

**AMERICAN MOTORS—1912 (Scout 20)**—(A) 1305; (B) 1307; (D) 1308; (E) 1208; (G) 1209; (H) 209; (K) 406.
1912 (30)—(A) 1306; (B) 1308; (D & E) 1309; (G & H) 1211; (K) 1309.
1913 (30)—(A) 1306; (B) 1309; (D) 1310; (E) 1210; (G & H) 1212; (J) 1207; (K) 1407; (AA) 1209; (BB) 1307; (DD & EE) 1306.
1913 (Scout)—(A) 1306; (B) 1308; (D) 1310; (E) 1210; (G) 1209; (H) 209; (K) 406.
1913 (30-6)—(A) 1306; (B) 1308; (D) 1310; (E) 1210; (G) 1211; (H) 211; (J) 1207; (K) 1407; (AA) 1209; (BB) 1307; (CC) 304; (DD & EE) 1306.
1917 (Model A)—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0307: (K) 0407: (Q) 1205: (AA) 209: (BB) 307.
1918-19—(F) Hy, 16779: (G & H) Hy, 26056.

**AMPLEX**—(F) 312, (K) 407; (AA) 1309; (BB) 407; (DD & EE) 1405.

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# FAFNIR

*Single Row Radial (Medium) 200 Series*

*Double Row Radial (Medium) 6800N Series*

*Double Row Radio Thrust (Medium) 8300 Series*

*Magneto or Open Type (Extra Light) 5100 Series*

## Fafnir Single Row Bearings Series 200, 300, 400.

Complete factory stock carried. These interchange with single row series of all standard makes.

## Fafnir Double Row Bearings Series 6200N, 6300N, 6400N.

Stocks carried of all most called for sizes. These bearings interchange with American width double row bearings.

## Fafnir Double Row Angular Contact Bearings 8200, 8300, 8400

These bearings have same dimensions as 6000N Series. They are designed to take exceptionally heavy thrust loads in addition to radial loads.

## Fafnir Magneto Type Bearings 5100, 5200, 5300 Series.

These bearings are largely used in magnetos and starting and lighting units.

### *Largest Assortment of Types and Sizes in America*

*Following is a list of distributors of Fafnir Ball Bearings. Substantial stocks are carried by all distributors and prompt and efficient service will be rendered by them on receipt of orders and inquiries.*

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| Baltimore, Md. | The Tire Mart |
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| Chicago, Ill. | The Bearings Co. of Pennsylvania |
| Chicago, Ill. | Ahlberg Bearing Co. |
| Chicago, Ill. | Reeves Pulley Co. |
| Cincinnati, O. | I. J. Cooper Rubber Co. |
| Cleveland, O. | I. J. Cooper Rubber Co. |
| Columbia, S. C. | E. A. Jenkins |
| Columbus, O | I. J. Cooper Rubber Co. |
| Dallas, Texas | The Fisk Co. of Texas |
| Dayton, O. | I. J. Cooper Rubber Co. |
| Detroit, Mich. | Auto Electric and Service Corporation |
| Des Moines, Iowa | Bernhard & Turner Automobile Co. |
| Houston, Tex. | The Fisk Co. of Texas |
| Indianapolis, Ind. | I. J. Cooper Rubber Co. |
| Kansas City, Mo. | The Equipment Co. |
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| Minneapolis, Minn. | Fenstermacher Automobile Supply Co. |
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| New York, N. Y. | The Schade-Phelps Corporation, successors to The Bearings Co. |
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| Providence, R. I. | The Belcher & Loomis Hardware Co. |
| Providence, R. I. | Waite Auto Supply Co. |
| Salt Lake City, Utah | Motor Mercantile Co. |
| San Antonio, Tex. | The Fisk Co. of Texas |
| San Francisco, Cal. | The F. Somers Peterson Co. |
| San Jose, Cal. | Campbell-Collins Co. |
| Spokane, Wash. | The Washington Magneto Exchange |
| Vancouver, B. C. | Maritime Motor Car Co. |

## THE FAFNIR BEARING COMPANY

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1909 (3)—(F) 1406; (G & H) 1209.
R)—(A) Tim, 2550-2520; (B) Tim. 2357-2320; (D) Tim, 2550-2520; (E) 2320; (F) 1407; (G & H) 1209.
5)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) 1407; (G & H) 1209.
U)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) 520.
m, 342-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) Tim, 355-3520;

d. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; im, 365-363; (G & H) 1209; (J) 1307; (M) 1307; (U) S.K.F. 709U.
& H) 1213; (J) 1307; (K) 309.
)—(A) Bower, 307N: (B) Bower, 305A: (D & E) Bower, 209AL: (G) A.
Tr.)—(A) Tim, 419-412; (B) 3150-3120;D) Tim, 4554-4520; (E) Tim,

r.)—(A & D) Tim, 419-412; (B & E) Tim, 2650-2620.
—(A) Tim, 4554-4520; (B) Tim, 3150-3120; (D) Tim, 5578-5520: (E)

LECTRIC—1913 (Mod. 37-40)—(A) Tim, 342-3320; (B) Tim, 235-2320.
5)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D & E) 365-363; (G) 375-56-4520; (J) 317-312; (K) 440-4320.
od.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; 13; (J) 307; (K) 309.
2-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim. & H) 213; (J) 307; (K) 309.
68-69B)—Tim Brgs.: (A) 342-3320; (B) 235-2320; (D) 435T-4320.
8)—(A) Tim, 336-3320; (B) Tim, 235-2320.
—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) (G & H) 375-3720; (J) 256-2520; (K) 415-412.
. 16692: (G & H) 26486.

16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 5-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) D) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353; AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) 3; Ann, 306.
d) Hy, 26056: (Q) 1210: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE)

dels)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) (J) Tim, 256-2530; (K) Tim, 417-412; (O) 1205.
& 6-8)—Tim. Brgs.: (D) 415T-412: (G & H) Hy, 26056: (J) 256-2530: : (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) Hy, 16506.
Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; 6-2530; (K) 441-4320; (P) SK.F. 1205; (AA) Hy, 17047; (BB) Hy, 16562; Hy, 16506: (GG) ND. 05.

—(F) 311: Hy, 16032: (G & H) Hy, 26056 (AA) Hy, 27794: (BB) Hy, & EE) Hy, 16516.
(G & H) Hy, 26056: (AA) Hy, 27794: )BB) Hy, 26733: (DD & EE) Hy,

1917-18 (2 & 3½ Ton)—(O) 1205: (AA) 308: Hy, 17026: (DD & EE) Hy, ) Hy, 16820.

1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-5552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552.
M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5553-5520; (G & H) 559c-552; (J & K) 539c-532.

Electric)—1913-14 (B-3, C-3)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5354-5320; (D) 6365-6321; (E) 5355-5320.
d. A-2 & C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 520; (E) 4365-4320.
od. A-5 & C-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-6550-6521; (E) 6354-6321.
od. A-1 & C-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-4558-4520; (E) 3360-3320.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-3360-3320.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5355-5320.
3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-6356-6321; (E) 5355-5320.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6354-6321.

Martin Atlas.

Y TRUCK—1909-10-11-12 (Truck L-1 Ton)—Tim. Brgs.; (A & D) ); (B & E) 3360-3320; (G & H) 3756-3720; (AA) 3756-3720; (BB, DD & EE) ).
(Mod. N, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; 3955-3920; (AA) 3955-3920; (BB, DD & EE) 4353-4320.
(Mod. M, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; 3955-3920: (G & H) Hy, 26592: (J) 3762-3720: (K) 1954-1920: (AA) 3955-B) 3762-3720: (DD & EE) 3459-3420.
Ton)—Tim. Brgs.: (D) 3750-3720: (E) 3360-3320: (G & H) Hy, 16293.
Ton)—Tim. Brgs.: (D) 5550-5520: (E) 3351-5320: (AA) 27789: (BB) Hy, DD & EE) Hy, 16748.
Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.
Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
l. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 0; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE)

l. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 0; (G) 559c-552; (H) 456c-454; (J & K)539c-532; (AA & BB) 440-4320; EE) 316-312.
l. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c-) 277-274; (BB) 339-333.
l. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; ) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
l. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; 9-333; (DD & EE) 319-313.
l. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; EE) 415-412.
l. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 1; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; 5-4320; (DD & EE) 415-412.
l. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 0; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; EE) 319-313.
l. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-

ATTERBURY TRUCK—Continued
3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H)5756-5720; (J & K) 559c-552; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EE) 319-313.

AUBURN—1913 (Mod. 6-50)—(F) 312; (G & H) 0312; (J) 309; (Q) 209.
1913—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 209.
1913 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 309; (AA) 208; (BB) 207.
1913 (30L, 33M)—(F) Hy, 16705: (G & H Hy, 16293.
1914 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 1209; (BB) 1307; (DD & EE) 1306.
1915 (Mod. 4-36)—(F) Hy, 16691: (G & H) Hy, 26486: (K) 307: (Q) 1205: (AA) 1210: (BB) 1307: (DD & EE) 1305.
1915 (Mod. 6-40)—(F) 310: Hy, 16675: (G & H) 212: (G) Hy, 26059: (H) Hy, 26232: (J) 0309: (K) 307: (Q) 1205: (AA) 1210: (BB) 1307: (DD & EE) 1305.
1916 (Mod. 6-40)—(J) 308; (K) 1405; (Q) 1205; (AA) 1210; (BB) 1307; (DD & EE) 1206.
1916-17 (Mod. 6-38)—(F) Hy, 16675-16691: (G) Hy, 26056-26486: (H) 26486: (K) 307: (Q) 1205: (AA) 1210: (BB) 1307: (DD & EE) 1206.
1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 1209; (BB) 1307; (DD & EE) 1306.
1917 (Mod. 6-39)—(F) Hy, 16692: (G & H) Hy. 26486: (J) 307: (O) 1205: (Q) 1205: (Q) 1205: (AA) 1309: (BB) 1307: (CC) 1210: (D) 1305: (EE) 1306.
1917 (Mod. 6-44)—(O) 1205; (Q) 1205; (AA) 1210; (BB) 1307; (CC) 1210; (DD) 1305; (EE) 1306.
1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 1205; (AA) 1210; (BB) 1307; (DD & EE) 1305.
1919 (Mod. 6-39H)—(F) Hy, 16692: (G & H) Hy, 26486.

AUSTIN—(1912)—(A) 309; (B) 1307; (F) 312; (G & H) 212; (K) 1408.
1916-17 (Model 12)—(F) 213.
1917 (Model 77)—(F) 313; (G & H) 312; (K) 307.
1917—(F) 312; (O) 1205; (AA & BB) 1208; (DD) 1306; (EE) 1305.

AUTOCAR—1909-10 (Modl 20-23)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3360-3320; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1909-10 (Mod. 21-21A, 21B)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 395-3920; (J) 316-312; (K) 375-3720; (W) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1910 (Mod. 18C-B)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 375-3320; (J) 3150-3120; (K) 3759-3720; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911 (Mod. 21-C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 316-312; (K) 375-3720; (W) Ann, 410; (Y) 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911-12 (Mod. 21-3)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA 3366-3320; (BB, DD & EE) 3160-3120.
1912-13 (Mod. 21C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3366-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3160-3120.

AVAILABLE—1915 (¾ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 339-333; (BB) 277-274.
1915 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762 3720: (G) 559c-552: (H) 456c-454: (J & K) 539c-532: (AA) 277-274: Hy, 17026-(BB) 339-333: Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA, BB, DD & EE) 335-3320.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c & 552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (5 Ton)—Tim Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (1 & 1½ Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (D & E) 5550-5520: (G & H) 477-473: (J & K) 456-453.
1918-19 (2 Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D & E) 5553-5520: (G & H) 559c-552: (J & K) 539D-532: (AA) 337: (BO) 339: (CC) 306: (DD & EE) 319.
1918-19 (3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443B-4320: (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J) 559c-552: (K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.
1918-19 (5 Ton)—Tim. Brgs.: (A) 5550-5520: (B) 5351-5320: (C) 5354B-5320: (D) 780-772: (E) 6552-6521: (G & H) 780-772: (J & K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.

AVERY—1910-11-12-13 (2-Ton B, 3-Ton A)—Tim. Brgs.; (A) 4554-4520; )B) 4364-4320; (D, E, G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320 (BB, DD & EE) 4357-4320.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D & E) 6452-6420; (G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

BABCOCK—1910 (Mod. 14-16-17)—Tim. Brgs.; (A & D) 337-3320; (B & E) 315-312.
1911 (Mod. 5-6-10-12)—Tim. Brgs.; (A & D) 337-3320; (B & E) 235-2320.
1912 (Mod. K, K)—Tim. Brgs.; (AA, BB, DD & EE) 335-3320.
1913—(A) 308; (B) 1306; (F) 211; (G & H) 1210; (J & K) 1208.
1914 (Mod. 30)—(AA) 1307; (BB) 307; (DD) 1306; (EE) 1307.

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# BEARINGS SERVICE COMPANY

# NATIONAL SERVICE ORGANIZATION OF TIMKEN, HYATT & NEW DEPARTURE

On the right hand page of this advertisment are pictured the twenty-six Branches of the Bearings Service Company, the official authorized service organization of the Timken Roller Bearing Co., the Hyatt Roller Bearing Co., and the New Departure Manufacturing Co.

These branches are located in the principal cities of the United States. Under them operate more than 750 Authorized Distributors.

This means that there is a Branch or Authorized Distributor near you where you may obtain *genuine* Timken, Hyatt and New Departure Bearings and where there are official factory records which enable you to always obtain the *correct* bearing.

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# Quality

ANTI-FRICTION bearings of the ball type, such as the New Departure Double Row or Radax, are the only bearings that will successfully withstand thrust loads with absolutely no resultant wedging action.

When other than ball bearings are employed, these thrust stresses intensify the internal pressures even as the blow of the woodsman's sledge intensifies the side pressure of wedge against log.

Nothing moves so easily as a ball. No other form of load-carrier moves with so little frictional resistance. That is why ball bearings reduce the evils of friction in your motor car or other machinery to a minimum.

THE NEW DEPARTURE MFG. CO.,
Bristol, Conn.

447

## New Departure Ball Bearings

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:TRIC—1912-13 (Mod. O-118 & O. E.)—Tim. Brgs.; (A & D) 3750-3720 35-3320; (C) 341-3320.
(Mod. X)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3362-3320; (E)

129)—Tim. Brgs.; (A) 4550-4520; (B & E) 4365-4320; (C) 443-4320; (D)

U)—Tim. Brgs.; (A) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (D)

C.C.), 1915 (C-A)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-6356-6321; (E) 5355-5320.
E-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) ; (E) 6354-6321.
O-E)—Tim. Brgs.: (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.
17 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (D & E) 365-363.
W)—(A) 306; (B) 304; (D & E) 309.
ZF) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

:K—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473; 3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412. )—(D) Bower 311N (E) Bower 311N.

7-18—(AA) Hy, 27797: (BB) Hy. 27899: (FF) Hy, 26956.

(1 Ton)—(E) Bower, 307NDT.
Ton)—(E) Bower, 308 NDT: (D) Hy, 16670: (G & H) Hy, 26069.
'on)—(E) Bower, 410NDT: (D) Hy, 26662: (G & H) Hy, 26356.

915 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

-1913—(Q) 1205; (W) 1410; (X) 1314; (AA & BB) 1307; (DD & EE) 1306.

—1913—(A) 1309; (B) 1306; (D) 1311; (E, G & H) 1211; (J) 1209; (K)

I—1916 (A-1-1¼ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
od. A & D)—(A) Bock, 308: (B) Bock, 307: (D) Bower, 309N: (E) Bower, Hy, 26219: (H) 208: (J) 306: (K) 406: (O) 1205: (AA) 208: (BB) 307.
od. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, ) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 1407; (O) 1205; (AA) 1308; ; (DD & EE) 1305.
E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T; 6084; (H) Hy, 26085; (J) 307; (K) 1407; (O) 1205; (AA) 1308; (BB) 1307; E) 1305.
F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; 6084; (H) Hy, 26085; (J) 307; (K) 1407; (N) 1309; (O) 1205; (AA) 1308; ; (DD & EE) 1305.
Ton; F-3½ Ton)—(G) Hy, 26084: (H) Hy, 26085.

-1913 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-4365-4320.
D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB) (DD & EE) 415-412.
G, 1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 309N: (E) 5N: Jackshaft, Bower, 306N.
d. J-2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D & E) Bower, 311N.
Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559c-552: (J & K) 539c-532: (AA) 415-412: Hy, 277941: (BB, DD & EE) 320: (BB) Hy, 26733: (DD & EE) Hy, 16516.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB) (DD & EE) 415-412.
-Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

1 (Mod. D)—(A) 0407; (B) 0405; (J) 1207; (K) 1307; (O) 1205; (Q) 1205; (BB) 307; (DD & EE) 1306.
) Hy, 16681: (G & H) Hy, 26252.

(Mod. B & C)—(F, G & H) 1208; (J) 1306; (AA) 1207; (BB) 1305.
D)—(F, G & H) 1209; (J) 1307; (Q) 1205; (AA) 1207; (BB) 1305.

(Super "4")—(G & H) Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27889.

-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-

od. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.
od. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

RANNIS—1912—(A) 1307; (B) 1304: (L) 1309; (E, G & H) 1209; (J & K)

: H) 1209; (J & K) 1306.
10; (G & H) 210; (J) 306; (K) 1406.

S—1916-17-18—(F) Hy, 16779: (G & H) Hy, 26058: (J) 0208: (K) 04086 (AA) 208: (BB) 307.

—1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 3920; (E) Tim, 397-394; (AA) 211R.T. Gurney; (BB) 209R. Gurney.

TROITER—1915 (Mod. C)—(F) 1310; (G & H) 209; (J) 306; (K) 1407; (W & X) 1311; (AA) 1308; (BB) 1306; (DD & EE) 1305.
8-D)—(F) 1310; (G & H) 209; (J) 306; (K) 1407; (O) 1304; (Q) 1304; 8; (BB) 1306; (DD & EE) 1305.
A)—(W & X) 1311; (AA & BB) 1308; (CC) 1304; (DD & EE) 1305.
B)—(F) 1310; (G & H) 209; (J) 1306; (K) 307; (W & X) 1311; (AA) 1308; 6; (CC) 1304; (DD & EE) 1305.

915 (Mod. B-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1¹¹⁄₁₆ ball brg.; (J) 2⅛ O. D. x 1⁵⁄₁₆ I. D. x .686 ball brg.; (K) Hy, 16494; (O) Special; (Q) 2¹¹⁄₁₆ O. D. x 1¹¹⁄₁₆ I. D. x ¹⁄₁₆; (AA) 208; (BB) 308; (LL) ⅝ Steel

4-38)—(D & E) 0208: (G & H) Hy, 26253: (J) 0208: (K) 0308: (Q) Pr. St. No. 502½: (LL) ⅝ Steel Ball.
d. 8-38)—(G & H) Hy, 26253: (O) Bantam "Marco": (Q) Pr. St. Mfg. Co. ½: (LL) ⅝ Steel Ball.
-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;" A; (AA) 208; (BB) 206; (LL) ⅝ Steel Ball.

:TRIC—1912—(A) 0307; (B) 0305; (F) 309; (G & H) 209; (J) 0306; (K)

Y—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320-3320; (DD & EE) 316-312.
1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (D) 314NDT.
½ Ton)—(A) Bower, 313N: (B) Bower, 312N: (D) Bower, 317NDT.

-1913 (Orchard Tractor)—(D) Tim, 4553-4520; (E) Tim, 4365-4320.

Electric)—1913 (Del. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 0; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320;
Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3654-3620; (D & E) 375-) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-432.
. C, CA)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320.
1307; (B) 1305; (F) 311; (G & H) 209; (J) 0309; (K) 0306.

1914 (Mod. C, C)—(A) Tim, 3750-3720; (B) Tim, 3360-3320.
1914 (Mod. C-D-A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (Mod. 35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

**BUICK**—1909 (Mod. F-17)—(F) Hy, 16801: (G & H) Hy, 16831: (AA, BB, DD & EE) Tim. Brgs., 3455-3420.
1911 (Mod. 27)—(F) Hy, 16731: (G & H), 26062: (J) 307: (AA) 211: (BB) 307: (EE) 207.
1913 (Mod. 24 & 25)—(F) Hy, 16705: (G & H) Hy, 16293: (AA) 208: (BB) 307.
1913 (Mod. 30 & 31)—(F) Hy, 16705: (G & H) Hy. 26059: (AA) 209: (BB) 307.
1913 (Mod. 40)—(F) 311: (G & H) 211: (J) 307: (AA) 1309: (BB) 1407.
1914 (Mod. 36 & 37)—(F) Hy, 16692: (G & H) Hy, 26059: (J) 307: (K) 1407: (AA) 208: (BB) 307.
1914 (Mod. 55)—(F) 312: (G & H) 211: (J) 307: (K) 1407: (AA) 210: (BB) 307.
1915 (Mod. 24 & 25—(F) Hy, 16691: (G) Hy, 26062: (AA) 208: (BB) 307.
1915 (6-C-55, 36 & 37)—(F) 312: Hy, 16692: (G & H) 211: Hy, 26059: (J) 307: (K) 1407: (AA) 210: (BB) 307.
(Mod. E-37, 35 & E4)—(J) 306; (K) 1307; (BB) 306.
1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.
1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.
1916—(F) 310; (G & H) 210; (J) 307; (K) 1407; (BB) 307.
1916-17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O 209.
1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 1408; (AA) 210; (BB) 307.
1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.
1917 (Mod. D-35)—(F) Hy, 26394: (G & H) Hy, 26223: (J) 306: (K) 1307: (AA) Hy 16479: (BB) 306.
1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G& H) ; Tim, 377-3720; (J) 307; (K) 1407; (AA) 209; (BB) 307.
1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 1407; (AA) 209; (BB) 307.
1918 (Mod. E-34-5)—(F) Hy. 26394 (G & H) Hy, 26223: (J) 306: (K) 1307: (BB) 307: (AA) Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 1407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 1407; (BB) 307.

**BURFORD**—1915-16-17-18 (O-3-2 Ton)—(A) Bower, 311A: (B) Bower, 410NDT (D) Bower, 411NDT: (E) Bower, 308NDT.

**CADILLAC**—1910 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 375-3720.
1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 456-4520.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1912—(DD & EE) 306.
1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 1206; (BB) 1406; (DD & EE) 1306.
1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 1206; (BB) 1407; (DD & EE) 1307.
1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 4 15T-412A;(K) Tim, 461T-454; (O) 1206; (BB) 1407; (DD & EE) 1307; (GG) 1205.
1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
1918-19 (Type 57)—(DD & EE)—Hy, 17989.

**CAMPBELL**—1918—(G & H) Hy, 26216.

**CARNATION**—1914—(F) Hy, 16042: (G & H) Hy. 26069.

**CARTER CAR**—1913-14 (Mod. 5A, 5B)—(F) 310.
1909-10-11 (Mod. L, 1912 Mod. H)—(F) Hy, 16801: (G & H) Hy, 16831.
1909-10-11 (Mod. H)—(F) Hy, 16829: (G & H) Hy, 16826.
1913-14 (5-A-B-C-D-R)—(G & H) Hy, 26059.
1914-15 (Mod. 7-9)—(G & H) Hy, 26064.
1915 (Mod. 9C)—(F) 309.

**CASE**—1911 (Mod. L)—(D, E, G & H) Hy; (K) 308; (AA & BB) 335-3320; (DD & EE) 316-312.
1912 (Mod. M)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. K)—(F) Hy, 16706: (G & H) Hy, 16073.
1913 (Mod. N)—(A) 0309; (B) 0307; (F) 310; (J & K) 0308; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.
1913 (Mod. O)—(A) 0309; Tim, 415-412; (B) 0307; Tim, 316-312; (D & E) Tim, 375-3720; (F) 311; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 408; Tim, 539-532; (AA, BB, DD & EE) Tim, 335-3320.
1914 (Mod. O)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; or Ann, 307; (K) 539-532 or Ann, 1407; (AA, BB, DD & EE) 335-3320.
1914 (Mod. R)—(D & E) Hy,16 691: (G & H) Hy, 26264: (K) 307: (AA, Hy, 16689 (BB) Hy, 16552: (DD & EE) Hy, 16517.
1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 1405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
1915 (Mod. S-35)—Tim. Brgs.(G & H) Hy, 26056): (AA) 337-3320: (BB) 335-3320: (DD) 316-312.
1915 (R-15 or 25-1916T)—(F) Hy, 16675: (G) Hy, 26056: (H) 26083.
1915 (R-15 or 25)—(F) Hy, 16675: (G) Hy, 26059: (H) Hy, 16232.
1916 (Mod.T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
1917 (Mod. T)—(A) Tim, 339-333: (B) Tim, 235-2330: (F) Hy, 16681: (G & H) Hy, 26056: (J) 208RT: (K) 407RT: (AA) Tim, 336-333: (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.
1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 1210; (BB) 1307; (DD) 1305; (EE) 1306.

**CENTURY** (Electric)—1914 (Mod. S-B, L-B)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

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(Mod. D-E)—(T) 1404; (U) 1205; (V) 1206.
) 1407; (B) 1305; (D) 1309; (E) 1209; (G & H) 1309; (J) 1306; O; (X) 1314.
D)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
1404; (U) 1205; (V) 1206; (AA) 1308; (BB, DD & EE) 1307.
) 1407; (B) 1305; (D) 1309; (E) 1209; (G & H) 1309; (J) 1306; O; (X) 1314; (BB) 1307; (CC) 1205; (DD & EE) 1306.
T) 1404; (U) 1205; (V) 1206; (AA) 1308; (BB, DD & EE) 1307.
) 1407; (B) 1305; (D) 1309; (E) 1209; (G & H) 1309; (J) 1306 O; (X) 1314; (BB) 1307; (CC) 1205; (DD & EE) 1306.
—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; -3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread) (O) 205; (Q) 1305; (T) 1411; (U) 1316; (W) 411; (Y) 316; (AA) 307; (CC) 1205; (FF) 204; (GG) 1301 & 1302; (HH) 302.
-(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y) 307; (DD & EE) 306.
-(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411; 9; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 1307; 04; (GG) 1202; (HH) 302.
-(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H ) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB) & EE) Bower, 306.
m. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H) 2520; (K) 417-412.
Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 1305; (T) 1411; (W) 411; (Y) 316; (AA, BB, DD & EE) 1307; Bower, 307A: (DD A: (CC) 1205: (FF) 200: (GG) 1301 & 1302: (HH) 302.
—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375 55-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305 3; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) : (CC) 1205: (FF) 204: (GG) 1202: (HH) 302.
Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363; : (AA) Hy, 16498: (BB) Hy, 26601: (DD) & EE) Hy, 16555.
19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363; 5-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 1305; (W) AA) 205; (BB, DD & EE) 1307; (CC) 1205; (FF) 204; (GG) 1301 2.
ister 6)—(A) Tim, 444-4320; (B) Tim, 316-312; (C) Tim, 3653B- ) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim; 5: (AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555: (JJ),
Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H) AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
im, Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G) 5-453: (J) 337-3320: (K) 4367-4320: (AA) Hy, 16589: (BB) Hy, 2) Hy, 16555.
6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B- 5-363: (G & H) 375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD 5.
-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676 5-383: (J) Hy, 16551: (AA) Hy, 26485: (BB) Hy, 26677.
6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320: 20: (J) 255-2520: (K) 417-412: (AA) Hy, 26485: (BB) Hy, 26677.
20; (J) 255-2520; (K) 417-412.
5A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim, Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim, r, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)
A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim, ) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601; 16555.
Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288 0: (J) 334-3320: (K) 258-2520: (AA) Hy, 17024: (BB) Hy, 16481: (EE) Hy, 16506.
0; (J) 334-3320; (K) 258-2520.
-Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H) 7-2520; (K) 3381-3320.
5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T- Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H , 16481; (DD) Hy, 17799; (EE) Hy, 16506.
B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim, & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P) ) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.
-)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H) (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy, r, 17799; (EE) Hy, 16506.
—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H) : (J) Tim. 255-2520: (K) Tim, 417-412: (AA) Hy, 17024: (BB) Hy ', 17799; (EE) 16506.

-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 1309; (I) 210; (J) 0207; (K) 0407; (O) 1205; (AA & BB) 1307; (CC) 1304; 6.
—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 1310; (J) 1207; (K) 1407; (O) 1205; (AA) 307; (BB) 1307; (CC) 1304; 6.
(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) (K) 1407; (O) 1205; (AA) 208; (BB) 1307; (DD) 1305; (EE) 1306.
(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; 7; (O) 205; (AA) 210; (BB) 1307; (CC) 1210; (DD) 1305; (EE) 1306.
(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; 07; (O) 205; (Q) 1205; (AA) 210; (BB) 1307; (CC) Hy, 16820; (DD)

(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; 7; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

18, except Main Shaft Front uses 308 instead of 210.

915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 1219; (I) Rh. 918; (J) 1409; (K) 1410; (M) Rh. 310D; (O) 205; (Q) 209; (AA & (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB) & EE) Rh. 306A.
Ton)—(A) Bower 308N: (B) Bower, 307N.
½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
Ton)—(A) Bower, 313: (B) Bower, 312N: (D & E) Bow 317er,NDT

13 (Mod. C)—(F) 311; (G & H) 212; (K) 310; (AA) 1310; (BB) E) 1307.
(AA) 209; (BB) 1307.
ll H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA) Std. 717: (CC) SR 307.

CHEVROLET—Continued
1914 (Mod. C)—(D & E) 311; (G & H) DR212; (K) 1310; (AA & BB) 310; (DD) 1307; (FF) 1¾x1½ID.
1915 (Mods. H2, H2½)—(F) Hy, 16018 (G & H) Hy, 26062: (J) 0306: (K) 307: (AA) SR1209: (BB) SR1307: (CC) 307.
1915 (Light Six)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516'
1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) SR1307; (CC) 307'
1916 (Little Six)—(J & K) Hy, 2.3285" OD x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 1207; (BB) 1209; (CC) 1307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 1307; (L) 408; (N) SK.F. 1207; (BB) 1307. (AA) 1210
916 (Baby Grand Mod. H)—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 1207: (BB) 1209: (CC) 1307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 1207; (CC) 1307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec, 7 Balls ⅛"; (AA) N.D. 1207; (BB) ND. 1306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) ND. 1210; (CC) ND. 1307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 1406; (K) 306; (AA) 1210; (CC) 1307.

CHICAGO (Electric)—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

CLARK—1910-11 (Mod. A-B, 30-40)—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1913 (30)—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

CLASSIC—1917—(D & E) Bower, 208A.

COATES-GOSHEN—1909-10 (Mods. G & S)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

COEY FLYER—1915 (Bear Mod.)—(F) Hy, 16706: (G & H) Hy, 16247.
1916—(F) Hv, 16018: (G & H) Hy, 26063.

COLBY—1913-14 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1913 (Pleas.)—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

COLE—1912 (Mod. ABC, CCD & DD)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 1212; (BB) 307; (DD) 1306; (EE) 1306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 1212; (BB) 307; (DD & EE) 1306.
1914 (Ser. 9)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
1913 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H 375-3720; (J) 256-2520; (K) 415-412.
1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
1916 (6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
(Mod. 870—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312 NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
1916 (2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hy, 16698.
1916 (3 Ton)—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

COLUMBIA—1908-09 (Mod. 48-45)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D & E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1910 (Mod. 48-4)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
1911-12 (Mod. 55-1-2)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1912 (Mod. 58)—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1916-17-18—(O) 205.
1918 (E. T. 2 Ton)—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

COLUMBUS (Electric)—1912 (Gas Car)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1912 (12-20D)—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
1913 (12-22)—(A & D) Tim, 1950-1920; (B & E) Tim, 1550-1520.
1914 (All Mods.)—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

COMET—1918 (C-50)—(F) Hy, 13591: (G & H) Hy, 26227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 25953.

COMMERCE—1916-17-18 (E-1 Ton)—(A) Bower, 308AL: (B) Bower, 305AL: (D) Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
1914-15-16-17 (1,500 lbs.)—(F) Hv, 16681: (G & H) Hv, 26056.

COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
1912 (3½ Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1913-14-15-16 (3½, 5 & 5½ Ton)—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (Elec. ½ Ton)—Tim Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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D—(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 41B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-(G & H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 1205; (AA) Tim, 337; Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
2½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; H) Tim, 559C-552; (J & K) Tim, 539D-532; (N) SK.F, 2307; (Q) 209; (S) (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) Ball.

—1910 (Model 18)—(A) 1307; (B) 1305; (F) 1407; (G & H) 1309; (J & K) (AA) 1307; (BB) 1208; (DD & EE) 1305.

T—1916-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 320; (DD & EE) 316-312.
(A-3½ Ton)—(D & E) Bower, 317NDT.
(B-2½ Ton)—(D & E) Bower, 314 NDT.
A-5 Ton)—(D & E) Bower, 319NDT.

IAN—1915 (Sp. Racer)—(A) 1305; (B) 1304; (D) 1308; (E) 1207; (G) 208; 208; (J) 0307; (K) 0407; (AA) 1305.
t. Car)—(A & B) 1205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) (AA) 205.

O—1910—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, : (DD & EE) Hy, 16506.
—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD ) Hy, 16506.
F) Hy, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE) 6506.

-McDOWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

ORD—1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320.
Mod. 12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336-(BB) Tim, 335-3320; (DD & EE) Tim, 316-312.
Mod. 12-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435-(DD & EE) 316-312.
Mods. 13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; G, H & AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-(E) 5355-5320.
Mod. 13-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 435-4320; (DD & EE) 316-312.
Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) -3720; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
½ & 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 12.
Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) 720; (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
Mod. 30-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) 720; (J) 335-3320; (K) 435-4320: (AA) 336-3320; (BB) 375-3720; (DD & EE) 12.

NT—1913 (5 Pass.)—(Q) 1204; (AA) 209; (BB) 1307; (DD & EE) 1306.
Pass.)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 1307.

Truck)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-; (BB, DD & EE) 335-3320.
Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-(G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
Mod. C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-(E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 320; (BB) 440-4320; (DD & EE) 415-412.
Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) -5520; (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; & EE) 415-412.
750 lbs.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 55-2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
¼ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) -3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE) 3320.
½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-; (BB) 357-353; (DD & EE) 339-333.
2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) -5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; & EE) 339-333.

ELKART—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 1309; (E) 1209.
50 to 57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) 27788: (BB) Hy, 26728: DD & EE) Hy, 16506.
Mod. E-25)—(D & E) 1208. (G & H) Hy. 26216 (AA) Hy. 26518 (BB) Hy. 7 (DD & EE) Hy. 16517.
E-55) (F) Hy. 16681 (G & H) Hy. 26056 (AA) Hy. 27788 (BB) Hy. 26723 (DD E) Hy. 16506.
Mod. C-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD E) Hy, 16517: (O) 1306.
Crow-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)
-(G & H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy,27899.

ON—1913—(D) 1310; (E) 1210; (G) 1211; (H) 211; (J) 0307; (K) 408; (AA) ; (BB) 1307; (CC) 1304; (DD & EE) 1306.
-(A) 1309; (B) 1306; (D) 1311; (E) 1211; (G) 1211; (H) 211; (J) 1209; (K) 1408; ) 1308; (BB) 1307; (CC) 1304; (DD & EE) 1306.

NGHAM—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 3920; (J) 336-3320; (K) 435-4320.
Amb. J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
3 (Pleas. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375-; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 1311; (BB) , 1409; (DD & EE) Ann, 1307.
Amb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) , 439-4320; (K) 539-532; (AA) Ann, 1311; (BB) Ann, 1409; (DD & EE) Ann, 7.
16-17 (Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-0; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann. 1205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 1205.
3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.
1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.
1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.
1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.
1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320-(D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.
1916 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.
1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.
1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 1307: (DD & EE) 1306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 1307: (DD & EE) 1306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann .306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553 4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-1520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1½": (AA) 1208: (BB) 1307: (CC) 1204: (DD & EE) 1305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1⅜": (AA) 1209: (BB) 1307: (CC) 304: (DD & EE) 1306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rb. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 1205; (AA) 1211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1⅜"; (Q) 1205; (AA) 1211; (BB) 1307 (DD & EE) 1306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 1310; (Q) 1205; (AA) 1210; (BB) 1307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 1205; (AA) 1211; (BB) 1307; (DD & EE) 1306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 1210: (BB) 1307.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Book N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Book N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.
U. S. 5314: (J & K) U. S. 5411; (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 1219 S. R. or SKF. 918; (J) 1410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 1307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 303; (K) 1406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-1520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 1407; (AA) 1308; (BB) 1307; (DD & EE) 1305.

*(1917—2-U-V use 455-4520 on inner rear wheel.)

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**GLIDE—Continued**
1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 1406; (O) 205; (Q) 1205; (AA) 1308; (BB) 1307; (CC) 1303 with Cone Clutch No. 0204 with Plate Clutch; (DD & EE) 1305.
1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 1406; (O) 1205; (Q) 1205; (AA) 1308; (BB) 1307; (DD & EE) 1305.
1917 (6-40)—(F) 1310; (G & H) 0201; (J) 306; (K) 1406; (Q) 1205; (BB) 1308

**GLOBE—1916 (¼ Ton)**—(G) Hy, 26219.
1916—12 1½ Ton)—(G) Hy, 26084: (H) Hy, 26085.
1916-17-18 (1 Ton)—(F) Hy, 16670: (G & H) Hy, 26069.
1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26356.
1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388.
1917-18 (1½-2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**GRAMM—1909-10-11-12 (Mod. V 2-Ton)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (G & H) 3554-3520; (J) 3654-3620; (K) 3360-3320; (AA, DD & EE) 3158-3120; (BB) 3360-3320. 1909-10 (Mod. V) uses Tim, 3158-3120 on Main Shaft Rear.
1909-10 (Mod. X)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (G & H) 3762-3720; (J) 3159-3120; (K) 4360-4320; (AA, BB, DD & EE) 4354-3420.
1910-11 (Mod. Y), 1912 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3554-3520; (J) 3158-3120; (K) 3360-3320; (AA, BB, DD & EE) 3158-3120. 1912 1-Ton uses Tim, 3360-3320 on Main Shaft Rear.
1911 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3762-3720; (AA, DD & EE) 3158-3120; (BB) 3360-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (J & K) 4361-4320; (AA) 3454-3420; (BB) 4361-4320; (DD & EE) 3455-3420.
1911-12 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (J & K) 5350-5320; (AA, DD & EE) 3554-3520; (BB) 5350-5320
1913 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3360-3320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE)3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE) 3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1913 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (AA) 3159-3120; (BB) 4365-4320; (DD & EE) 3454-3420.
1913 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (AA) 3364-3320; (BB) 5354-5320; (DD & EE) 3554-3520.
1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4561-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1913 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 4553-4520; (H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

**GRAMM-BERNSTEIN—1913-14 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4230.
1913-14 (3½ Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.
1915 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.
1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
1919—(1½ Ton, Bevel or M & S Diff.)—(F) Hy, 16670: (G & H) Hy, 26069-26064: (K) Hy, 26668.

**GRABOWSKY—1911-12-13 (1 Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 439-4320; (DD & EE) 415-412.
1911-12-13 (1½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

**GRANT—1914 (Mod. 21)**—(A) 0305: (B) 0304: (K) 305: (AA) Hy, 17016: (BB) 305.
1915 (Mod. M)—(A) 0305: (B) 0304: (AA) Hy, 17016: (BB) 0305.
1915-16 (Mods. T & V)—(D & E) 1208; (J) 1206; (K) 306; (O) 204; (AA) 1208; (BB) 1306.
1916-17-18—(D & E) Bower, 208A: (G & H) Hy, 26216.
1917 (Mod. K)—(D & E) 1208; (J) 1206; (K) 306; (O) 204; (Q) 204; (AA) 1208; (BB) 1306
(Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H) Hy. Radial 26216; (J) SR. 306; (K) DR. 307; (AA) 1209; (BB) 1306.

**GRANT-LEES—1913 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320

**GRAY (Tractor)—1919**—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

**GREAT EAGLE—1912-13 (10 Pass. Lim.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H & K) 456-4520; (J) 336-3320 (AA & BB) 337-3320; (DD & EE) 335-3320.
1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720: (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Great Eagle)—Tim. Brgs.: (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257

**GREAT WESTERN—1913-14-15 (Mod. 40)**—(F) 310: (G & H) Hy, 26056: (K) 308: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1915-16—(6-40)—(D & E) Hy, 16779: (G & H) Hy, 26252.

**GRINNELL (Electric)—1916**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

**GROUT—1909**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455-3420; (DD & EE) 3150-3120.
1910-11 (Mod. 45)—Tim Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720: (H) 395-3920; (J) 336-3320; (K) 435-4320: (AA & BB) 415-412: (DD & EE) 316-312

**HACKETT—1917-18**—(D & E) Hy, 16018: (G & H) Hy, 26063: (BB) 207: (CC) 305.

**HAHN—1915-16-17 (C 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (1916 [Mod. C] uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915-16-17 (Mod. E-D 1½-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B 3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA 3320; (BB, DD & EE) 335-3320.
1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-332 DD & EE) 335-3320.
1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354 (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA 440-4320; (DD & EE) 415-412.
1918 (¾ Ton)—(D) Bower, 308Z: (E) 306AL: (Jack Shaft) 306AL: (AA) Hy, (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HAL—1916-17 (Mod. 21)**—(O) 1205; (AA) 1210; (BB) 1307; (CC) 1210; (DD) (EE) 1306: (DD) Hy, 16497: (EE) Hy, 16497.
1917—(Q) 1205; (AA) 1210: (BB) 1307; (DD) 1206; (EE) 1306.

**HALL—1916 (3½ Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA 357-353; (DD & EE) 339-333.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320 DD & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320 337-3320; (BB, DD & EE) 335-3320.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520 & BB) 357-353; (DD & EE) 339-333.
1917-18 (2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF 16820.

**HALLADAY—1910-11-12 (G-35)**—(D & E) Hy, 16018: (G & H) Hy, 26062.

**HANSON—1918**—(AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HARVARD—1916**—(D & E) Hy, 16076: (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076: (G & H) Hy, 26269.

**HARROUN—1917**—(A) Tim, 257-2580; (B) Tim, 1751-1730; (F) 1309; (G & H 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 1406; (AA (BB) 1306.

**HARVEY—1917 (W-K 3 Ton, H 3½ Ton)**—(D & E) Bower, 317NDT: Tim. Brgs 439-4320: (BB) 435-4320: (DD & EE) 415-412.
1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

**HASSLER—1917 (Mod. C)**—Right Hand Wheel End, Hy, 16080: Left Hand, (G) Hy, 16080: (H) Hy, 16079.

**HATFIELD—1917 (Mod. 6)**—(D & E) Bower, 208A.

**HAVERS—1912-13 (Mods. S-6-44-55)**—(A & B) 0307: (F) 311: (G & H) Hy, (J) 0307: (K) 309 x 1¾".

**HAWKEYE—1918 (L-2 Ton)**—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy, 26
1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT: (F) Hy, 16670: (G & H 26069: (K) Hy, 26668.

**HAYNES—1908 (Mod. W-6)**—Tim. Brgs.; (A) 3457-3420; (B) 3151-3120; (J 4361-4320; (W) 436-432.
1910 (Mod. 19)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 355-3520; (G 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD 316-312.
1910 (Mod. Y)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620; (D, E 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 375-3720; (BB) 33 (DD & EE) 316-312.
1911 (Mod. 20)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3520; (G 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD 316-312.
1912 (Mod. 21)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G 375-3720; (J) 256-2520; (K) 415-412; (AA) 375-3720; (BB) 335-3320; (DD 316-312.
1913 (Mod. 22)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 375-3720; (BB) 33 (DD & EE) 316-312.
1914 (26-27-28)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (F 1311; (G) 456-454; Ann, 1211; (H) 559-552; Ann, 211; (J) 439-4320; Ann, (K) 539-532; Ann, 308; (AA) 375-3720; (BB) 415-412; (DD & EE) 316-312.
(Lt. Six, 30-33, 34, 35, 36, 37)—(F) 0211; (G & H) 1210; (J) 1305; (K (P) 205; (Q) 1205; (AA) 209; (BB) 307: (DD & EE) 306.
1916-17 (6 & 12)—(A) 308: (B) 1305: (F) 311: (G & H) 210 WRT: (J) 305: (K) 3 1205: (AA) 1209: (BB) 307: (DD) 1305: (EE) 1306.
1917 (Light C)—(A) 0307; (B) 0306; (F) 1309; (G & H) 0209; (J) 0307; (K (AA) 1208; (BB) 306
1918-19—(A) Gur. 308D PRT: (B) 305RT: (F) 211R: (G & H) 210W RT: (K) 307.

**HENDERSON—1913-14 (Mod. 4, 45)**—(A) 0309: (B) 0307: (D & E) Hy, 26777: (G Hy, 26056: (AA) 209: (BB) 307: (CC) 1304: (DD & EE) 1305.
1914 (46-54-56)—(D & E) Hy, 26777: (G & H) Hy, 26056: (AA) Hy, 27794: (B 26733: (DD & EE) Hy, 16516.

**HENDERSON BROS.—1916 (Mod. C-2)**—Tim. Brgs.; (A) 415-412; (B) 316-31 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB) 339
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 46 (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274 333-333.

**HENDRICKSON—1915-16-17 (D 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 336 (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 539C
1915-16-17 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3411 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**HERCULES (Truck)—1912 (5 Ton)**—Tim. Brgs.; (G, H & J) 5552-5520; (AA 5520; (DD & EE) 5355-5320.

**HERRESHOFF—1910 (Mod. 20)**—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (I 312; (G) 355-3520; (H) 335-3320; (K) 317-312.
1913—(D & E) Hy, 16599: (G & H) Hy, 26598: (F) 309: (J) 306: (K) 307 x 1.22

**HERFF BROOKS—1915**—(A) Bower, 357T: (B) Bower, 315T: (G & H) Hy, (DD & EE) Hy, 17799.

**HEWITT—1911-12-13 (4 Ton)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 535 (G & H) 5557-5520; (M) 3350-3320; (AA & BB) 5553-5520; (DD & EE) 535 (FF) 3350-3320.
1911-12-13 (5 & 7 Ton)—Tim. Brgs.; (A) 5552-5520; (B) 5351-5320; (D) 645 (E) 5551-5520; (G & H) 5557-5520; (L) 5557-5520; (M) 3360-3320; (AA) 535
1911-12-13 (10 Ton)—Tim. Brgs.; (A) 6450-6420; (B) 5551-5520; (D) 940-9 6554-6521; (G, H & L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.

**HOLLIER—1916**—(F) 1310; (G & H) 0310: Hy, 26226: (J) 0208: (K) 0308: (AA (DD) 1206.

**HOLMES—1919**—(A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; ( Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 20 Tim, 277-274: (BB) Tim, 339-333: (DD & EE) 306: (CC) 235.

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Continued
d. 45)—(J) 0307; (K) 0407; (O) 0208; (AA) 1212; (BB) 307; (DD & EE)

d. 34)—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0207: (K) 0307: (O)
BB) 307.
d. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O)
AA) 307.
mpic 40)—(D & E) Hy, 16032 & 16792: (G & H) Hy, 26056: (J) ND 0207:
) 0407.
)—(A) Bower, 308AL: (B) Bower, 305AL: (D & E) Hy, 16779: G & H) Hy,

9)—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407: (O) 1205:

l. 30)—(T) 308; (U) 309; (AA) 307; (BB) 305; (CC) 306.
l. 32)—(J) 205; (K) 305; (AA) 210; (BB) 307.
ls. 50, 51 & 52)—(AA) 308; (BB) 307.
—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27797: (BB) Hy, 27899:
EE) Hy, 26972: (FF) Hy, 26956.

-1913-14-15-16 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-
G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD &
9-333.
5-16 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320;
I) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE)

on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-
E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720.
9-4320; (BB) 437-4320; (DD X EE) 415-412.
Ton)—Tim. Brgs.; (A) 5550-5520; (B X E) 5351-5329; (C) 5354-5320; (D)
21; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5 20; (D) 6550-
E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.
d. A)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D X E) 365-

on)—Tim. Brgs.; (A X D) 3750-3720; (B X E) 3350-3320; (G X H) 3762
I X K) 3362-3320; (AA) 337-3329; (BB, DD X EE) 335-3320.
Ton)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552
E) 5755-5720; (G X H) 5756-5720; (J X K) 559C-552; (AA X BB) 337-3320;
EE) 335-3320.
& 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H)
20; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-
E) 5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520;
BB) 337-3320; (DD & EE) 335-3320.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-
E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520;
9-4320; (BB) 335-3320; (DD & EE) 415-412.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H)
; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE)

-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-
) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD &
-3320.
½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520;
) 559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

-(Mod. 6)—(O) 1205; (AA & BB) 1307; (CC) 1304; (DD) 1305; (EE) 1306.

CO., A.—1917—(K) 307; (Q) 1205; (AA & BB) 1307; (CC) 1304; (DD &
5.

1910 (Mod. 20)—(D & E) Hy, 16018: (G & H) Hy, 26063: (J) Tim, 316-316:
, 336-320.
d. 33)—(A) Bower, N307; (B) Bower, N305; (F) Hy, 16795; (G & H) Hy,
I) Weston Mott, 1271S: (J) Hy, 14812: (K) Tim, 3158-3120: (AA) 210:
5; (DD & EE) 306.
l. 37)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 355-3520; (G & H)
5-3720; (J) Tim, 317-312; (K) Tim, 417-412; (AA) Bower, 210; (BB) Bower,
DD & EE) Bower, N306.
d. 54)—Tim. Brgs.; (A) 444-4320; (B) 315-312; (D, E & G) 375-3720; (H)
; (J) 317-312; (K) 444-4320; (AA) Bower, 211; (BB, DD & EE) Bower, 308.
Mod. 45)—Bower Brgs.: (A) 444T: (B) 315T: (D & E) 375T: (G) 375T: (H)
: (J) 317T: (K) 444T: (AA) 211N: (BB) 308N: (DD & EE) 306N.
d. 47)—Bower Brgs.: (AA) 210N: (BB) 307N: (DD & EE) 305N.
d. 40)—(A) Tim, 343-3320; (B) Tim, 258-2520; (D & E) Tim, 355-3520;
, 365-363; (H) Tim, 375T-3720; (J) Tim, 420-414 H.B.8308; (K) Tim, 315-
A) 210; (BB) 307; (DD & EE) Bower, N305.
6 Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3653B-3620; (D & E)
0; (G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4330; (AA) Ann, 211;
nn, 308; (DD & EE) Ann, 306.
6 Cyl. C)—Tim. Brgs.; (A) 343-3320; (B) 258-2520; (D & E) 355-3520; (G)
; (H) 375-3720; (J) 315-313; (K) 420-414.
6 Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E)
0; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211;
nn, 308; (DD & EE) 306.
G-6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-
G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026;
lower, 307: Hy, 16684: (DD) Hy, 16506: (EE) Bower, N305: Hy, 16506: (FF)
820.
per 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330-
m, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417;
AA) Hy, 17026: (BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy,

per 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-
(G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy
(BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy, 16820.

ILE—1911 (Mod. C)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (J) 260-
(K) 321-312.
C) 305 x 1.0153".
—Bower Brgs.: (A) 208N: (B) 305A: (D) 210N: (E) 210A: (G & H) Hy, 26991.
od. H)—(A) Bower, 208N: (B) Bower, 305A: (D & E) Bower, 210A.
-15 (All Mods.)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 1210; (G & H)
6991: 0210: (J) 0306: (K) 0406.
I T")—(G & H) Hy, 26991: (BB) Hy, 16995: (DD) Hy, 16993: (EE) Hy, 16994.
(Mod. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 1310; (G & H) 0210;
06: (K) 1406: (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle):
Hy, 16993: (EE) Hy, 16994.
od. H-HA)—(AA) 305: (DD & EE) Hy, 16993 & 16994: (GG) ND 03.
od. N-K)—(A) 305; (B) 208; (F) Mod. K210D Mod. N.310 RT; (G & H)
3: (J) 306D: (K) 406RT: (Q) 213HS: (AA & BB) 213: (DD) Hy, 16993: (EE)
6994.
") 0308: (G & H) 0210: (K) 1407: (DD) Hy, 16993: (EE) Hy, 16994.
(Mod. R)—(D & E) Hy, 16691: (G & H) Hy, 26401.

RT—1917 (1½ Ton)—Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE)
2.
3½ & 5 Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-

1917 (W. F. 2, 7-Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

IMPERIAL—1909 (H.P.V. 30)—Tim. Brgs.; (A) 3357-3320; (B) 3150-3120; (D) 4353-4320; (G) 3762-3720: (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (AA) 4353-4320; (BB, DD & EE) 3351-3320.
1913 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407.
1913 (Mod. 32)—(A) 0308: (B) 0305: (D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407.
1913 (Mod. 6)—(A) 309; (B) 306; (F) 312; (G & H) 211; (J) 305; (K) 407; (AA) 1211; (BB) 1307; (DD & EE) 1306.
1913 (Mod. 44)—(A) 308; (B) 306; (F) 310; (G & H) 211; (J) 307; (K) 407; (AA) 1211; (BB) 1307; (DD & EE) 1306.
1914 (Mod. 32)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407: (AA & BB) 1307: (DD & EE) 1306.
1914 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407: (AA & BB) 1307: (DD & EE) 1306.
1914 (Mod. 5, 4, 6)—(A) 309; (B) 1306; (D) 1312; (E) 1212; (G) 1211; (H) 211; (J) 1208; (K); 309 (AA & BB) 1308; (DD & EE) 1306.
1915 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 307: (AA) 1208: (BB) 1207: (DD & EE) 1305.
1916 (All)—(D & E) Hy, 16779: (G & H) Hy, 26252.

INDIANA—1914-15 (B 1½-Ton)—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 1212; (O) 1205: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1914-15 (F 3 Ton)—(A) 312: (B) 311: (D) 313: (E) 312: (G & H) 1212: (AA) Hy, 27789 (BB) Hy, 27896: (DD & EE) Hy, 16748.
1914-15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 1212; (O) 1205.
1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 1207; (O) 1205.
1916-17 (L 5 Ton)—(A) 315: (B) 314: (F) 319: (G & H) 1219: (J) 1409: (K) 1410: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 1408; (O) 1205; (AA) SKF. 1207; (DD & EE) Hy, 26972; (M) 3107D.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 1408; (O) 1205; (AA) SKF. 1207: Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 26972: (M) 3107D.
1917 (Mod. R 3½-Ton)—(A) 312; (B) 311; (E) 317; (G & H) 1219; (J) 1409; (K) 1410; (M) 3110D; (O) 1205; (AA) 1207 SKF; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF. 918.
1917 (Mod. L)—(A) 312; (B) 311; (E) 319; (G & H) 1219; (I) SKF. 918; (J) 1409; (K) 1410; (M) 3110D; (O) 1205; (AA) Hy, 57896; (DD & EE) Hy, 16748.
1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 1307; (K) 1408; (O) 1205; (AA) Hy, 27797; (DD & EE) Hy, 26972.
1917 (Mod. S 1-Ton)—(A) 308; (B) 307; (D) 213; (E) 211; (F) 308; (G & H) 211; (J & K) SKF. 1208; (M) 2111F; (O) 1205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.
1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 1408; (M) 3107D; (O) 1205; (Q) 1308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) 339.
1918 (Mod. R 3½-Ton)—(A) 312; (B) 311; (F) 317; (G & H) 1218; (I) SKF. 918; (J) 1409; (K) 1410; (M) Rh. 3110D; (O) 1205; (Q) 1308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) Tim, 339-333.
1918 (Mod. L 5-Ton)—(A) 312; (B) 311; (F) 319; (G & H) 1219; (I) SKF. 918; (J) 1409; (K) 1410; (M) 3110D; (O) 1205; (Q) 1308; (AA & BB) Tim, 439; (DD & EE) Tim, 415-412.
1918 (Mod. Q 1, 1½ Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (J) 1407; (K) 216; (O) 1205; (Q) 1308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.
1918-19 (D-2 Ton. T-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

INTERNATIONAL HARVESTER—1910-11 (Roadster)—(AA) 309; (DD & EE) 306; (GG) 202; (HH) 204.
1910-11 (Touring)—(T) 205; (U) 301; (V) 204; (FF) 203; (HH) 204.
1910-11 (Mod. J)—Tim. Brgs.; (D) 3455-5420; (G & H) 3762-3720; (J & K) 3455-3420; (AA) 3762-3720; (BB) 3455-3420; (DD & EE) 3150-3120.
1909-10 (Mod. F)—Tim. Brgs.; (D) 3455-3420; (G & H) 3762-3720; (J) 3455-3420.
1910-11 (J-110)—Tim. Brgs.; (G, H & AA) 3756-3720; (BB) 3450-3420.
1910-11 (Mod. K)—Tim. Brgs.; (D, J & K) 3455-3420; (G & H) 3762-3720.
1915-16 (N. E. 1,500 lbs.)—Tim. Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.
1916-17 (1,500-2,000 lbs.)—Tim. Brgs.: (A) 419-412: (B) 317-312: (D) Bower, 309N: Hy, 16667: (E) Bower, 306N: Hy, 16667: (Jack Shaft) Bower, 306NDT: (G & H) Hy, 16667: (AA) 337-3320: (BB) 335-3320: (DD & EE) 316-312.
1917-18-19 (K-1½, G-2 Ton)—(D & E) Hy, 26662: (G & H) Hy, 16667.
1918-19 (H-¾, F-1 Ton)—(D & E) Hy, 16667: (G & H) Hy, 16667.
1919 (3½ Ton)—(D) Hy, 58758: (E) Hy, 47893: (G & H) Hy, 27884.

INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320.
1914 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914 (T 3½-Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.
1915 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (AB 1½-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530.
1916 (AC 3½ Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.
1916 (AC 5½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 5355-5320.
1917 (AB 1 Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AB 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AC 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-3621; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GG) 1550-1530.

INTERSTATE—1909-10 (Mod. 25-30)—(K) 307; (O) 1205; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.
1911 (Mod. 35)—(A) 1309; (B) 1306; (D) 1312; (E, G & H) 1212; (J) 1210; (K) 1310; (AA & BB) 1307; (DD & EE) 1306.
(Mod. 40-41-42)—(A) 1308; (B) 1306; (D & E) 311; (F) 1311; (G & H) 211; (J) 1208; (K) 1309; (O) 205; (Q) ND. 1211 for cars No. 4301 to 4316; (R) DR. 306; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.

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**INTERSTATE—Continued**
(Mod. 45, 6 Cyl.)—(A) 309; (B) 306; (D) 1310; (E) 1210; (G) 1211; (H) DR. 211; (J) 1208; (K) DR. 309; (O) 1205; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.
(Mod. 50-51-52)—(A) 1309; (B) 1306; (D) 1312; (E) 1212; (G & H) 1211; (J) 1210; (K) 1310; (Q) 211; (R) 306; (AA) 1308; (BB) 1307; (CC) 1206; (DD & EE) 1306.
1915-16 (Mod. T-TR)—(D & E) Hy, 16779: (G & H) Hy, 26252: (I) Hy, 16352: (AA) SR 1206: Hy, 26518: (BB) SR 307: (DD & EE) 1206.
1918 (T Series)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1917-18 (850 lbs. Del.)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1916-17—(BB) 307; (DD & EE) 1206.

**JACKSON—1912-13 (Mod. 60)—(A) 0408; (B) 0405; (F) 10; (G & H) 212; (J) 0309; (K) 307.**
1910-11 (40 & 41)—(D & E) Hy, 16032: (G & H) Hy, 26056: (K) 306: (AA) 308: (BB) 307.
1914 (Mod. 23-46)—(J) 0207; (K) 0407.
1914-15 (43-48)—(D) 1310; (E) 1210; (J) 0207; (K) 30407; (O)0305; (AA) 212; (BB) 307.
1914—(F) 312; (G & H) 212; (J) 1311; (K) 308.

**JEFFERY—1914 (Six-17)—(D) 309; (E) 209; (J) 407; (K) 405; (T & U) N.D.DR. 305; (AA) 210; (BB) 407; (DD & EE) 306; (GG) ND. 03; (JJ) ND. 1307.**
(Four-18)—(D) 309; (E) 209; (G & H) 211; (J) 208; (K) 308; (V) 302; (AA) 210; (BB) 407; (DD & EE) 210; (GG) 302.
1913-14 (Rambler)—(AA) 1308; (BB) 307; (CC) 304; (DD & EE) 1306.
1914-15 (Four-93)—(D) 1309; (E) 1209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 1306.
1914 (Mod. 96)—(D) 1309; (E) 1209; (G & H) 1309; (J) 1405; (K) 1407; (AA) 1210; (BB) 208; (DD & EE) 1306.
1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 1306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.
(6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.
1916-17 (4-72)—(O) 1205.
1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

**JEFFERY QUAD—1914 (4WD 3,600 lbs.)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.**
1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (J) 355-3520; (K) 315-312.
1916 (1½ Ton)—(D & E) Hy, 26665: (G & H) Hy, 26057: (K) Hy, 26777.
1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.
1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-4520; (J) 419-412; (K) 3196-3120.

**JENKINS—1910 (Pleas.)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.**

**JEWELL (Croxton & Keeton M. C. Co.)—1910 (Pleas.)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.**

**JONES—1916-17-18 (6)—(D & E) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 27797: (BB) Hy, 27899: (DD & EE) 26972: (FF) Hy, 26956.**
1918 (1 Ton)—(H) Hy, 26219: (AA) Hy, 27791: (DD) Hy, 17014: (EE) Hy, 16506.
1918 (2 Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**JORDAN—1917 (Mod. B)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1 0[illegible]; (BB) ND. 13[illegible]**

**KEARNS—1918 (D ½ Ton)—(D & E) Bower, 208A.**

**KEETON—1910 (Mod. K)—(F) 1405; (G & H) 1212; (K) 1308; (BB) 1307; (CC) 1307; (DD & EE) 1306.**
1913 (Mod. E)—(AA & BB) 1308; (CC) 1305; (DD & EE) 1306.
1914 (Cornation)—(J) 0308; (BB) 307.
1914—(J) 0308; (K) 308; (AA & BB) 1308; (CC) 1305; (DD & EE) 1306.

**KELLY-SPRINGFIELD—1909—(J 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 4358-4320.**
1909-10-11 (D 30)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320.
1910-11—(E-D 35)—Tim. Brgs.; (A & D) 4550-4520; (B) 4353-4320; (C) 4358-4320; (E) 4361-4320.
1911—(Mod. H)—Tim. Brgs.; (A & B) 3750-3720; (B & E) 3350-3320.
1912 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-4320.
(K 30)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 3955-3920; (GG) Ann, 205.
(K 31)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; (J) Hy, 16032; (N) Dr. Shaft, Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) GI-128 Covert; (DD & EE) Hy, 16616; (FF) GI-106-1 Covert; (GG) 1820 & 2360 SKF.
(K 32)—(A) Bower, 5351T; (B) Bower, 3360T; (E) Bower 314N; (G & H) Tim, 559-552; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) G.L. 128 Covert; (DD & EE) Hy, 16516; (GG) 820 and 2360 SKF.
(K 35)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim 443-4320; (D) Tim, 5550-5520; (E) Tim, 5355-5320; (G & H) Hy, 26056; (J) Hy, 16478; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF.
(D 35)—(G & H) 1113; (J) 303; (K) 407; (AA) 306; (BB) 309; (DD) 307.
1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 635a-6321; (G & H) 3955-3920.
(K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-4320; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF.
(K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16979; (AA) Hy, 57899; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert.
(K 50 & 60)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 655a-6521; (E) Tim, 6359-6321; (G & H) Tim, 3955-3920; (J) Tim, 5354-5320; (N) Dr. Shaft Hy, 16979; (AA) Hy, 56495; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.
1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T: (B) Bower, 3360T: (D) Bower. 3958T: (E) Bower, 3556T: (G & H) Hy, 26056: Hoist Brg., Hy, 16698.
1917-18 (K-32 1½ Ton)—(F) Bower, 314NDT.
1917-18 (K-36 2½ Ton)—(F) Bower, 316NDT.

**KIMBALL—1910 (20 Light)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3357 3320; (E) 3151-3120.**
1910 (30 Heavy)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358-3320; (E) 3154-3120.
1911 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3358-3320; (E) 3154-3120.

**KING—1912 (35-36)—(F) 310; (J) 307; (K) 1407; (BB) 306.**
1913 (Mod. 38)—(D) 308; (E) 306; (F) 310; (G & H) 211; (K) Special 407 x 1¼"; (AA) 1308; (BB) 1307; (CC) 1304; (DD & EE) 1305.
1914 (Mod. A-B)—(F) 310: Hy, 16699: (G) 210: Hy, 16272: (J) 0307: (K) 307.
1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) [illegible] (J) ND 0306: (K) ND 0408: (O) 205: (AA) Hy, 17024: (BB) Hy, 16562: ([illegible] Hy, 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) ND. 407 (AA) Hy, 17024, ND 1308: (BB) Hy, 16562, ND 1307: (CC) ND 1304: ([illegible] Hy, 16506.
1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) [illegible] Gurney, 210W: (J) ND 0306: (K) 1406: (O) 205: (AA) Hy, 17024: (BB) [illegible] (DD & EE) Hy, 16506.
1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & [illegible] (J) DR 306: (K) 406 Radial: (O) 1205: (AA) Hy, 17024: (BB) Hy, 16684: & 492.
1918-19 (Mod. F)—(AA) Hy, 17024.

**KISSEL—1909-10 (Mod. F-11-12-30, 12-40)—Tim. Brgs.; (A) 2756-2720; 2620; (D & E) 3756-3720; (G & H) 3760-3720; (J & K) 3152-3120.**
1911-12-13 (3-4-5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) [illegible] (D) 6550-6521; (E) 6350-6321.
1912-13 (1,500 lbs. 12-50)—Tim. Brgs.; (A) 2756-2720; (B) 2650-2620; (D 385-383; (H) 456-4520; (J & K) 3152-3120.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; 6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (12-60, D13, F13-14, 1 Ton)—Tim. Brgs.; (A) 419-412; (B) 316 3650-3620; (D, E & G) 385-383; (H) 456-4520; (J & K) 3152-3120.
1914 (5½-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) [illegible] (E) 5355-5320.
1914 (3½ & 6)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (G & H) 477-473.
1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim, 2760-2720; (B) Tim, [illegible] (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-1307: (O) ND. 1205; (AA) ND. 1306; (CC) ND. 1307.
1914-15 (Mod. 40-60)—(AA) 1308; (BB) 1307; (CC) 1304; (DD & EE) 130
1914 (Mod. 48)—(AA & BB) 1307; (CC) 1205; (DD & EE) 1306.
1915—(O) 1205; (AA) 1211; (BB) 1307.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520 559C-552; (J & K) 539C-532.
1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) [illegible] 3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 1205; ([illegible] (BB) 1307: (DD & EE) Hy, 17799.
1917 (¾ Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 1205; (AA) 1210; (BB & CC) 1307.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5553-5520; (G & H) 559-552; (J & K) 539-532.
(1917-18 (1½ Ton)—(A) Bower, 308: (B) Bower, 307: (DD & EE) Hy, 1779.
1917-18 (3½ Ton)—(F) Bower, 317NDT.
1917-18 (6-42-Double 6)—(DD & EE) Hy, 17799.
1919 (100 pt. six)—(DD & EE) Hy, 17012.

**KLEIBER—1916 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.**
1916 (1½ 2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (2½ Ton) Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (A 440-4320; (DD & EE) 415-412.
1917 (Mod. A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-4 EE) 335-3320.
1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439- 4320; (BB) (DD & EE) 415-412.
1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; 5520- (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-

**KLINE KAR—1910-11 (6-40, 6-50)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.**
1910-11-12 (2,000 lbs.)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3 (E) 3154-3120.
1912 (Mod. 4-30)—(D & E) Hy, 16742: (G & H) Hy, 26057: (F) 310: (J) 26750: (K) 1407: Hy, 16091.
1912 (Mod. 4-40)—(A) 1308; (B) 1306; (F) 1311; (G & H) 1210; (J) 1208; (K
1913 (Mod. 6-50)—(A) 1309; (B) 1306; (E) 1211; (F) 1311; (G & H) 1211; (K) 1408.
1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 210; (CC) 307; (DD) 206; (EE) 306.
1917 (Mod. 6-38F)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, Bower, 209A: (H) 209: (J) 207: (K) 307: (O) 205: (AA) 210: (CC) 307: ([illegible] (EE) 306.
1918 (Mod. 6-38G-A)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306
1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

**KNICKERBOCKER—1911-12-13 (Mods. 12-3, 13-3, 12-5, 13-5)—Tim. B 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; 3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (1911-12-13 [Mods. 12- use 6356-6321 and 5355-5320 on Inner and Outer Rear Wheel respectivel**

**KNOX—1910-11-12—(D) 311; (E) 211; (J & K) N.D.D.R. 308; (AA & BB) D. (DD) D.W.F. 306; (EE) D.W.F. 307.**
1912 (R-15-16)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5 (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R-17)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; ( 6521; (E) 6350-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, D 3756-3720.
1912 (R-18)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; ( 6521; (E) 6351-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, D 3756-3720.
1912 (R & S)—(A) Tim, 336-3320; (B) Tim, 316-312; (C) Tim, 3650-3620; (E) 211; (G & H) 311; (I) HB. 1109; (J) 309; (K) 311; (M) HB. 1109; ( (BB) 306; (DD & EE) 307.
1913 (R & S)—(D) 1311; (E) 1211; (G & H) 1311; (J) 1209; (K) 1311.
(Mod. 32, Type A)—(J) N.D.D.R. 308; (K) N.D.D.R. 412.
1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5
1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3 Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D (H) S.R.O. 365D or N.D. 215; (I) SKF. 915; (J) 1307; (K) 313; (AA) S.R. or N.D. 212; (BB) S.R.O. 306 or N.D. 307; (CC) S.R.O. 312D & 306 or N. 1307; (DD) S.R.O. 336 or N.D. 1408; (EE) S.R.O. 335D or N.D. 407; (G
1914 (2 Ton)—(G, H & K) 1312; (J) 306; (AA & BB) 1309; (CC) 1306; (D 1307.
1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 455-4520; (B) 3360-3320; (C) 436-4 6550-6521; (E) 6354-6321.

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917-18 (K 1¼ Ton)—(D) Bower, 309N: (E) Bower, 306N: (Jack Shaft) N.
on)—(D) Bower, 311N: (E) Bower, 311N.

(Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 75-3720; (G) 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) DD & EE) 316-312.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- 59C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & 2.
)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; ) 339-333.
, H, & T)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
90-80)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & 0; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435- & EE) 415-412.
35)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; 59C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE)

0)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; 339-333.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; 20; (DD & EE) 415-412.

(Mod. K)—(D & E) Hy, 16018: (G & H) Hy, 26062: (F) 309: (W & Y) 1308: (BB) 1306.
s. L-M)—(D & E) Hy, 16018: (G & H) Hy, 26063: (O) 1306: (W & Y) 1308: (BB) 1306.

10 (17, 21, 26)—(D & E) Hy, 16989: (G & H) Hy, 16963.
48-68-66-99C & 90)—(D & E) Hy, 18205: (G & H) Hy, 18200.

8 (2½ Ton)—(F) Bower, 314NDT.
an)—(F) Bower, 317NDT.
—(F) Bower, 319NDT.

Mod. F 1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
3½ Ton)—(F) Bower, 317NDT: (AA) Hy, 26557: (BB) Hy, 26697: Hy, 16698.
Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
12 (1½ & 1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; 20; (G & H) 336-3320.
Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443- & H) 375-3720.
-Ton)—Tim. Brgs.; (A & D) 3358-3320; (B & E) 3156-3120; (G & H) (K) 355-3520.
Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320; K) 375-3720.
Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320; K) 375-3720.
-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354- & H) 476-473; (K) 456-4520.
-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) ; (E) 6353-6321; (G & H) 5552-5520; (K) 476-473.

(Homer)—(Mod. D)—(D) 1307; (T & U) 1205; (AA & CC) 1307; (GG)

915-16-17 (Tractor)—(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 0.
12-13-14—(A) 308; (B) 1306; (F) 311; (G) 1212; (H) 212; (AA) 1210; (BB) D & EE) 1307.
se 33)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.
4—(AA) 1307; (CC) 1304; (DD & EE) 1305.
is 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; )J) 1305; (K) 407; (O) A & BB) 0306; (CC) 0204; (DD & EE) 0305.
is)—(O) 1204; (AA & BB) 1306; (CC) 1304; (DD & EE) 1305.

ack)—1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354- ) 6550-6521; (E) 6350-6321.
d. 21)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-

d. 51)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-

ON—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.
-17, 6-OO-17)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: 9: (B) Bower, 209A: (H) Gurney, 209RT: (J) Gurney Duplex, 207: (K) Gurney 7: (O) 1205: (AA) ND 208: (BB) ND 307.
-18)—(A) 1305; (B) 308.
) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A.
d. R-19)—(DD & EE) Hy, 17012.

ON-HOWARD—1909-10 (A, A-40)—Tim. Brgs.; (A) 3357-3320; (B) 3151- D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3554- BB) 3455-3420; (DD & EE) 3150-3120.
d. F)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) 20; (J) 256-2520; (K) 337-3320.
, 1912-13 (E, F, 12-D)—Tim. Brgs.; (A) 415-412; (B) 316-312 ]1912 Mod. F 35-363 Tim on Inner and Outer Rear Wheel]; (D & E) 355-3530; (G & H) 20; (J) 256-2520; (K) 415-412.
(6-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; m, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) (BB) 1208; (CCC) 1204; (DD & EE) 1206.
L)—(A) 0407; (B) 0405; (F) 1211; (G & H) 1210; (J) 1305; (K) 407; (AA & 307; (CC) 1304; (DD) 1305; (EE) 1306.
N)—(O) 1205; (AA) 208; (BB) 307.
O)—(O) 1205; (AA & BB) 1307; (CC) 1304; (DD) 1305; (EE) 1306.

—1916—(Q) 1205; (AA) 1308; (BB) 307.
od. 10A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288- H) 355-3520; (J) 334-3320; (K) 258-2520.
od. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; im, 257-2520; (K) Tim, 3381-3320; (AA) ND. 1205; (BB) ND. 1208.
—1911-13 (24 Pleas.)—(A & D) Tim, 1951-1930; (B & E) Tim, 1550-1530.
(Mod. 29)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 2750-2721; (E) 2620.
(1000 lbs. L-20-1 Ton)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26977; Hy, 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.

913 (Mod. 40)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (G & H) 0211; (J) ; (K) 0408.

D-STEWART—1912-13-15 (Lt. ¾ Ton, B, C & D)—Tim. Brg -A19:. )(4 (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320 435-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
7 (Mods. F, 1½ & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C 3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; , DD & EE) 335-3320.
16 (C & D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.
1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (H 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720: (J & K) 4365-4320: (AA) 337-3320: (AA) Hy, 26518: (BB) Hy, 27899: (DD & EE) 316-312: Hy, 26972: (FF) Hy, 26956.
1916 (Mod. W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

LITTLE—1912 ("6")—(D & E) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1914 (Little 4)—(J) 307: (AA) 1209: (BB) 1307.

LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.
1915 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann, 211; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & C1502.
1916 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 5553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (Mod. 1)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (AA) ND.1222; (BB) N.D.309; (CC) N.D.1212; (DD & EE) N.D.1308; (GG) Oakes X1610, 14 balls.
1917 (Mod. 15, ¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274: (BB) 339-333: (DD & EE) Hy, 17799.
1917 (Mod. 16, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) 337-3320: Hy, 17026: (BB) 335-3320: Hy, 16684: (DD & EE) 316-312: Hy, 16506.
1918 (H 1½ Ton)—(D) Bower, 4553T: (E) Bower, 3554T.

LOCOMOBILE—1909 (Mods. 1-2)—(A) 1309; (B) 1405; (D) 1309; (E) 1405; (AA) 1211; (DD & EE) 1307.
1909 (Mod. 1-3)—(A) 1309; (B) 1405; (D) 1309; (E) 1405; (AA) 1211; (BB) 1308; (DD & EE) 1307.
1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1310; (J) 1310; (K) 1408; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 1204.
1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1310; (J) 1309; (K) 1408; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 1204.
1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1310; (J) 1311; (K) 1411; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 1204.
1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1310; (J) 1309; (K) 1408; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 1202 & 1203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1310; (J) 1311; (K) 1411; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 1202 & 1203.
1909-10-11-12 (Pleas.)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
1912-13-14 (5 Tons)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
1913-14-15-16 (M-3-4, R-2-3, L-5)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1212; (G & H) 1310; (J) 1311; (K) 1411; (AA) 1209; (BB) 1308; (DD & EE) 1307; (GG) 2-1204.
1915 (M-5, R-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G& H) 1312; (J) 1311; (K) 1411; (AA) 1209;(BB) 1308; (DD & EE) 1307; (GG) 2-1303.
1915-16-17 (3 & 4 Ton B-BB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 1309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 1110; (M) 1113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
1916 (M-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211: (G & H) 1312; (J) 1311; (K) 1412; (AA) 1211; (BB) 1305; (DD & EE) 1307; (GG) 1303.
1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) 3360-3320.
1916 (R-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 1311; (E) 1211; (G & H) 1312; (J) 1311; (K) 1412; (AA) 1211; (BB) 1308; (DD & EE) 1307; (GG) 1303.
1917 (M-7, R-7)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (I) 813; (J) D.R.311; (K) 412; (N) 1304; (O) 1307; (P) 1210; (AA) 1211; (BB) 1308; (CC) 1211; (DD & EE) 1307; (GG) DR.303.
(Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
(Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6354-6320; (AA) 411; (BB) 1113.
(Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6453-6420; (AA) 411; (BB) 1113.
(Mod. E-1, 2, 3, 4)—(A & D) 307; (B & E) 305.

LONGEST BROS.—1911 (3 Tons)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3955-3920; (AA & BB) 395-3920; (DD & EE) 336-3320.

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LOZIER—1909-10 (Mod. J)—(A) Tim, 3357-3320; (B) 3151-3120.
1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.
1913 (Mod. 72)—(A) 1306; (B) 309; (D) 1310; (E) 1210; (G & H) 1311; (J) 1207; (K) 1310; (Q) 1305; (AA) 1308; (BB) 1310; (DD) 1306; (EE) 1403; (GG) 1201 & 201.
1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320 N.D. 308; (K) Tim 539-532 N.D. 1408; (Q) 1305; (AA) Tim, 385-383; (BB) Tim, 339-3320; (CC) 1305; (DD & EE) 1307; (GG) 1201 & 201.
1915 (4-34)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
1915 (Mod. 77)—(A) 1306; (B) 309; (D) 1310; (E) 1210; (G & H) 1212; (J) 1207; (K) 1407; (Q) 1305; (AA) 1308; (BB, DD & EE) 1307; (CC) 1305; (GG) 1201& 201.
1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

LUVERNE—1913—(F) 311: (G & H) Hy, 26059: (J) 0307: (K) 309 x 1½".

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**LUVERINE—Continued**
**1914-15 (7-60)**—(F) 311: (G & H) Hy, 26059: (K) 308: (O) 1205: (AA) 1308: (BB) 1307: (CC) 1304: (DD & EE) 1305.
**1916 (Pleas.)**—(A) Tim, 415-412; (B) Tim, 316-312.
**1917 (17-76a)**—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.

**LYONS-KNIGHT—1913 (Mod. 12)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, G & H) 475-473; (E) 385-383.
**1914-15 (Mod. K)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

**McFARLAN—1913-14-15 (6-T, X)**—(G & H) Hy, 26059: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
**1917 (All Models)**—Tim. Brgs.: (A) 419-412: (B) 316-312: (C) 3656B-3620: (D & E) 375-3720: (G) 456-454: (H) 559-552: (J) 439-4320: (K) 539-532: (AA & BB) 344-333: (DD & EE) 316-312.

**McINTRYE—1913 (Truck)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
**1911-12 (A-5, D-12, F-12)**—(D & E) Hy, 16033: (G & H) 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**McLAUGHLIN—1915 (24-25C)**—(D & E) Hy, 16691: (G & H) Hy, 26062.
**1916 (32)** (D & E)—Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024.

**MACCAR—1914-15 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3820; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1915-17 (Mod. E-L)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1915-16 (Mod. D)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3820.
**1916 (Mod. E-L)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; & J) 4553-4520; (E & K) 3762-3720; (G & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1916 (Mod. J)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320; (AA, BB, DD & EE) 335-3320.
**1916 (Mod. K)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (H 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3656B-3620; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (3½ Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
**1917 (U 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**MACK—1910-11-12-13 (1½ & 2 Ton,** —(A) Tim, 3750-3720; (B) Tim, 3350-3320; (C) Tim, 341-3320; (D) Tim, 4550-4520; (E) Tim, 4361-4320; (G) 311; (H) 311; (O) 206; (AA) 212; (BB) 307; (CC) 211; (GG) 204.
**1910-11-12 (1-11-3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5350-5320.
**1910-11-12 (4-5-7½ Ton)**—(A) Tim, 5550-5520; (B) Tim, 5350-5320; (D) Tim, 6550-6520; (E) Tim, 6350-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
**1913-14 (3 & 4 Ton, Type 1-2-3)**—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 5550-5520; (E) 5357-5320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
**1913-14 (4-5-7½ Ton, Type 1-2-3)**—(A) Tim, 5550-5520; (B) Tim, 5357-5320; (D) Tim, 6550-6520; (E) 6354-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
**1917-18-19 (AB 1, 1½ & 2 Ton Worm Drive)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 557-552; (H) 456-454; (J & K) 539-532; (N) SK.F. 407AJ; (O) Schafer, 305; (Q) 209 RJ; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530.
**1917-18-19 (AB 1, 1½ & 2 Ton Chain Drive)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 395-3920; (J) 4364-4320; (K) 2753-2720; (O) Shafer 305; (Q) 209 RT; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530; **(Jack Shaft)** Schafer, 308.
**1917-18-19 (AC 3½, 5½ & 7½ Ton Chain Drive)**—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6356-6321 or 6550-6521; (E) 5355-5320 or 6354-6321; (G & H) 5557-5520; (J & K) 3360-3320; (Q) SK.F. 2215; **(Engine Cross Shaft)** 235-2330; **(Master Gear, large)** 539-532; **(Master Gear, small)** 455-4520; (BB) 5557-5520; (CC) Schafer, 407; (DD & EE) 5355-5320; (FF) 3362-3320; (GG) 1550-1530; **(Jack Shaft Ball Brg.)** Schafer, 1410.

**MADISON—1916-17 (6-40)**—(F) 1310; (G & H) 1210; (J) 1306; (K) 1406; (O) 1205; (AA) 208; (BB) 207; (DD & EE) 305.
**1916 (Madison)**—(F) 1310; (G & H) 0210; (J) 0306; (K) 1406; (O) 1205; (AA) 208; (BB) 307.

**MAIBOHM—1917** (**Mod. A**)—(F) Gy, 16076 or 16395: (G & H) Hy, 26269 or 26253.
**1918** (**Mod. A**)—(F) Hy, 16395: (G & H) Hy, 26253.
**1918-19** (**Mod. B**)—(G & H)—Hy, 26216.

**MAIS—1911-12-13** (**1½-2 Ton, A, B**)—Tim. Brgs.; (A & C) 4364-4320; (B) 3364-3320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.
**1913-14 (1½-2-2½ Ton)**—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5355-5320; (KK) 255-2520.
**1913-14 (2½-3 Ton)**—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5564-5520; (KK) 255-2520.
**1914-15 (1-1½ Ton)**—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.

**MARATHON—1911-12 (Mod. L)**—(K) 307.
**1912 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320, (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1912 (5 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
**1912 (3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1912-13-14** (**Mod. M**)—(D) 1309: (E) 1209: (G & H) Hy, 26056: (K) 308: (BB) 309 (DD & EE) 206.
**1913 (Champion)**—(A) 0408; (B) 0405; (F) 310; (G & H) 0211; (K) 408; (BB) 309; (DD & EE) 206.
**1913 (Runner)**—(A) 0406; (B) 0305; (F) 307; (G & H) 0210; (K) 407; (BB) 208; (DD & EE) 304.
**1913 (Winner)**—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (K) 407; (BB) 308; (DD & EE) 205.
**1912** (**Mod. N**)—(D) 1310: (E) 1210: (G & H) Hy, 26056: (K) 308.
**1913-14** (**Mod. F**)—(F) Hy, 16792: (G & H) Hy, 26056: (K) 308: (BB) 208: (DD & EE) 304.
**1912** (**Mod. K**)—(F) Hy, 16018: (G & H) Hy, 26062: (K) 306.

**MARION—1909**—(G & H) Tim, 3554-3520.
**1911 (Mod. 30)**—(G & H) Tim, 355-3520: (F) Hy, 16032: (G & H) Hy, 26056.
**1911 (Mod. 45)**—(A) Tim, 335-3320; (B) Tim, 235-2320; (G & H) Tim, 355-3520.
**1913-14 (B 4-Cyl. 35, 36 & 37)**—(G & H) Tim, 375-3720.
**1910 (Mod. SS)**— (A) Tim, 235-2320; (B) Tim, 259-2520; (G & H) Tim, 355-3520.
**1910 (Mod. L-S)**—(A) Tim, 2350-2320; (B) Tim, 2550-2520; (G & H) Tim, 355-3520.
**1912 (Mod. 60)**—(A) Tim, 317-312; (B) Tim, 235-2320; (K) Tim, 415-412.
**1912-13 (35, 36 & 37)**—(A) 308: (B) 1306: (D) 1310: (E) 1210: (F) Hy, 18230 Tim, 355-3520 used on first 200 cars, Tim, 375-3720 on all others: (AA) 209: (CC) 304: (DD & EE) 305.
**1912-13 (46, 47 & 48)**—(A) Tim, 355-3520; (B) Tim, 235-2320; (D, G & H) 365; (E) Tim, 365-363; (AA) 209; (BB) 307; (C) 304; (DD & EE) 305.
**1912 (Mod. 61)**—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (D & E) 365-363; 375-3720; (K) 415-412.
**1912 (65Pd, ¾-Ton)**—(A) Tim, 419-412; (B) Tim, 316-312.
**1913**—(A) 308; (B) 1306; (D) 1310; (E) 1210; (G & H) Tim, 355-3520 use 200 cars; Tim, 375-3720 on all others; (AA) 209; (BB) 307; (CC) 304; (I 305.
**1914-15 (50-50H)**—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 1651
**1915**—(J) 0208; (K) 0407.
**1916** (**Mod. H**)—(F) Hy, 16779: (G & H) Hy, 26252.
**1916-17-18 (8, 6-40, 6-60)**—(F) Hy, 16779: (G & H) Hy, 26056.

**MARION HANDLEY—1917 (5 Pass.)**—(A) 1305; (B) 1308; (G) 0307; (H) Tim, 344-333; (K) Tim, 441-434; (O) 1205; (AA) 1208; (BB) 1307; (CC) & EE) 1305.
**1917 (7 Pass.)**—(J) Tim, 339-3320; (K) Tim, 441-434.
**1917 (A Handley)**—(A) 1305; (B) 1308; (J) 0208; (K) 0407; (O) 1205; ( (BB) 1307; (DD & EE) 1305.

**MARITIME—1913 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

**MARMON—1909 (50)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (EE) 2 1954-1920; (LL) 2751-2721.
**1909 (32)**—(A) Tim, 2750-2721; (B) Tim, 2650-2620.
**1909 (Mod. H)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (EE) 2653-2620; (KK) (LL) 2751-2720.
**1910 (32)**—(A) Tim, 2750-2721; (B) Tim, 2650-2620; (G & H) Tim, 456-4
**1911-12-13-14 (4-32)**—(A) Tim, 3357-3320; (B) Tim, 3151-3120; (G & H) 4520T.
**1913 (48)**—(A) Tim, 443-4320; (B) Tim, 435-4320; (G & H) 456-4520.
**1914-15-16 (41-61)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532
**1914 (6-48)**—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520; DD & EE) 335-3320.
**1915 (32)**—(F) 1311; (AA) 1310; (AA) 1408; (DD & EE) 1406.
**1915 (41)**—(O) 0206; (Q) 0210; (AA) 1309; (BB) 1308; (DD & EE) 1406.
**1915 (48)**—(O) 0206; (Q) 0211; (AA) 1310; (BB) 1408; (DD & EE) 1406.
**1916 (6-34)**—(A) Tim, 337-3320—Tim, 415-412 after first 500 cars; (B) Tim, (F) 1311: (G & H) DR 212: Hy, 26056: (K) 1310: (AA) 209: Hy, 17026: 27125: (FF) Hy, 16828: (HH) 1305.
**1917-18-19 (34)**—(A) Tim, 415-412: (B) Tim, 236-2330: (F) 1311: (G) DR 26056: (H) Hy, 26056 Special: (K) 1310: (AA) 1209: Hy, 17026: (BB) (FF) Hy, 16828: (HH) 1305.

**MARGNETTE**—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; ( (BB) 1310; (DD & EE) 1307.

**MARTIN "ATLAS"—1911—(K 1½-Ton)**—Tim. Brgs.; (A) 5558-5520; (B) (D) 5552-5520; (E) 4554-4520.
**1912 (¾ Ton)**—(D) Tim, 3554-3520; (E) Tim, 3158-3120.
**1913 (4-D)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & 3320.
**1914 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-4558-4520; (G & H) 375-3720.
**1915 (Mod. A)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6520; (E) 5355-5320; (G) 375-3720; (H) 395-3920.
**1915 (Mod. B)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5520; (E) 4365-4320; (G & H) 375-3720.
**1916-17-18 (¾ Ton)**—(D & E) Bower, 209AL: (AA) Hy, 27797: (BB) Hy, 2 & EE) Hy, 26972: (FF) Hy, 26956.
**1917 (C, Fire Truck)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 3 (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415- 337-3320; (BB) 440-4320; (DD & EE) 335-3320.

**ASON—1914-15**—(O) 205; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.

**MATHESON—1909-10-11 (M-17-24)**—(A) Tim, 3357-3320; (B) Tim, 3151-31
**1910 (Mod. 18)**—(D) 1310; (E) 1209; (G) 1209; (H) 1311; (O) 1208; (AA) 130 DD) 1405; (CC & EE) 1305.

**MAXWELL—1911 (Mod. G-A)**—(D & E) Hy, 16015: (G & H) Hy, 16807: 3160-3120: (K) Tim, 5357-5320: (DD) Hy, 16505: (EE) Hy, 16551.
**1912 (Mod. E-B)**—Tim. Brgs.; (A & E) 355-3520; (B) 316-312; (D) 375-3720; 395-3920: (J) 337-3320: (K) 435-4320: (DD) Hy, 16505: (EE) Hy, 16551.
**1912 (Mod. E-B)**—Tim. Brgs.; (A, D & E) 355-3520; (B) 316-312; (G & H) (J) 256-2520: (K) 415-412: (DD) Hy, 16505: (EE) Hy, 16551.
**1912 (Mod. E-B)**—Tim. Brgs.; (A & E) 355-3320; (B) 316-312; (D) 375-3720; 395-3920: (J) 3362-3320: (K) 5357-5320: (DD) Hy, 16505: (EE) Hy, 16551.
**1913 (30)**—(F) 311: (G & H) 211, Hy, 16774: (J) 307: (K) 1407.
**(Mod. 35-4)**—(F) Hy, 16705-16565: (G & H) Hy, 16293-17034: (AA) 1 1203: (DD & EE) Hy, 16561: (GG) 1200.
**(Mod. 30-6)**—(D & E) 312; (GG) 1200.
**1913 (6-50)**—(A) Tim, 415-412: (B) Tim, 316-312: (F) Hy, 16565: (G & H) 1 Tim, 3352-3320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
**1913 (8-8)**—Tim. Brgs.; (A & K) 435-4320; (B) 316-312; (D) 456-4520; (E) (G & H) 395-3920; (J) 337-3320; (KK) 257-2520; (LL) 256-2520.
**1914 (Knight)**—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620.
**1914-15-16 (25)**—(F) Hy, 16714: (G & H) Hy, 26710: (AA) Hy, 16553. 4320: (AA) Hy, 16553.
**1917 (1 Ton)**—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J & 4320.
**1917-18-19 (25)**—(F) Hy, 16714: (G & H) Hy, 26227: (AA) Hy, 16553.
**1918 (25 Lt. Del.)**—(F) Hy, 16714: (G & H) Hy, 26227: (K) Hy, 26621: (AA) H
**1919 (25)**—(F) Hy, 16658: (G & H) Hy, 26269: (AA) Hy, 16553: (GG) Hy, 2

**MECHANICS MACHINE CO.—1913 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; ( 4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (J & K) 375-3720.
**1914 (½ Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (J) 375-3720; (K) 395-3920.

**MENOMINEE—1915 (Mod. A-C)**—(AA) Tim, 277-274; (B) Tim, 339-333.
**1916 (Truck)**—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) (J) 439-4320; (K) 539-532.
**1916 (Mod. D)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1916 (Mod. E-W)**—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; ( 454; (J & K) 539C-532.
**1917 (E-W ¾ Ton)**—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456C-559C-552; (J & K) 539-532; (AA) 277-274; (BB) 339-333.
**1917 (F-W 1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553- 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-3 335-3320; (DD & EE) 316-312.
**1917 (H 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5

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—Continued
559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE)

on)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE)

-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (EE) (G & H) 5756-5720; (J & K) 559-552.

-1913 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 436-4320; (C) 443-4320; 520; (E) 4365-4320; (J) 375-3720; (K) 395-3920.

lod. 35A, B, D, G, H, J, K)—SK.F. Brgs.; (A & D) 2310; (E) 2210; (AA) 2206; (BB) 2308; (CC) 1307 & 1308; (DD & EE) 1308; (GG) H.B

22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR. 207; (R) 307; (AA) DR. 308; (CC) DR. 206; (DD & EE) 308.

14 (Mod. 38)—(K) 308; (AA) 1309; (BB) 1307; (CC) 1305; (DD & EE)

42)—(K) 308; (AA) 1308; (BB) 1307; (CC) 1304; (DD & EE) 1305.
)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) (J) 255-2530; (K) 417-412.
arse 75-80)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 75-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

910-12-13 (30-30)—(K) Tim, 3352-3320.

-1913 (Mod. R & S)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 307.
H-D-E)—(G & H) Hy, 26741: (AA) Hy, 16585: (BB) Hy, 16521: (DD & 6506.
K-M)—(F) Hy, 26794: (G & H) 26739: (AA) Hy, 16585: (BB) Hy, 16521: ) Hy, 16506.
L-O)—(F) Hy, 16792: (G & H) Hy, 26056: (AA) Hy, 16562: (BB) Hy, D & EE) Hy, 16506.

TRAILER—1917 (AB 1-Ton)—(A) Tim, 3358-3320; (B) Tim 3154-3120; ½-Ton)—(A) Tim, 4580-4520; (B) Tim, 4353-4320.
on)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320.
Ton)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.
on)—(A & D) Tim, 5556-5520; (B & E) Tim, 5351-5320.

-1912 (R 40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D, E & G) 375-456-4520; (J) 336-3320; (K) 435-4320.

909-10 (Mod. K, G-9)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & 720; (G) 3762-3720; (H) 3955-3920; (J) 3459-3420; (K) 3160-3122; (AA) ; (BB) 3351-3320; (DD & EE) 3150-3120.
od. L-L 1, 2, 3)—(AA) Tim, 375-3720; (BB) Tim, 335-3320; (DD & EE 312.
R-7-0)—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA & BB) 375-3720; ) 335-3320.
)—(AA & BB) Tim, 339-333; (DD & EE) Tim, 319-313.
T-4, T-6)—(AA) 1310; (BB) 1307; (CC) 304; (DD) 1306; (EE) 1406.

Mod. 15-151)—Front and Rear Motor Bearings 305 & 306: (D & E) Hy, ) Bower, 307AL: (B) Bower, 305AL.

—1916 (3 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B & E) 5551-5520. 475-473.

-1910-11-12—(A) 306; (B) 308.
16, 7T6)—(A) Tim, 420-413: (B) Tim, 319-313: (G & H) Hy, 16041: (J) 1408: (AA) Hy, 27788: (BB) Hy, 26785: (DD & EE) Hy, 16506: 1307: (CC)

A40, A50, A60)—Tim. Brgs.; (A) 420-413; (B) 319-313; (D) 395-3920; (E) J) Ann, 1208; (K) Ann, 408; (AA) Ann, 1307; (BB) Ann, 307; (CC) Ann, & EE) Ann, 1307; (GG) Ann, 04 & 05.
& 6)—(G & H) Hy, 16041: (J) 1208: (K) 408: (AA) 307: (CC) 1305: (DD 7: (GG) ND 04 & 05.
)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) Hy; (BB) 210;

45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) DR. 304; ); (BB) DR. 210; (CC) 1307.
(G & H) Hy, 16041: (S) 308: (AA) 1308: (BB) 210: Hy, 16354.
(F) Hy, 26622: (G & H) Hy, 26491: (K) DR 307: (S) 209: (AA) DR 209: (DD & EE) Hy, 17795.
d. C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) : (J) 307: (AA) 1209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy, 26482.
—(F) Hy, 16779: (G & H) Hy, 26056: (J) 207: (K) 408 on cars 70000 to 307: (K) 1207 on cars 81701 up: (AA) 1209: (BB) 209 (DD & EE) Hy,

C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) Hy, Gur. 307RT: (K) Gur, 407: (AA) 1209: (BB) 209: (DD & EE) Hy, 17795: , 26482.
D-40)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 16779: (G & H) Hy, ) 1407: (K) 307: (AA) 1209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy,

E-40, E-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) 1: (J) Gur, 307RT: (K) Gur, 407: (AA) 1209: (BB) 209: (DD & EE) Hy, G) 26482.

916 (V), 1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
. Del. 15)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
Ton)—(AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
B-N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ; (G & H) 559C-552; (J & K) 539C-532.

1911 (A 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-) 6356-6321; (E) 5355-5520; (G) 375-3720; (H) 395-3920; (J) 336-3320; 320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6350-6321; (G & H) 3955-3920; (J) 3762-3720; (K) 1954-1920; (AA) 3955-3) 3762-3720.

12 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D ; (E) 6355-6321; (G & H) 375-3720.
Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6354-6321.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5355-5320.
-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) ); (G & H) 559C-552; (J & K) 539C-532.
-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
lod. T)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; 559C-552.

1917 (D & E) Hy, 16018: (G & H) Hy, 26063.

IGHT—1909-10 (Mod. K)—(AA, BB, DD & EE) Tim, 3351-3320.

1909-10-11 (35)—(F) Hy, 16705: (G & H) Hy, 16293: (AA & BB) Tim, 335-3320: (DD & EE) Tim, 316-312.
1913—(F) 311; (K) 408.
1914 (2-6-50)—(F) 312; (J) 308; (K) 1310.
1915—(F) 312; (K) 1310; (AA) 1307; (BB) 1308; (DD & EE) 1306.
1916 (6-50)—(BB) 1308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (K 40)—(F) Hy, 16675: (G) Hy, 26056: (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330; (B) 2382-2350; (D) 43-T 4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (Q) Ann, 1205: (AA) Hy, 26518: (BB) Hy, 26737.

MONARCH—1914-15 (4-5 Pass.)—(F) Hy, 16018: (G & H) Hy, 26062.
1915 (6 cyl.)—(F) Hy, 16779: (G & H) Hy, 26056.

MONITOR—1916 (4-30, 6-40)—(F) Hy, 16018: (G & H) Hy, 26063.
1917—(D) Bower, 309ADT: (G & H) Bower, 209AL.

MONROE—1915 (M-2)—(G) ND. 0208; (H) 208; (J) 0305; (K) 305; (AA) 1207; (BB) 1306.
1915 (Roadster)—(F) Hy, 16228 & 16829: (G & H) Hy, 26069.
1917 (M-3)—(F) Hy, 16393 & 16395: (G & H) Hy, 26220 & 26253.
1916—(K) Special 306; (AA) 1207; (BB) 1306.
1917 (M-4)—(G & H) 0208; (K) 306; (Q) 1302; (AA) 1207; (BB) 1306.

MOON—1910-11-12 (Mod. 45)—(A) Tim, 337-3320; (B) Tim, 315-312.
1912 (Mod. 40)—(F) Hy, 26789: (G & H) Hy, 16595: (J) Tim, 337-3320: (K) Tim, 440-4320.
1913 (30-39)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1913 (40)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 440-4320.
1914 (42 HP. 4-Cyl. 6-50)—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) Ann, 312; (G) 375-3720; (H) 456-4520; (J) 377-3320, ND. 0306; (K) 415-412, ND. 406; (O) ND. 1205; (AA) 385-383, ND. 1208; (BB) 339-333, ND. 1307; (CC) ND. 1304; (DD & EE) 319-312 ND. 1306.
1915—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND. 0212; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1914 (Lt. 4)—(F) 1310 or 309; (G & H) 0211.
1914—(F) 311; (AA) 1209; (BB) 1307; (CC) 304; (DD & EE) 1306.
1916 (6-30)—(F) 1209; (G & H) 0209; (J) 1207; (K) 1307; (O) 1205; (AA) 209; (BB) 307.
1916-17 (6-44)—(F) 1210; (G & H) 0210; (J) 407; (K) 1305; (O) 1205; (AA) 209; (BB) 307.
(Mod. 6-45)—(N) 1207; (O) 1205; (CC) 1307 &1210; (DD & EE) 1306.
1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-414; (O) SK.F. 1205; (CC) SK.F. 1307 & 1210; (DD & EE) SK.F. 1205.
1918 (6-36-18)—(AA) Hy, 26518.

MOORE, F. L.—1912 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5556-5520; (E) 5351-5320.
1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

MOORE—1916-17 (30)—(G & H) Hy, 26216.

MORELAND—1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3321; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (5 Ton)—Tim. Vrgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G & H) 477-474; (AA) 456-454; (BB) 358-354; (DD & EE) 459-454.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4548-4520; (E) 3360-3320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1914 (½ Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1915-16 (¾ Ton)—Tim. Brgs.; (A) 419-412; (B 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915-16 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1917-18-19 (1 Ton)—Tim. Brgs.; (A) 3554-3520; (B) 3161-3120; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) 209 Gur; (BB) 339-333; (DD & EE) Ann, 306.
1917-18-19 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917-18-19 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D

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**MORELAND—Continued**
G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) Ann, 205; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

**MOYER—1910-11 (Mod. A, B, C & D)**—Tim. Brgs.; (D) 415-412; (G & H) 375-3720; (AA & BB) 335-3320; (DD & EE) 316-312.
**1912-13-14-15 (Mod. B, C, D & 4)**—Tim. Brgs.; (A) 418-412; (B) 316-312; (G & H) 375-3720; (AA & BB) 335-3320; (DD & EE) 316-312.
**1913**—Tim. Brgs.; (A) 418-412; (B) 316-312; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
**1913-14-15 (6-Cyl.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.

**MULTIPLE**—1914 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435:4320.

**MURRAY—1917 (70-T)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720: (H) 456-4520: (J) 317-312: (K) 440-4320: (AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.
**1918**—(O) 1205: (AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**NASH**—(Mod. D)—(O) 204.
**1918-19 (Mod. 681)**—(O) SK.F used after Jan., 1919.
**1918-19 (Mod. 2017)**—(D) Hy, 16670; (E) ND. 307; (G & H) Hy, 26064; (J) 307; (K) Hy, 26668; (I) Dark Egp. Co. 234E; (O) 205 Single; (P) SK.F. 1308; (Q) Brg. Co. of Amer.; 776A; (DD & EE) ND. 1305.
**1918-19 (Mod. 3017)**—(D) Hy, 26662; (E) ND. 308; (G & H) Hy, 26057; (I) Clark Egp. Co. 53E; (J) 307; (K) Hy, 26777; (O) 205 Single; (P) SK.F. 1308; (Q) Brg. Co. of Amer.; 776A.
**1918 (2016, 3017, 3018 1 Ton), 1919 (3018 2 Ton)**—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy, 26777.
**1918 (3017 2 Ton)**—(F) Hy, 26662: (G & H) Hy, 26356: (K) Hy, 26777.
**1918-19 (2017-2018 1 Ton)**—(F) Hy, 16670: (G & H) Hy, 26064: (K) Hy, 26668.

**NATIONAL—1910-11 (Mod. N-R-B)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 396-393; (E) 358-354; (G & H) 385-383; (J) 339-3320; (K) 441-4320.
**1912-13 (40 Ser. 5-7, 4-Cyl.)**—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 396-393; (E) Tim, 358-354; (G & H) Tim, 456-454; (J) Tim, 419-412; (K) Tim, 4555-4520; (AA) 308; (BB) 310; (CC) 212; (DD & EE) 307.
**1913 (Mod. 15)**—(A & D) Tim, 4363-4320; (B & E) Tim, 3360-3320.
**1914-15-16**—Tim. Brgs.; (A) 418-412; (B) 315-312; (D, E, G & H) 375-3720; (J) 418-412; (K) 440-4320.
**1914 (40-6)**—(AA) 1211; (BB) 1308; (DD & EE) 1306.
**1915 (4)**—(G & H) 212; (J) 1307; (K) 409; (AA) 1211; (BB) 1308; (DD & EE) 1306.
(Mod. A-B 6-Cyl.)—(A) Tim, 418; (B) Tim, 315; (D, E, G & H) Tim, 375-3720; S.R.B.Mg 155; (J) Tim, 415-412 S.R.B.Mg 135; (K) Tim, 440 S.R.B.Mg 150; (AA) 209; (BB) 308; (DD & EE) 306.
**1916 (A-C Highway 6-12)**—(A) Tim, 418-412; (B) Tim, 235-2320; (D, E, G & H) Tim, 375-3720; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 30*

**NELSON**—1916-17-18—(H) Hy, 27995: (DD) Hy, 16946: (EE) Hy, 16957.

**NELSON & LE MOON—1913 (D-1)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520 (K) 415-412.
**1913 (D-2)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1913 (D-3)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
**1914-15 (E ¾-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15-16 (E 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15 (D 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1916 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1916 (E 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
**1916 (E 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
**1917 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-454; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

**1917 (E 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (E 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

**NETCO—1915 (Mod. C)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1916 (Mod. C)**—Tim. Brgs.; (A) 4558-4520; (B, C, D & E, G & H, J & K) same as 1915.
**1917 (2 Ton)**—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

**NEW ERA—1916-17**—(F) Hy, 16395: (G & H) Hy, 26253: (AA) 1207: (BB) 1305.
**NILES—1917**—(B ¾, 1-Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
**1917 (E 2 Ton)**—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) 559C-552; (H, J & K) 539C-532.

**NORTHWESTERN—1914 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

**NYBERG—1913-14 (2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**913 (4-42)**—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (J) 0207; (K) 0407; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.
**1913 (6-48)**—(A) 0408; (B) 0405; (F) 310; (G & H) 0210; (J) 0307; (K) 0408; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.
**1913 (6-60)**—(A) 0408; (B) 0405; (D) 1310; (E) 1210; (G & H) 0211; (J) 0307; (K) 0408; (AA & BB) 1307; (CC) 1304; (DD & EE) 1306.

**OAKLAND—1913 (42)**—(F) 311; (G & H) 211; (J) 1407; (K) 307; (Q) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
**1913 (6-60)**—(F) 312; (G & H) 212; (J) 310; (K) 1307; (P) 307; (Q) 0208; (AA) 1212; (BB) 307; (CC) 209; (DD & EE) 1306.
**1913-14 (35)**—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (A) 1212: (AA) Hy, 17798: (BB) 307: (DD & EE) 1306.
**1914 (43)**—(D, E & F) 311; (G & H) 211; (J) 307; (K) 1407; (P) 307; (AA) 307; (CC) 209; (DD & EE) 1306.
**1914 (48)**—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (Q) 305.
**1914 (36)**—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (AA) (BB) 307.
**1915 (37)**—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: (J) 306: (O) 0305: (Q) 305: (BB) 307.
**1915 (48)**—(J) 307; (K) 1407; (P) 307; (Q) 0305; (AA) 212; (BB) 307.
**1915 (49)**—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (J) 307: (K 307: (Q) 305.
**1916 (32)**—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 306: Spec. bore 1.811: (BB) SK F 1306.
**1916 (38)**—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: Hy: (J) 306: (Q) 0305: (BB) 307.
**1916-17 (50)**—(F) Hy, 16692: (G) Hy, 26056: (H) Hy, 26083: (J) Tim, 315: 418: (O) ND 302: (AA) 212: (BB) 307: (GG) 1204.
**1917 (34)**—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 306: Spec. bore 1.1811: (BB) 306.
**1918-19 (34-B)**—(F) Hy, 26394: (G & H) Hy, 26223: (J) DR 306: (K) 307.

**OGREN—1914 (Mod. P)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3 E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

**OHIO (Electric)**—(A) 2308; (B) 1305; (D) 1310; (E) 1210; (H) 2210; (J) 406; (O) 204; (AA) 1209; (BB) 1307; (DD & EE) 1306.

**OLD HICKORY—1914 (20)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) (D) 5563-5520; (E) 4365-4320.
**1914 (70)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) (E) 5355-5320.
**1916 (30-W)**—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; 454; (J & K) 539C-532.
**1916-17-18 (1000 lbs., 1200 lbs., Del., M ¾ Ton)**—(F) Hy, 16681: (G & H)

**OLD RELIABLE—1916 (2 Ton)**—Tim. Brgs.; (AA) 337-3320; (BB, DD & 3320; (CC) 257.
**1916 (3 Ton)**—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 33
**1916 (4 Ton)**—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 41
**1917-18 (3 Ton)**—(D) Bower, 317NDT.

**OLDSMOBILE—1909 (D & DR)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; 4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3122.
**1909 (Mod. Z)**—Tim. Brgs.; (A) 3363-3320; (B) 3154-3120; (D & E) 3762-375-3720; (H) 395-3920; (J) 4364-4320; (K) 3160-3122.
**1910 (All mods.)**—(A) Tim, 336-3320; (B) Tim, 316-312.
**1911 (27-28)**—Tim. Brgs.; (A) 435-4320; (B) 316-3120; (AA) 395-3920; (BB) (DD & EE) 355-3520.
**1912 (32)**—(A) Tim, 435-4320; (B) Tim, 316-312.
**1912 (33-40)**—(A) Tim, 419-413; (B) Tim, 315-312.
**1914-15 (54-55)**—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & H) 307; (K) 310; (O) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
**1915 (First 200 cars 42)**—(A) Tim, 339-333: (B) Tim, 237-233: (F) Hy, 16691 Hy, 26062: (J) 1406: (K) 306: (Q) 1305: (AA) Hy, 17798: (BB) 307.
**1915 (42)**—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.
**1913 (53)**—(F) 312; (G & H) 212; (J) 1307; (K) 310; (AA) 1212; (BB) 307; (I 1306.
***1916-17 (43-44 M-45, 8-Cyl.)**—(A) Tim, 275-274; (B) Tim, 237-233; (F) 310; Tim. 366-363, ND 210: (J) 306: (K) 1406: (AA) Hy, 17798: (BB) 307.
**1917 (M-45, 4-8)**—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720; 365-362 on first 1000 cars: (AA) Hy, 17798.
**1917 (Little 6)**—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 366-363; 375-3720, used after first 1000 cars: (AA) Hy, 17798.
**1918 (M†37)**—(F) 309: (J) 1406: (K) 306: (AA) Hy, 17024.
**1918 (M/54/A)**—(F) 311; (J) 1407; (K) 307.
**1919 (37)**—(AA) Hy, 17024.
**1919 (45)**—(AA) Hy, 17798.

**OLIVER—1910-11-12 (Mod. A)**—Tim. Brgs.; (A) 3358-3320; (B) 3160-3120; 3920; (E) 3762-3720; (G & H) 395-3920; (J) 336-3320; (K) 435-4320.
**1911-12 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-4550-4520; (E) 4353-4320.

**OLYMPIAN—1917**—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 1206: (K) 207: (BB) 305.

**OVERLAND—1916O (83)**—(D & E) 311; (K) DR. 407; (DD & EE) 305.
**1916 (75)**—(D & E) 308: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
**1915 (82), 1916 (86)**—(K) DR. 307; (BB) 210; (CC) 208; (DD & EE) 306.
**1917 (90)**—(D & E) 309: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
(Mod. 69)—(AA) 208; (BB) 307; (DD & EE) 305.
(Mod. 71)—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304; (I 306.
(Mod. 79)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: ( 305: (GG) ND 3.
(Mod. 80)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (GG) ND 3.
(Mod. 81)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (I 305.
(6-82)—(G & H) Tim, 375-3720; (AA) 1208; (BB) 1210; (DD & EE) 13

**OWEN MAGNETIC—1916-17 (Mod. G-A)**—Tim. Brgs.; (A) 415-412; (B (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4

**PACKARD—1909-10-11-12 (UB, UC, UD, UEF, REF)**—(A) Tim, 3750- Tim, 3154-3120; (G & H) D.W.F. 10U; (O) 208; (O) Mod. UB uses F.& (DD & EE) D.W.F. 5U; (DD & EE) Mod. REF. 308 & 309; (GG) 301.
**1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)**—(A) Tim, 3358-3320; 3120; (G & H) D.W.F. 9U; (G & H) Mod. 13-48 D.W.F. 10U; (O) 208; NA. uses F.&S. BE. 25; (DD) D.W.F. 5U Mod. 13-4- uses 308; (EE) D Mod. 13-48 uses 309; (GG) 301.
**1909-10-11-12 (3A, TC, TD, ATD)**—(A) Tim, 5550-5520; (B) Tim, 5351- Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) D.W.F. 10U; (O) Mod. 3 use 208; Mod. TC & TD use F.&S. BE. 25; (DD & EE) D.W.F. 5U; (G 203.
**1912-13-14 (Mod. AT, N)**—(G & H) D.W.F. 10U; (O) 208; (DD & EE) D (GG) 301 & 203.
**1912-13-14 (1½ Ton 2-B)**—(A) Tim, 4554-4520; (B) Tim, 4361-4320; (D) 5520; (E) Tim, 5351-5320; (G & H) D.W.F. 10U; (O) 208; (DD & EE) D (GG) 301-203.
**1912-13-14 (3 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451 6354-6321.
**1913-14-15 (T 13-38)**—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D. (O) 208; (EE) D.W F. 9U; (GG) 202.
**1914-15 (15-48)**—(A) Tim, 455-4520; (B) Tim, 3154-3120.
**1915-16-17 (1, 1½ D)**—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5 (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 5 (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

* Mod. 44 uses 306 & 1407 on Pinion Shaft Front and Rear.

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ntinued
D)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) 520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; . 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554-H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; F. 6305.
D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GG) 301 & D.W.F. 6305.
win Six)—(A) Tim, 436-4320; (B) Tim, 316-312.
Ton)—Tim. Brgs.; (A) 6358-6321; (B) 5358-5320; (D) 861-852; (E)

)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 861-852; (E) 20; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG)

1½-E)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; 4-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 6406; (EE) 01 & 203; (HH) D.W.F. 6305.
)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) 520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 6406; (EE) 01 & 203; (HH) D.W.F. 6305.
)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) 21; (G & H) 221; (J & K) 312; (O) 305; (DD) D.W.F. 6407; (EE) 408; 203; (HH) D.W.F. 6305.
)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) 3⅞ x 1⅞ x 7⅛; (E) 21; (G & H) 222; (J & K) 313; (O) 305; (DD) D.W.F. 6407; (EE) 408; 203; (HH) D.W.F. 6305.
E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) 21; (G & H) 222; (J & K) 314; (O) 305; (DD) D.W.F. 6407; (EE) 408; 203; (HH) D.W.F. 6305.
& H) 311; (K) 405; (O) 305; (P) D.W.F. 6308; (DD) 406; (GG) 301 &

on)—(G & H) 1217; (J & K) 1309; (AA & BB) 1309; (CC) 1308; (DD) 1407.
—(G & H) 1218; (J & K) 1310; (AA & BB) 1309; (CC) 1308; (DD) 1406;

—(G & H) 1221; (J & K) 1312; (AA & BB) 1310; (CC) 1309; (DD) 1407;

on)—(G & H) 1222; (J & K) 1314; (AA & BB) 1310; (CC) 1309; (DD) 1408.

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OIT—1914 (25)—(K) 307; (AA) 1210; (BB) 1207.
) 308RT; (B) 305RT; (D & E) Hy, 16792; (G & H) Hy, 26056; (J) ND 7; (K) ND. Radax, 0407; (AA) 1210; (BB) 1306.

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16-17-18 (6-46, 51-55)—(A) 308RT; (B) 305RT; (D & E) Hy, 16681; Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) ; (FF) Bronze ⅞" I. D. x 1⅛" O. D. x 1⅝".
-(A) 0308; (B) 0305; (J) 0307; (K) 0407; (AA) 1210; (BB) 1308.
6)—(A) 0308; (B) 0305; (J) 0207; (K) 0407; (O) 1205; (U) 1205; (AA) ) 1306; (GG) 2 No. 04.
38, 39, 40)—(A) 308RT; (B) 305RT; (D & E) Hy, 16779; (G & H) Hy 206RT; (K) 407RT; (AA) 210; (BB) 306; (DD & EE) Hy, 17014.
308; (B) 1306; (J) 0307; (K) 0407; (AA) 1210; (BB) 1305.
-(J) 0407; (K) 0208.
6-55)—(DD & EE) Hy, 17014.
38-6-46)—(A) Bower, 308AL: (B) Bower, 305AL.

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15 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & 33; (CC) 257; (DD & EE) 319-313.

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NGER—1911-12-13 (4-40, 6-60)—(A) Tim, 375-3720; (B) Tim, 335-3320 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
40, 6-Cyl.)—(D) Tim, 385-383: (E) Tim, 358-354: (AA) Hy, 27794: (BB) 3: (DD & EE) Hy, 16516.
nton 6)—(A) 0408: (B) 0406: (F) 312: (J) 1408: (K) 308: (AA) Hy, 27794 , 26733: (DD & EE) Hy, 16516.

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Mod. A)—(A) Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320; Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3353-3320 Borg & Beck Clutch; m, 1410; (X) Strom, 1411; (AA) Strom, 1308; (BB) Strom, 1406; (KK) Gear No. 6070.

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LMER—(D & E) Bower, 208A: (J) 1206: (K) 306: (O) 1205: (CC) 207: 5.
(38)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, DD & EE) Hy, 16506.
(20)—(AA) Hy, 26243: (BB) Hy, 26680.
Hy, 16395: (G & H) Hy, 26227.

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—1913 (43-45)—(F) Hy, 16732: (G & H) Hy, 26059: (K) No. 307x1⅛": 12: (BB) 307: (DD & EE) 1306.
—(F) 311: (J) 0307; (K) 309; (AA) 1212; (BB) 307: (DD & EE) 1306.
2-33)—(F) Hy, 16722: (G & H) Hy, 26062: (K) 307 x 1⅛": (Q) 0305: (AA) 98: (BB) 307.
—(F) Hy, 16692: (G & H) Hy, 26484: (J) 1407: (K) 307: (Q) 0305: (AA) 212: 98: (BB) 307.
)—(F) Hy, 16692: (G & H) Hy, 26484: (K) 307 x 1⅛": (Q) 0305: (AA) Hy,: BB) 307.
(F, G & H) 1209; (J) 1207; (K) 1409; (O) 1205; (AA) 208; (BB) 307.
-45)—(D & E) Bower, 209 A,L: (G) Bower 209A.

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ER—1912—(A) 307: Bower, 307N: (B) 305: Bower, 305N: (D) 309: (E) 209 ) 310.
(A) 307; (B) 305; (D) 310; (E) 210; (G) 1211; (H) 211; (J) 0207; (K) 1407; 09A; (BB) 307A; (DD & EE) 306A.
& 16)—(D) 1310; (E) 1210; (G) 1211; (H) 1212; (J) 1208; (K) 1410.
d. B)—(A) Tim, 415-412; (B) Tim, 316-312.
)—Tim. Brgs.; 419-412; (B) 316-312; (C) 3656B-3620.
(Small Six)—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA) 344-333; (BB) ; (DD & EE) 319-313.
)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0308; (K) 0407; (Q) 1205.
. 6 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; 2C.
(1B, 3B, 1C)—(Q) 1205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) DD & EE) 316-312.

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—1919 1½ Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 17026: (DD & y, 16506: (FF) Hy, 16820.

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S—1911 (3, 4, 5-Ton)—Tim. Brgs.; (A) 5550 5520: (B) 5351-5320; (D) 6550-(E) 6350-6321.
-15 (33H, 35J, 36K, 37L, 38-6)—(A) Tim, 3363-3320: (B) Tim, 3154-3120.
-14-15-16-17-18 (3 & 4 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) W-290; (D) Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) 114; (DD & EE) HB. 408.
-14-15-16-17-18 (5 & 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) W-290; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) HB. (DD & EE) HB. 408.

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1915 (Mods. 54 & 55)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Rh. 306A.
1915 (48-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB. VI; (D) RBF. 110C; (E) RBF. 1166SP.; (G) Rh. 110C; (H) Rh. 814A; (J) Rh. 109C; (K) Rh. 307A; (AA) Rh. 109C; (BB) Rh. 106C; (DD & EE) Rh. 108C.
1916 (Mod. 56)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) HB. 205; (Q) HB. 209; (AA) 277-274; BB) 339-333; (DD & EE) HB. 306.
1917 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) HB. 205; (Q) HB. 209; (P) HB. 208; DD & EE) HB. 306.
1918 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) HB. 205; (P) Bower, 208N; (DD & EE) HB. 306.
1913-14 (38-6, 48-6, 60-6)—(A) Tim, 4363-4320 & 3363-3320; (B) 3154-3120; (C) HB. VI; (D) RBF. 110C; (E) RBF. 1166 Spl; (G) RBF. 110C; (H) HB. 1114; (J) RBF. 109C; (K) HB.307; (AA) RBF. 11C; (DD) RBF. 108C; (EE) RBF. 205C.
1916-17 (2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D & E) 5553-5520; G & H) 559C-552; (J & K) 539C-532.
1917 (L-6, 60 HP.)—(A) Tim, 4363-4320; (B) Tim, 3154-3120.
1917 (37-6)—(A) Tim, 3363-3320: (B) Tim, 3154-3120.
1917 (Small 8)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1918 (8)—(AA) Bower, 208N: (BB) Bower, 307A.
1919 (56)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (C) Tim, 3656B-3620; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) SRB. 205; (AA) Roller ¾ x 1⅛ x 1⅝" long; (BB) Bower, 208N; (CC) Bower, 307A; (DD & EE) SRB. 306.

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PENNSY—1917-18 (Mod. R)—(F) Hy, 16018: (G & H) Hy, 26063.

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PIERCE-RACINE—191-11 (Mod. K)—(F) Hy, 16701: (G & H) Hy, 16073.

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PIERCE-ARROW—1910-11 (66 HP.)—Tim. Brgs.; (A) 458-4520; (B) 356-3520; (D) 5356-5320.
1910-11-12-13 (48 HP.)—(A) Tim, 439-4320; (B) Tim, 338-3320; (D) Tim, 5356-5320; (G) 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 1211; (BB) 1309; (CC) 1210; (DD & EE) 1308.
1910-11-12-13 (36 HP.)—(A) Tim, 340-3320; (B) Tim, 320-312; (D) Tim, 457-4520; also Tim, 461-4520; (G) 1312; (H) 1212; (I) 711; (J) 1308; (K) 409; (BB) 1308; (CC) 1209; (DD & EE) 1307.
1912-13 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5562-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 1310; (DD & EE) 406.
1912-13-14 (1½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5554-5520; (E) 5551-5520.
1912-13-14 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552-6521; (E) 6554-6521.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1914 (38 HP.)—Tim. Brgs.; (A) 415-412, also 418-412; (B) 320-312; (D) 5356-5320.
1914 (48 HP.)—Tim. Brgs.; (A) 439-4320, also 447-4320; (B) 338-3320; (D) 5565-5520.
1914 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 1212; (BB) 1310; (DD & EE) 406.
1914 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1915 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5356-5320.
1915 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5565-5520; (G) 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 1211; (BB) 1309; (CC) 210; (DD & EE) 1308.
1915 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 1212; (BB) 1310; (DD & EE) 406.
1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1915-16-17 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1916-17 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320.
1916-17 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (G) 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 1211; (BB) 1309; (CC) 210; (DD & EE) 1308.
1916-17 (66 HP.)—(A) Tim, 463-4520; (B) Tim, 356-3520; (D) 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 1212; (BB) 1310; (DD & EE) 406.
(Mod. 38C)—(D) HB. 212; (I) RIV. 1111; (J) HB. 308; (K) HB. 408; (Q) HB. No. 5; (AA) 209; (BB) 308; (DD) 307.
(Mod. 38 C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) 409; (AA) 209; (BB) 308; (DD & EE) 307.
(Mod. 38 C-3)—(D) 212; (E) HB. 6304; (J) HB. 308; (K) HB. 6409; (Q) HB. No. 5R; (AA) 209; (BB) 308; (DD & EE) 307
(Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (Q) HB. 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 48 B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (AA) 210; (BB) 309; (DD & EE) 308.
(Mod. 48 B-2)—(D) 213; (E) 313; (G) 309; (H) HB. 6410; (Q) HB. No. 5R; (AA) 211; (B) 309; (DD & EE) 306.
(Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB. No. 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (BB) 310; (DD & EE) 406.
(Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB. No. 5R; (AA) 212; (BB) 310: (DD & EE) 406.

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PILOT—1913 (40 & 60)—(A) 0408; (B) 0405; (D) 1310; (E) 1210; (G & H) 0211; (J) 0307; (K) 0408.
1914—(A) 0408; (B) 0405; (D) 1310; (E) 1210; (G & H) 0211; (J) 1307; (K) 408; (AA) 1308; (BB) 1307; (CC) 1304; (DD & EE) 1306.
1915 (55)—(A) 1407: (B) 1405; (F) 1211; (G & H) 211; (J) 1307; (K) 407; (AA) 1308; (BB) 1307: (CC) 1304: (DD & EE) 1306: Hy, 17799.
1915 (75)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552: (J) 439-4320: (K) 539-532: (DD & EE) Hy, 17799.
1917 (6-45)—(O) 1205; (AA) 1208; (BB) 1207; (DD & EE) 1305.
1918 (6-48)—(A) Bower, 307: (B) Bower, 305: (D & E) Bower, 209AXL: (G) Bower, 209AX: (H) Gur, 209 Radial: (J) 306NDN: (K) 307A & 307DDN.
1919 (6-45)—(A) Bower, 335: (B) Bower, 235: (D & E) Gur, 309 Radial.

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PITTSBURGH MACHINE TOOL CO.—1914 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320: (C) 443-4320: (D) 5563-5520: (E) 4365-4320.

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POPE HARTFORD—1909-10 (Mod. S-T)—Tim. Brgs.; (A) 3354-3320; (B) 3150-3120; (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.
1911 (W 4-Cyl., Y 6-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.
1912-13 (33-28 6-Cyl., 28 4-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.
1912-13 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-4320; (D) 5550-5520, some 1912 use 6356-6320; (E) 5351-5320, some 1912 use 5355-5320; (J) 3363-3320; (K) 442-4320.
1913 (5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321.
1913-14 (31-35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.

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**POPE HARTFORD—Continued**
1913 (29)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (G) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.
1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

**PREMIER—1909 (T 4-30, W 6-45)**—(B) Tim, 3151-3120: (A) Tim, 337-3320.
1910-11 (4-40, 6-60)—Tim. Brgs.: (B) 3151-3120: (A) 337-3320: (G & H) 396-393.
1912 (4-40, 6-60), 1913-14 (6-50), 1915 (Mod. A)—Tim Brgs.: (A) 418-412; (B) 315-312; (G & H) 396-393.
1915 (6-50)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454: (J) 439-4320: (K) 539-532: (BB) 337-3320: (CC) 257: (DD & EE) 316-312.
1916 (All)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454: (H) 559-552: (J) 439-4320; (K) 539-5320; (AA) Ann. 208; (BB) Ann. 307
1917 (6-B)—Tim. Brgs.: (A) 3381-3320: (B) 2382-2330: (D) 435T-4320: (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) ND 208; (BB) ND 307.
1918-19 (6-C)—Tim Brgs.; (A) 415 412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720: (J) 317-312: (K) 439T-4320: (AA) ND 1208 (BB) ND 1307

**PRINCESS—1914-15 (Cyclecar 4 Pass.)**—(D & E) Hy, 16076: (G & H) Hy, 16247. (Mod. S)—(D) 1309.

**PULLMAN**—1909-10-11-12 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-312;8 (D & E) 355-3530; (G & H) 375-3720; (K) 415-412; (AA) Ann. 306; (BB) Ann. 30.0
1910 (Mod. M)—Tim. Brgs.; (A) 3358-3320; (B) 3156-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1910 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J & K) 256-2520.
1910 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
(Mod. 6-46, 6-48)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) F.&S. Ann, 211; (AA) Ann, 306; (BB) Ann, 307.
1913 (30-48)—(A) 1306; (B) 0405; (F) 311; (G & H) 210; (J) 0308; (K) 0407; (AA) 1308; (BB) 1307; (DD & EE) 1306.
1913 (6-60)—(A) 1306; (B) 0406; (D) 1311; (E) 1211; (G & H) 1211; (J) 1209; (K) 408; (AA) 1308; (BB) 1307: (DD & EE) 1306.
1913-14 (4-44-44A, 6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1913-14 (4-36)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (6-66)—Tim. Brgs.; (A) 419-416; (B) 316-316; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1915-16—(E) 208; (O) 205.
1915-16 (Junior)—(D & E) 1208: (G & H) Hy, 26216: (J) 1206: (K) 306: (O) 1205: (AA) 208: (BB) 307.
1917—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 1307: (K) 307: (AA) Hy, 27797: (BB) Hy, 27899.

**R. C. H.—1913-14** (A) 0308: (B) 0306: (D & E) Hy, 16282: (G & H) 209: (K) 307: (AA) Hy, 16580.
1915 (D & E) Hy, 16282: (G & H) Hy, 26716: (AA) Hy, 16580: (BB) 307: (DD & EE) 1305.

**REGAL—1915-16 (Mod. D)**—(D & E) 1208: (F) Hy, 16779: (G & H) Hy, 26252: (J) 1206: (K) 306: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1916-17—(G & H) Hy,26216: (J) 305: (K) 1405: (AA) 207: (BB) 305.
1918 (Mod. J)—(G & H) Hy, 26216.
1918 (8 or F)—(AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**REO—1911 (T-R-S)**—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (G &H) 395-3920; (J) 276-2720; (K) 355-3520.
1911-12 (Mod. H)—Tim. Brgs.; (A & E) 335-3320; (B) 235-2320; (D) 375-3720.
1912-13 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G &H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Tim. 336-3320; (BB) Tim, 335-3320; (DD & EE) Hy, 26996.
1913-14 (1½ Ton), 1915-16-17 (T 2-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320: (D) 5553-5520; (E) 4363-4320: (G & H) 395-3920: (J) 276-2720; (K) 419-412.
*1914-15 (Mod. R-S)—(A) Tim, 335-3320: (B) Tim, 235-2320: (F) Hy, 16559: (G & H) Tim, 395-3920: (J) Tim, 276-2720: (K) Tim, 419-412: (AA) Hy, 27996: (BB) 26825: (DD & EE) Hy, 2454.
*1915 (Mod. M)—(A) Tim, 355-3520: (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996: (BB) Hy, 26825; (DD & EE) Hy, 26996.
1916-17 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1916-17 (Mod. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720: (G & H) Tim 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1917 (Mod. J)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 5553-5520; (E) Tim. 4363-4320: (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. F)—(A) Tim, 355-3520: (B) Tim, 235-2320: (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB Hy, 26825; (DD & EE) Hy, 26996.
1918-19 (R, S, T, U)—(F) Hy, 16559: (AA) Hy, 27996: (BB) Hy, 26825: (DD & EE) Hy, 26996.

**REPUBLIC TRUCK—1915 (1 Ton)**—(A) Tim, 3750-3720: (B) 3360-3320: (G & H) Hy. 26057: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
(Mod. C)—(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310.
(Mod. F)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (CC) 307 & 304; (DD) 305; (EE) 306.
(A 2-Ton)—(A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417; (O) 205; (Q) 1212; (AA) 304; (BB) 307; (DD & EE) 306.
(Dispatch ¾-Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(Special ¾-Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXL; (G) Bock, 376; (H) Bock, 336; (J & K) Bock, 275; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(10 1-Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 308; (EE) 306.
(11 1½-Ton)—(A) Bower, 308NX, Tim, 435; (B) Bower, 306 NX, Tim, 316; (D) 309N; (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.
(T 3-Ton)—(A) Bower, 312; (B) Bower, 311; (D) Hy, 17897; (E) Bower, 410; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.

**RICHMOND—1913 (Wayne 30)**—(G & H) 0310; (J & K) 0308; (AA) 209: (BB) 307.
1913 (Wayne 40)—(K) 308; (AA) 209; (BB) 307.
1914-15 (Mod. C)—(A) Tim, 357-353; (B) 315-312; (F) 407; (G & H) 0311; (K) 0408. (AA) 209; (BB) 307; (CC) 302; (DD & EE) 1306.
1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 1211; (BB) 307; (CC) 205.

**RIDDLE (Coach)—1916 (10-44)**—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

**RIDER-LEWIS**—(AA) 1209; (BB) 1208; (DD & EE) 1305.

**ROAMER**—(G & H) 0209; (J) 0207; (K) 1406; (Q) 1205; (AA) 1210; (BB) 1307; (DD) 1206; (EE) 1306.

**ROBINSON**—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (K-3 1½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**ROSS "EIGHT"—1915 (8-Cyl.)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, 210; (BB) Ann, 306; (DD & EE) Hy, 17014.
1916-17 (Mod. C)—(F) 1310; (G & H) 0210; (J) 1306; (K) 1406; (O) 1205; (AA) 1211; (BB) 1307: (DD) 1305: (EE) 1306.

**ROTHWEILER—1916 (1 Ton)**—(D) Tim, 3554-3520; (E) Tim, 3196-3120.

**ROWE—1914 (B 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320.
1914 (A 2-Ton)—Tim. Brgs.; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (3 Ton)—Tim. Brgs.; (D) 6356-6321; (E & H) 5355-5320; (G) 4550-4520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1916 (D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.
1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6552-6521: (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.
1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.

**RUSH—1916 (1000 lbs.)**—(F) Hy, 16294: (G & H) Hy, 26063.
1917-18 (D ½ Ton)—(AA) Hy, 27797: (BB) Hy, 27899.

**SAMPSON—1910-11 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5550-5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1910-11 (4 Ton)—Tim. Brgs.; (A) 6451-6420; (B & E) 6350-6321; (D) 6450-6420; (KK) 3360 3320.
1911-12 (1 Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520: (E) 4353-4320: (G & H) 456-4520: (K) 435-4320: (AA) Hy, 16999: (DD & EE) Hy, 17014.
1911-12 (½ Ton)—(D) Tim, 355-3520; (E) Tim, 336-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320: (C) 443-4320; (D) 5556-5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320.
1912 (P-5, T 4-Ton)—Tim. Brgs.; (B) 5351-5320; (C) 5354-5320; (D) 6451-6420, also 6552-6521; (E) 6350-6320, also 6354-6321.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 456-4520.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5556-5520; (E) 5351-5320; (G) 476-474.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 6354-6321.

**SANDOW—1913-14 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (1½-Ton W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1915 (C 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1915-16 (2-Ton W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1916 (3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.
1918 (3½ Ton)—(A) Bower, 312N: (B) Bower, 311N.

**SANDUSKY—1912-13 (Mod. C)**—Tim Brgs.; (A) 3554-3520; (B) 3360-3320; (D) 5357-5320; (E) 3360-3320; (G & H) 385-383; (J) 3554-3520; (K) 276-2720.

**SANFORD—1912 (1½-L)**—Tim. Brgs.; (G & H) 456-4520; (J) 415-412; (K) 4354-4320
1917 (Mod. O-R-S)—(AA) Tim, 277-274; (B) Tim, 339-333.
1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR.; (G & H) 217 DR.; (J) 1408; (K) 1408; (M) 3107D; (O) 1205; (P) 1308; (Q) B.&BD. 41; (AA) 1210; (BB) 1212; (DD & EE) 1307.
1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; (G & H) 1219; (I) SKF. 918; (J) 1409; (K) 1410; (M) 3110D; (O) 1205; (P) 1308; (Q) B.&BD. 41; (AA) 1211; (BB) 1212; (DD & EE) 1308.
1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR.; (G & H) 1219; (I) SKF. 918; (J) 1409; (K) 1410; (M) 3110D; (O) 1205; (P) 1308; (Q) B.&BD. 41; (AA) 1211; (BB) 1212; (DD & EE) 1308.

**SAUER—(5 Ton)**—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206.
(6½ Ton)—(K) 314.
—(D) BK.F. 1319; (E) 413; (G & H) F.&S. 218; (Q) 204; (T) 206; (U) 209; (W) HB. 411; (X & Y) F.&S. 221; (FF) 302; (HH) 303.

**SAXON—1916-17 (4-14, B-2)**—(F) Hy, 16251: (G & H) Hy, 26231: (AA) Hy, 16255: (K) Tim, 315-312.
1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 317T-312; (G) 288-284: (H) 355-3520: (K) 334-3320: (AA) Hy, 26518.
1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) 288-284; (H) 355-3520; (K) 334-3320.
1917 (4 Cyl.)—(F) Hy, 16251: (G & H) 26231: (AA) Hy, 16255.
1918 (6 Cyl.)—(AA) Hy, 26518.

**SCHACHT—1912 (3 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5555-3520; (E) 6356-3620; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (19 3-Ton, 21 4-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-

*Hy, 2407 on Clutch-Driven Gear.

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**SCHACHT—Continued**
4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.
**1913 (5 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6550-6521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
**1913**—(F) 310; (J) 0309; (K) 307; (AA) 1209; (BB) 1307; (CC) 304; (DD & EE) 1306.
**1915 (1 & 2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D & E) 5755-5720.
**1915-16-17 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5755-5720.
**1915-16-17 (3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5755-5720.

**SCRIPPS—1916 (Mod. C)**—(A) 1303: (B) 1304: (D) 1308: (E) 1208: (F) Hy, 16392: (G & H) Hy, 23253: (G & H) 0209 Radax: (J) 1206: (K) 306 DR: (O) 1302: (AA) 1207: (BB) 1306.
**1917 (Mod. C**—(A) 1306; (B) 1304; (D) 1308; (J) 0208; (K) 0406; (O) 1302; (AA) 1207; (BB) 1306.
**1917 (Mod. D)**—(A) 307: (B) 1305: (F) Hy, 16691: (G & H) Hy, 26063: (J) 306: (K)6 (1406): (O) 1302: (AA) 1207: (BB) 1306.
**1918-19 (6-39, 6-40)**—(F) Hy, 26394: (G & H) Hy, 26223.
**1918 (Mod. H)**—(F) Hy, 16691: (G & H) Hy, 26063.
**1918 (Mod. G)**—(F) Hy, 16395: (G & H) Hy, 26227.
**1918 (Mod. G)**—(F) Hy, 16395: (G & H) Hy, 26227.

**SEAGRAVE—1910-11**—(A & D) Tim, 4550-4520; (B & E) 4353-4320; (C) 4358-4320;
**1912 (4-Cyl.)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
**1913-14 (GCC-2)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320.
**1913-14 (Mod. R)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E, 6354-6321.
**1915**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320.
**1915**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.
**1917 (Mod. L)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.
**1917 (T-750, S-1000)**—Tim. Brgs.; (A & D) 5550-5520;(B) 5351-5320; (C) 5354-5320; (E) 5551-5520.

**SELDEN—(47L, R, S, T)**—(D & E) 311; (J) 0309; (K) 309.
**(JB & JBL)**—(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A& Tim, 4550-4520; (E) G-18; (K) 407; (O) 205; (AA) G-17-J & Tim, 4363-4320; (DD & EE) Tim, 316-312.
**(J & JL)**—(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A & Tim, 4550-4520; (E) G-18; (K) 307; (O) 205 Tim, 337-3320; (AA) Tim, 257; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.
**1908-09 (28-29)**—(AA & BB) Tim, 3455-3420; (DD & EE) Tim, 3160-3120.
**1910-11-12 (35, 40, 41, 48)**—(AA, BB, DD & EE) Tim, 335-3320.
**1910-11-12 (35, 40, 41, 48)**—(AA, BB, DD & EE) Tim, 335-3320.
**1913-14 (35)**—Tim. Brgs.; (AA) 337-3320; (B) 335-3320; (C) 257; (DD & EE) 316-312.
**1916 (1½ Ton)**—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
**1916 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
**1916 (JW, JWL)**—Tim. Brgs.; (A) 3762-3720; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 (DD & EE) 316-312.
**1916 (JC 2-Ton)**—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.
**1916 (TL 1-Ton)**—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
**1916 (N 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 559-552; (AA & BB) 357-353; (CC) 257; (DD & EE) 339-333.
**1918 (TWL)**—(A) Bock, 308; (B) Bock, 307; (D) Tim, 4553-4520; (E) Tim, 3762-3720; (G & H) Tim, 456-454; (J & K) Tim, 456-453; (O) 209; (S) 205; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) Gur, 306.
**1918 (JWB)**—(A) Bower, 310A; (B) Bower 308A; (D & E) Tim, 5553-5520; (G & H) Tim, 559-552; (J & K) Tim, 539-532; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.
**1918 (JCB)**—(A) Bower, 310A; (B) Bower, 308A; (D) Bower 5553T; (E) Bower, 4554T (G & H) ND. 208; (J) ND. 306; (K) Hy, 26219; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 316-312.
**1918 (NL)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5755-5720; (E) 6552-6521; (G & H) 5756-5720; (J) 559-552; (K) 6395-6320; (O) ND. 209; (S) Gur, 205; (AA & BB) 357-353; (CC) 306 no cup; (DD & EE) 339-333.
**1918 (DL)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6359-6320; (K) 6359-6321; (O) 439-4320; (S) Gurney, 205; (AA) 439-4320 (BB) 440-4320; (CC) 335-no cup; (DD & EE) 415-412.

**SENECA—1917**—(F) 1208: (G & H) 1298: (J) 305S Radials: (K) 0307: (Q) Special: (AA) 307: (BB) 1305.

**S. J. R.—1917**—(A) 307: (B) 1305: (D) 308: (E) 1308.

**SERVICE—1914—(2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (AA) 336-3320; (BB) 415-412 (DD & EE) 316-312.
**1914 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365 4320; (G & H) 375-3720; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
**1916 (HW 70)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE) 335-3320.
**1916 (P-W)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320.
**1916 (Mod. H)**—Tim. Brgs.: (A) 3750-3720: (B) 3360-3320: (D) 4553-4520: (E) 3762-3720: (G) 559C-552: (H) 456C-454: (J & K) 539C-532: (AA) 336-3320: (BB) 419-412: (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 419-412 (DD & EE) 339-333.
**1917 (120 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
**1917 (170, 175, 3½ Ton)**—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443-4320: (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA & BB 439-4320; (DD & EE) 415-412.
**1917 (130 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520 (G, H, J & K) 559C-552; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD & EE) 335-3320.
**1917 (140 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD & EE) 335-3320.
**1917 (200 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE). 415-412.

**SIGNAL—1915-16 (Mod. A)**—Tim. Brgs.; (A) 3750; 3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.
**1915 (Heavy A)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G) 559C-552; (H) 539C-532.
**1916 (Mod. J)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE 335-3320; (CC) 257.
**1916 (3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552 6520; (E) 5755-5720; (G & H) 5753-5720; (J & K) 559C-552; (AA) 439-4320; (BB 435-4320; (DD & EE) 415-412.
**1917 (F 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762 3720; (G & H) 559-552; (J & K) 539C-532.
**1917 (J 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539C-532.
**1917 (M 3½-Ton)**—Tim. Brgs.; (A) 4550-4529; (B) 4361-4320; (D) 6552-6521; (E 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE 335-3320; (CC) 257 no cup.
**1917 (R 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772 (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE 415-412.

**SIMPLEX—1909 (D-50)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (KK) 335-3320.
**1912 (Mod. H)**—Tim. Brgs.; (A) 375-3720; (B) 335-3320.
**1915-16-17 (Crane Simplex)**—(A) Tim, 436-4320; (B) Tim, 335-3320.
**(Simplex 7)**—(N) 404; (AA) 403; (BB) 2308; (CC) 403 & 1307; (DD) 130 ; (EE 1307: (GG) 1204; (H) 1306 & 1307.

**SILENT-SIOUX—1910 (Waukesha)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D E & G) 375-3720: (H) 395-3920: (J) 336-3320: (K) 435-4320.

**SINGER—1916**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456 454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 336-3320; (BB) 357-353; (DD EE) 339-333.
**1917**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
**1919 (19)**—Tim. Brgs.: (A) 419-412: (B) 316-312: (D & E) 375-3720: (G) 456-454 (H) 559-552: (J) 439-4320: (K) 539-532: (DD & EE) HB 3068R.

**SMITH—1915 (1 Ton)**—(D) Tim, 3553-352J; (E) Tim, 2150-2120.
**1916-17 (1 Ton)**—(D) Tim, 4554-4520; (E) Tim, 3360-3320.

**SOUTHERN—1910 (M-10)**—(K) 308: (BB) 308· (DD & EE) 1205.

**SPEEDWELL—1910 (Pleas.)**—Tim. Brgs.; (A) 3353-3323; (B) 316-312; (C) 3654-3620 (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3762-3720 (BB) 3455-3420; (DD & EE) 3150-3120.
**1911 (Mod. J)**—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
**1913 (A, B, C Ser. G)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
**1914 (1914)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3653B-3620; (D & E) 375 3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
**1912 (6 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550 6521; (E) 6350-6321.
**1913 (2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563 5520, also 5550-5520; (E) 4365-4320, also 5355-5320; (G & H) 375-3720; (J) 256 2520; (K) 415-412.

**STAFFORD—1909-10 (Pleas.)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3351 3320; (G & H) 3762-3720; (J) 2555-2520; (K) 337-3320.
**1911 (Pleas.)**—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D) 415-412; (G, H & K 375-3720; (J) 256-2520.
**1912 (5-30)**—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H 375-3720; (J) 3454-3420; (K) 3550-3520.
**1914 (Pleas.)**—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720: (J) 255-2520: (K) 415-412.

**SPHINX—1915-16-17 (A-3, B-16)**—(F) Hy, 16829: (G & H) Hy, 23039: (AA) Hy 26518: (BB) Hy, 26737: (DD & EE) Hy, 16517.
**1916**—(D & E) Bower, 209AL: (G) Bower, 209A.

**STANDARD (Electric)—1913**—(A) 1406; (B) 1304; (F) 308; (G & H) 1209; (K) 306.
**1914**—(A) 307; (B) 1305; (D) 310; (E) 1210; (G & H) 1211; (J) 1303; (K) 307.

**STANDARD—1916-17 (30 Chain)**—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 395-3920; (H) 375-3720; (J) 336-3320 (K) 456-4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335 3320; (CC) 257 cone only.
**1916-17 (Chain 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320 (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435 4320.
**1916-17 (50 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D 6550:6520; (E) 6354-6320; (G) 395-3920; (H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.
**1916-17 (Chain E 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B 4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320 (K) 435-4320.
**1916-17 (Worm 70 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B 3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1916-17 (Worm 70E 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B 4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
**1916-17 (Worm 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320 (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.
**1916**—(O) 1205: (AA) 1211: (BB) 307: (DD & EE) 1306.

**STANDARD SIX—1914-15 (Touring)**—(F) Hy, 16722: (G & H) Hy, 25062.
**1916-17 (Pleas.)**—Tim. Brgs.; (A) 337-3320: (B) 236-2330: (D) 435T-4320: (G & H 375T-3720: (J) 255-2530: (K) 417-412.
**1918 (Mod. F)**—(DD & EE) Hy, 17799.

**STANLEY—1912 (30 HP. 8-11-12)**—(A) Tim, 415-412; (B) Tim, 338-3320; (D & E 456-4520.
**1912 (60 Ser.)**—(G & H) Tim, 415-412.
**1912 (70-80)**—(G & H) Tim, 435-4320.
**1913 (2 Ton)**—Tim. Brgs.; (A) 435-4320; (B) 335-3320; (D) 456-4520.
**1913 (64-65)**—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
**1913 (76, 77, 78, 79)**—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
**1913 (809-810)**—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 456-4520.
**1914 (10 HP. 606-7)**—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
**1914 (7, 10, 11, 12, 13-20 HP.)**—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
**1915 (8-14)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H) 435 4320.
**1915 (716)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412.
**1916-17 (716-724)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 453-4520; (G & H) 435-4320.

**STAVER—1912**—(A) 0309; (B) 0306; (D) 1309; (E) 1209; (G) 1211; (H) 211; (K) 407.
**1913 (55)**—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0407.
**1913 (6-55)**—(A) 0407; (B) 0405; (D) 1310; (E) 1210; (G & H) 0211; (J) 0307; (K) 0408.

**STEARNS KNIGHT—1909-10-11 (15-30)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120 (D & E) 375-3720.
**1909 (30-60)**—(A) Tim, 4350-4320; (B) Tim, 3150-3120.
**1910 (30-60)**—(A) Tim, 4351-4320; (B) Tim, 3150-3120.
**1912 (15-30)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 385-383; (E) 375-372.
**1912-13-14-15 (Mod. T)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3955-3920; (AA, DD & EE, 419-412; (BB) 355-3520.

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**STEARNS-KNIGHT—Continued**
1913 (4-Cyl. SK)—Tim. Brgs.: (A) 415-412; (B) 316-312; (D) 385-383; (E & G) 375-3720; (H) 456-4520.
1913 (6-Cyl. SK)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 366-3320; (K) 435-4320.
1914 (SK 4)—Tim. Brgs.: (A) 415-412; (B) 316-312; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Ann, 306.
1914 (SK. 6)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 305; (AA) 310; (BB) Ann, 3090; (DD & EE) 306.
1915 (SK. 4)—(A) Tim, 419-412; (B) Tim, 316-312; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) 539-532; (J & K) 1308; (O) 304; (AA) 1210; (BB) 1308; (CC) 1304; (DD & EE) 1306.
1915 (SK. 6)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) Tim, 539-532; (J) 1308; (K) 1309; (O) 1304; (AA) 1310; (BB) 1309; (CC) 1305; (DD & EE) 1306.
1916-17 (4)—(F) Hy, 26777: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 209DR: (AA) 210: (BB) 307.
1916 (8)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 308DR.
1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520.
1917 (SKL-432, SK-8-33)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972.
1918 (SKL-8, SKL-4)—(F) Hy, 17074: (G & H) Hy, 26474: (DD & EE) Hy, 17799: (FF) Hy, 26972.

**STEGMAN—1915 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4365-4320.
1915 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 4365-4320.
1915 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320.
1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

**STEPHENS (Six)**—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

**ST. LOUIS—1910 (6-Cyl.)**—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

**STERNBERG & AMS STERLING—1911 (1, 2-Ton)**—(A & D) Tim, 4550-4520; (B & E) Tim, 4361-4320.
1912 (2, 3-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B) 440-4320; (C) 443-4320; (E) 4361-4320.
1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320.
1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1914-15 (6, 7-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.
1916 (2, 3½-Ton)—Sterling numbers 3003 to 3102; (A) 312; (B) 311; (F) 317; (G & H) 1219; (J) 1409; (K) 1410; (O) 1205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257.
1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 1219; (J) 1409; (K) 1410; (O) 1205; (Q) 209.
1917 (2½, 3½-Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257; 1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.
1917 (5 Ton)—(O) 1305; (P) 1308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.
1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 1305; (P) 1308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

**STEVENS DURYEA—1909 (5, 8, 9, A)**—Tim. Brgs.; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.
1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-355; (B) 305-303.
1910 (Mod. S)—(A) 1308; (B) 1404; (D) 1210; (E) 1311; (J) 1309; (K) 1311; (O) 1305; (AA) 1307; (BB) 1308; (DD & EE) 1306.
1915 (6)—(A) 1309; (B) 1405; (D) 1310; (E) 1311; (J) 1309; (K) 1311; (AA) 1308; (DD & EE) 1306; (GG) 2 No. 1303; (HH) 1303.

**STEWART IRON WORKS—1913 (1 Ton)**—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320.

**STEWART—(Mod. 4)**—(G, H; J & K) Hy; (O) 205; (AA & BB) 307; (DD & EE) 306.
1912-14 (Ser. 1)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-452; (H) 539-532; (J) 439-4320; (K) 539-532; (O) 337-3320; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1914 (Ser. 2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 277-274; (BB) 339-333.
1914 (Lt. Del.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720: Hy, 16670: (G) 456-454: Hy, 26069: (H) 559-552: Hy, 26060: (J) 439-4320: (K) 539-5320: Hy, 26668.
1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

**STODDARD DAYTON—1909 (Mod. H)**—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320 (D & E) 3364-3321; (G & H) 3364-3320; (J & K) 2656-2620; (AA) 2760-2721; (BB) 2654-2620; (DD & EE) 2355-2320.
1909 (A-C)—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320; (D & E) 3364-3321; (G & H) 3364-3320; (J) 2656-2620; (K) 3157-3120; (AA) 3762-3720; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 1550-1520.
1909 (Mod. F-K)—Tim. Brgs.: (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K, AA & BB) 3762-3720; (J) 3159-3120; (GG) 1550-1520.
1910 (F-K)—Tim. Brgs.; (A) 3364-3320; (B) 3151-3120; (D, E, G, H, K, AA & BB) 3762-3720; (J) 3458-3420; (DD & EE) 2654-2620.
1910 (A-C)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K & AA) 3762-3720; (J) 3159-3120; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 1550-1520.
1910 (H-B)—Tim. Brgs.; (A) 2551-2520; (B) 2355-2320; (D, E, G & H) 3364-3320; (J) 2656-2620; (K) 3762-3720; (AA) 2760-2721; (BB) 2654-2621; (DD & EE) 2355-2320.
1910 (Taxicab)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H & AA) 3762-3720; (BB) 3354-3320; (DD & EE) 2356-2320.
1911 (A.C.S.)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E, G, H & K) Tim, 375-3720; (J) Tim, 317-312; (AA) 1209; (BB) 1308; (DD & EE) 1305.
1911 (11-F-K)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E & J) Tim, 337-3720; (G, H & K) Tim, 456-4520; (AA) 1210; (BB) 1309; (DD & EE) 1305.
1911-12 (H.B.T.)—(A) Tim, 256-2520: (B) Tim, 236-2520: (F) 16032: (G & H) Hy, 28571: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1911-12 (R.L.M.)—(A) Tim, 256-2520: (B) Tim, 236-2320: (F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1912 (30-38)—(D) 1309: (E) 1209: (G & H) Hy, 26056: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1912 (S.D-48)—Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375-3720.
1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 456-4520; (J) 337-3320.
1912-13 (H 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G, H & AA) 3762-3720; (J) 417-412; (K) 3554-3520; (BB) 417-412; (DD & EE) 3360-3320.
1912-13 (K 3-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G, H & AA) 3955-3920; (J & BB) 3762-3720; (K) 1955-1920; (DD & EE) 3459-3420.
1912-13 (M 5-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5325-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; (K) 1954-1920; (DD & EE) 3459-3420.

**STUDEBAKER—1910-11-12 (EMF 30 HP.)**—(J) Tim, 3352-3320; **1910-11-12 (20 Flanders)**—(J) Tim, 316-312; **1913 (20 Flanders)**—(J) Tim, 416-412; **1913 (EMF 30)**—(J) Tim, 441-4320.
1913 (AY, EMF)—(AA) 1308.
1913 (Mod. 35)—(A) Tim, 3196-3120: (B) Tim, 2380-2320: (G & H) Hy, 26056.
1914 (24)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1914 (25-9623-9624A)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320.
1914 (27-9620-1, 9624-A-1)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
1914 (26-9681A, 9624A-1)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914-15 (E-3 6-Cyl. & Del.)—Tim. Brgs.; (A) 3196-3120; (B) 2380-2330; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1914-15 (SC. 25-4 Cyl.)—Tim. Brgs.; (A) 2690-2630; (B) 1751-1730; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916 (Jitney 1 Ton, ½ Ton)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2320; (D & E) 462-453; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (Jitney Bus)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D, E, G & H) 3955-3920; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (426 Pl. 17 & 18 Ser.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D & E) 365-363; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

**STUTZ—1913 (Mod. B)**—(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 307; (CC) 1304; (DD & EE) 306.
1912-13-15—(A) Tim, 337-3320 B:() Tim, 236-2320: (F) Hy, 18255.
1914 (All Mods.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.
(Mod. A & B)—(F) 1407; (J) 209 DR.; (K) 307 DR.; (AA) 306 DR.; (BB) 1209; (CC) 1304.
1916—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (AA) US. 1306; (BB) US. 1307; (CC) US. 1302.
1917 (A-E)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620.
1916-17 (Mod. R)—(F) 1408; (G & H) 1310; (K) 307; (AA) 1305; (BB) 1310; (CC) 1307; (DD & EE) 1306; (GG) 1302.

**SULLIVAN—1916 (Mod. E)**—Tim. Brgs.; (AA) 344-333; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.
1917 (Mod. E)—Tim. Brgs.; 1520 Front Axle; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs; (D & E) Tim, 6551.
1915-16-17 (1½ Ton)—(G & H) Hy, 26057: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1918-19 (1½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur, 205.
1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.

**SUN—1916 (16)**—(F) 1209; (G) 0209; (H) 1209; (J) 1207; (K) 1307; (O) 1205; (AA) 209: Hy, 27797: (BB) 307: Hy, 27899: (D & E) Hy, 26972: (FF) Hy, 26956: also (D & E) Bower, 209AL.
1917 (17)—(D & E) Bower, 209AL: (F) 1309: (BB) 1307: (CC) 1210: (DD) 1305: (EE) 1306.

**TAIT BROS.—1917 (A 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**THOMAS, E. R.—1910-11 (M-MX-R)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (GG) Ann, 205 & 206.
1909 (Mod. L)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (M-R)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.
1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3654-3620; (D, E & G) Tim, 375-3720; (H) Tim, 456-4520; (I) HB. 1110-F; (J) Tim, 336-3320, Ann, 409; (K) Tim, 435-4320, Ann, 212; (O) Tim, 395-3920, Ann, 206; (AA) 307; (BB) 308; (DD & EE) 406; (GG) 203.
1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

**TITAN—1918-19 (Transport-Heavy Duty 3½-5 Ton)**—(E) Bower, 318NDT: (F) Hy, 47893: (G & H) Hy, 26480: (K) Hy, 26669.

**THOMAS AUTO TRUCK—1917 (40)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**TIFFIN—1917 (M-W 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
1917 (M-C 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520: (E) 5355-5320: (G & H) 375-3720: (J) 256-2520: (K) 415-412: (AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.

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14 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) o. 307 x 1½".
(K) 1406; (BB) 307.

½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; ; (H) 456-4520; (J) 317-312; (K) 440-4320.
-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) & H) 559C-552; (J & K) 539C-532.
—(GG) Hy, 29097.

(2 Ton)—(G) Hy, 26219: (AA) Hy, 27797: (DD & EE) Hy, 26972: 356.
)—(A) Tim, 3381-3320: (B) Tim, 2382-2320: (D) Bower, 309M: (E) 1: (G) Hy, 26219: (H) 208: (J) 306: (K) 1406: (N) Hy, 18297: (W) 2.875" long: (X) 2.218" ID x 2.500" long: (Y) 2.250" ID x 3.000" long: 797: (BB) ND Spec. 307: (CC) Hy, 16957: (DD & EE) Hy, 16972: (FF) KK & LL) 1.8437" OD x 1.125" ID x 0.6875" long.

(3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 21; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J & AA) 336-3320; 15-412; (CC) 257 cone; (DD & EE) 316-312.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-54-6321; (J) 375-3720; (K) 395-3920.
—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320 (C) 341B-3320; (D) 5563-65-4320; (G & H) 375-3720; (J) 256-2520 ) 415-412.

RACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-, 26662: (G & H) Hy, 26388: (AA) 337-3320: (BB, DD & EE) 335-3320: ne: (GG) Hy, 29097.

Mod. T-A-B) (G & H) Hy. 26216:

09; (G & H) 0209; (K) 0307; (Q) 1205; (AA) 209; (BB) 307.

ORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) (D) Bower, 319NDT: (D, G & H) 780-772: (E) 6552-6521: (J & K)

-1910-11-12 (Mod. A-B-C)—Tim. Brgs.; (A & D) 4558-4520; (B & E)

-17 (Mod. D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-356-6321; (E) 5355-5320.
e 11)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) (E) 5355-5320.
)—Tim. Brgs.; (A) 4558-4520; (B) 3350-3320; (D) 5563-5520; (D) 5563-55-4520.
(E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; 20.
AA)—(O) 1205; (P) 1308; (Q) 0210; (AA) 1308; (BB) 308; (DD) 1308; (GG) 1304.
A)—(G & H) 0310; (J) 308; (K) 1409; (O) 1205; (P) 1308; (Q) 0210; (BB) 309; (DD) 1307; (EE) 1308; (GG) 1304.
)—(O) 1205; (P) 1308; (Q) 0210; (AA) 1311; (BB) 1410; (DD) 1407; (GG) 1304.

SERVICE (Truck)—1911-12-13-14—Tim. Brgs.; (A) 5550-5520; (B) (D) 6451-6420; (E) 6354-6320; (G & H) 3955-3920; (AA) 337-3320; (CC) DD & EE) 416-412.
—Tim. Brgs.; (A) 5551-5520; (B) 4363-4320; (D) 6352-6321; (E) 5354-

)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (D) 5556-5520; (G & H) (AA) 337-3320; (CC) 275-2720; (DD & EE) 416-413.
-Ton)—(A) Tim, 4554-4520; (B) Tim, 3352-3320.
)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy,

-10-11)—(A) Tim, 415-412; (B) Tim, 316-312; (G) Tim, 375-3720; (H) 520; (J) Tim, 317-312; (K) Tim, 440-4320; (AA) 209; (CC) 305; (DD &

I. D)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) J) 256-2520; (K) 337-3320; (AA & BB) 335-3320; (DD & EE) 334-3320, 2 on some cars.
on 22)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) DD & EE) 334-3320 (1913 Mod. uses Tim, 335-3320 on Countershaft).
) 5 Pass.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; 75-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE)

)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) (E) 6354-6321; (G & H) 395-3920; (J) 337-3320; (K) 440-4320; (AA) BB) 440-4320; (DD & EE) 415-412.
-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-456-4520; (J) 317-312; (K) 440-4320.
)—(A) Tim, 337-3320; (B) Tim, 236-2330; (G & H) Tim, 375-3720; (J) 520; (K) Tim, 417-412; (O) 1205; (AA) 1210; (BB) 1307; (DD & EE) 1305.
—(F) Hy, 16691: (G & H) Hy, 26486: (J) ND 306: (K) 1406: (O) 1205: 209: (BB) 1307.
)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) (J) 256-252 (K) 417-412.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) & K) 539-532.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB)

BB) 307; (DD & EE) 1306.
AA) 1209; (BB) 1307; (CC) 304; (DD & EE) 1306.
06; (K) 306; (O) 1205; (AA) 1210; (BB) 1307; (DD & EE) 1305.
im. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; 720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440-) 335 cone; (DD & EE) 415-412.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) (J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & 12.
on)—Tim. Brgs.; (G & H) 395-3920; (J) 337-3320; (K) 440-4320.
-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; 59C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; ) 319-313.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-7755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & 7755-5720: (G & H) 5756-5720: (J & K) 559C-552: (AA) 439-4320: (DD & 12.
A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) -3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 1205; (AA) 1210; (BB) & EE) 1305.
im. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) (J) 334-3320; (K) 258-2520; (O) SKF. 1205.

1918 (38)—(O) 205: (AA) 1209: (BB) 1307.
1918 (39)—(O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

VIALL—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

VIM—1917 (1,000 lbs.)—(F) Hy, 16691: (G & H) Hy, 26227: (J) Tim, 319-312: (K) Tim, 348-3320: (AA) Hy, 17798.

VICTOR—1912 (Sunset 30—)(D & E) Tim, 355-3520.
1912 (1,500 lbs.)—Tim. Brgs.; (A) 415-412; (B) 316-312; )D) 3750-3720; (E) 3350-3320.
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3762-3720; (BB, DD & EE) 3351-3320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920 ;(J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

VOLTZ BROS.—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.

WARREN—1910-12-13 (Mod. 36)—(K) 307.
1912 (12-40)—(A) Tim, 316-312; (B) Tim, 337-3320; (F) 310; (G & H) 212; (J) 0309 (K) 307; (AA) 308; (BB) 1307; (DD & EE) 1306.
1913 (30-40-50)—(A) 0409; (B) 0406; (F) 312; (G & H) 212; (J) 1408; (K) 310.
1913 (6-Cyl.)—(D) 311; (E) 211; (G & H) 212; (J) 0309; (K) 407; (AA) Tim, 358-354; (BB) Tim, 339-333; (DD & EE) Tim, 319-313.

WARD—1911-12-13-14 (Small E-1)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3955-3920.
1912 (1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 5355-5320; (E) 4365-4320.
1913-14-15-17 (E-D)—Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E) 6552-6521
1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.
1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.
1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E) 4554-4520.
1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.
1917 (E-A)—Tim. Brgs.; (A & E) 3554-3520; (B) 3362-3320; (D) 4554-4520.
1917 (E-B)—Tim. Brgs.; (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5520.
1917 (E-C)—Tim. Brgs.; (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6420.
1917 (E-O)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.

WATSON—1917 (5-Ton Tractor)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (D) 6552-6521: (C) 443B-4320: (E) 5755-5720: (G & H) 5756-5720: (J) 559C-552: (K) 6359C-6320: (AA) 439-4320: (BB) 435-5320: (DD & EE) 415-412.

WAUKESHA—1909 (Pleas.)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (D, E & K) 317-312; (G & H) 355-3520.

WAVERLY—1910-11-13-14 (79-80-85-86)—Tim. Brgs.; (A) 337-333; (B) 335-3320; (D) 439-434; (E) 443-434.
1911-12-13-14 (79-B-A-86)—Tim. Brgs.; (A) 3760-3720; (B) 3158-3120; (D) 3762-3720; (E) 4365-4320.
1913-14 (3½, 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321, 5-Ton uses 6550-6521; (E) 5355-5320, 5-Ton uses 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520, 5-Ton uses 435-4320.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14-15 (13-83-86-90)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 375-3720; (E) 355-3520.
1913-15 (83-97-99-109)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 395-3920; (E) 375-3720.
1912-13-14 (83-96)—Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 276-2720.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

WELSH—1910—(A) 309; (B) 307; (D) 311; (E) 211; (G & H) 212; (J) 308; (K) 310.

WESTCOTT—1910 (Mod. F & H)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (RSU)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1912-13-14 (4, 5-Pass. Touring)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1914 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1915 (U-50)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB) ND. 307.
1916 (Large 6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (AA) 277-274: (BB) 339-333: (DD & EE) Hy, 17799.
1917 (42 & 51)—(AA) 1210; (BB) 1307; (DD & EE) 1206.
(Mod. 41-42 43-6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (J) 255-2530; (K) 417-412; (O) Fafnir, 205A; (AA) 210; (BB) 307; (DD & EE) 206.
1918 (Ser. 18)—(O) 205: (AA & BB) 306: (DD & EE) Hy, 17799.

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**WHITE—(Mod. ATC)**—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (Y) 412.
**(T-C 5-Ton)**—(A) 313; (B) 309; (D) 416; (E) 410; (G) 1315; (H) 0315; (J) 1310; (K) 1407; (N) 1307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
**(GBBE ¾-Ton)**—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
**(GAD Touring)**—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.
**(Mod. TCB)**—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
**(Mod. GEC)**—(W) 413; (Y) 414; (GG) 304.

**WHITE HICKORY—1918-19 (Mod. H)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320 (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305: (EE) 306; (FF) Fuller & Sons Roller 1023: (KK & LL) BK 23, Ball Brgs.

**WHITNEY—1919 (9-18)**—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

**WICHITA—1914 (Mod. H)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 (D) 6356-6321; (E) 5355-5320.
**1914 (2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520: (G & H) 559-552: (J & K) 539-532: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
**1917-18 (O 3½ Ton)**—(D) Bower, 317NDT SF.
**1917-18 (Q 5 Ton)**—(D) Bower, 319NDT SF.

**WILCOX TRUX—1909 (D 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 3762-3720.
**1910 (G 3-Ton)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
**1911-12 (35-37)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1911-12-13-14 (K 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
**1911-12-13 (J 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-3320.
**1913 (N 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720: (AA, BB, DD & EE) 335-3320.
**1913-14-15 (L 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
**1913-14-15 (J 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720 BB, DD & EE) 335-3320.
**1916-17 (P 3½-Ton)**—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
**1916-17 (R 1½-Ton)**—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
**1916-17 (Q 2-Ton)**—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
**1917 (V-¾, S 1-Ton)**—(AA) Tim, 277-274; (BB) 339-333.
**1917-18 (P 3½ Ton)**—(D) Bower, 317 NDT SF.
**1918 (E 5 Ton)**—(D) Bower, 319NDT SF.

**WILLYS, KNIGHT & OVERLAND—1912 (Mod. 60)**—(A) Tim, 317-312; (B) Tim, 235-2320; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (AA) Tim, 415-412; (BB) Tim, 419-412; (DD & EE) 1305.
**1913 (69)**—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 1208; (BB) 307; (DD & EE) 1305.
**1913 (71)**—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, Tim, 375-3720; (K) Tim, 415-412; (AA) 1209; (BB) 307; (DD & EE) 1306.
**1914 (65-A)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-4320.
**1914 (79)**—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 1208: (BB) 307: (DD & EE) 1305.
**1915 (81)**—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 1305.
**1915 (80)**—(A) Tim, 256-2520: (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 1305.
**1915 (82)**—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 1210; (BB) 307; (DD & EE) 1305.
**1915 (W-19)**—(D) 1310; (E) 1210; (G & H) 0311; (K) 0407; (AA) 1209; (BB) 1307; (CC) 1305; (DD & EE) 1306.
**1916 (75)**—(F) 1308: (G & H) 0208: (AA) 1208: (BB) 306: (DD & EE) Hy, 26972.
**1916 (83-83B)**—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) Tim, 365-353: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 1305.
**1916 (86)**—(AA) 1210; (BB) 307; (DD & EE) 1306.
**1916-17 (Country Club 90R-75-76)**—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309: (G & H) Tim, 277-274 ND 0208: (BB) 306: (DD & EE) Hy, 26972.
**1916 (Willys-Knight 80-82-84-86)**—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; (DD & EE) 1305; (GG) ND. 04.
**1917 (88-4)**—(F) 312; (K) 408 DR.; (AA) 1210; (BB) 208.
**1917 (75B)**—(F) 1309; (G & H) 0209; (AA) 1209; (BB) 1307.
**1917 (85 C-T)**—(F) 1310; (AA) 208; (BB) 307.
**1917 (Willys 6, 85, 87, 89)**—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 1311; (G & H) 365-353; (J & K) ND. 0212; (AA) 1210; (BB) 407.
**1917 (Willys-Knight 84, 86, 88)**—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365-363: (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) ND 1210: (BB) 408: (DD & EE) Hy, 16962.
**1917 (90T)**—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
**1918 (85-4)**—(F) 1310; (K) 307; (AA) 208; (BB) 307.
**1918 (89-6)**—(F) 1311; (K) 407; (AA) 1208; (BB) 1210.
**1918 (88-8)**—(K) 408DR: (AA) 1210: (BB) 408: (DD & EE) Hy, 16962.
**1918 (90T)**—(F) 1309: (K) 306: (AA) 1208: (BB) 306: (DD & EE) Hy, 26972.
**1918 (Willys 6-89)**—(DD & EE) Hy, 16828.

**WILLYS UTILITY—1913-15 (65 1½-Ton)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

**WILSON—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)**—(AA) Hy, 27794: (BB) Hy, 26733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
**1918 (1 Ton)**—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

***WINTHER—1917 (47), 1918 (48)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 26777; Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) 336-3320; (DD & EE) 339-333 [Mod. 47 uses (AA) 1307, (BB) 1211, (CC) 307, EE) 1306]; (GG) Hy,. 29097.
**1917 (67)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 1205; 1308; (BB) 212; (CC) 308; (DD & EE) 1306; (GG) Hy, 29097.
**1917 (87)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 1205; (AA) 1309; 213; (CC) 309; (DD & EE) 1307; GG) Hy. 29097.
**1917 (127)**—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 1205; 1310; (BB) 215; (CC) 310: (DD & EE) 1308; (GG) Oakes, ME3.
**1918 (68)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 1205; Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy. 29
**1918 (88)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 1205; (AA) Tim (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3.
**1918 (108)**—(A) Tim, 4(G); (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 1205; Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes,
**1918 (128-148)**—(A) Tim, 5553; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 1205; (AA 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, M
**1918 (468)**—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; Axle Spur Gear) 308; (O) 1205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim (DD & EE) Tim, 339; (GG) Oakes, ME-3.

**WINTON—1909-10-11-12-13-14**—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C 2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-43
**1915-16 (21A, 22A)**—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-36 1210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) ND. 205 344-333 ND 305; (BB) 339-333 ND. 1307; (CC) Ann, 305; (DD & EE) An (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (C (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD & EE)
**1916 (22 Large 6)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; ( 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 2 ND. 1308; (AA) 337-3320, ND. 305; (BB) 339-333, ND. 1308; (CC) Tim, 30 (DD & EE) 319-313, ND. 307; (GG) ND. 04.
**1917 (22A)**—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; ( 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-33
**1917 (Large 6-22)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-37 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
**1917 (Large 6-8T)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D 4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 3 (BB) 339-333.

**WITT-WILL—1914 (2½ Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; ( 4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
**1914-17 (4, 4½-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-53 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; EE) 415-412
**1916 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
**1916 (B Special)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; ( 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1917 (R 4-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D 6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 4 (AA, DD & EE) 4364-4320; (BB) 4553-4520.
**1917 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; ( cone; (DD & EE) 316-312.
**1917 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D 5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 3 (CC) 257 cone.
**1917 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; ( 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; ( cone.
**1918 (W-D-1-18, 2-18)**—Same as 1917 one ton mod.
**1919 (WD 1-19, WD 2-19)**—Same as 1917 two ton mod.

**WOLVERINE—1918 (1½ Ton)**—(H) Hy, 26219.
**1919—(1½ Ton)**—(G) Hy, 26219: (GG) Hy, 29097.

**WOODS MOBILETTE—1911 (Touring U-1)**—Tim. Brgs.; (A & D) 435-4320; ( 417-412.
**1911 (U 5-Pass.)**—Tim. Brgs.; (A) 357-353: (B) 319-313; (D & E) 385-383.
**1912-13 (1216, 1316, 1318)**—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 31(
**1914 (1317, 19-20, 21-23)**—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H) H
**1914 (1501-3-4-5-22-25)**—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H) 7 (Mod. 1600)—(A) 307: (B) 305; (D & E) Tim, 439.
**1910-12 (10-12, 10-14)**—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.
**1916**—(F) Hy, 18272.

**WOODS DUAL POWER—1917 (Gas Elec.)**—(A) Tim, 3381-3320; (B) Tim, 23

**YALE—1917 (Mod. K)**—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435 (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

**ZEITLER & LAMSON—1916 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-33 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-5
**1916 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 55 (G & H) 559C-552; (J & K) 539C-532.
**1916 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; ( 559C-552; (J & K) 539C-532.

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# MOTOR RECORD

Vol. 6. No. 2. MONTHLY, AUGUST, 1919 $2.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

Selecting and Selling the Right Line of Trucks
Airplanes Becoming Important Factor in Sales and Service
Electric Arc Welding
Success of Semi Trailers for Transporting Ice Cream

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Revised Monthly


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—Why YOU should use Zenith Equipment.

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New York DETROIT Chicago

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VOL. VI. AUGUST, 1919 No. 2


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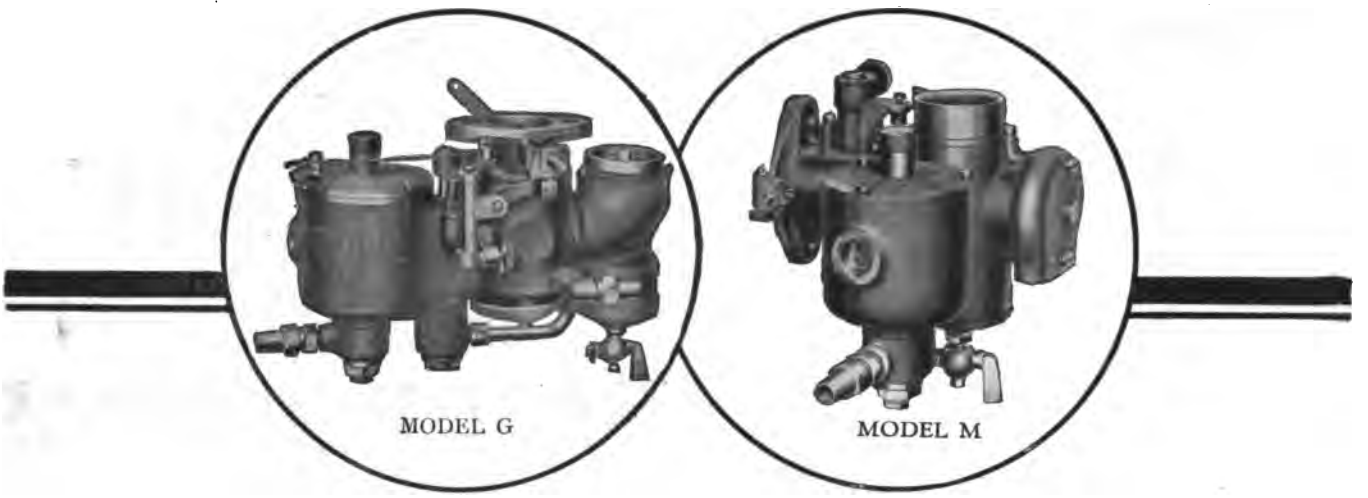


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MOTOR RECORD

Vol. VI. AUGUST, 1919 No. 2

# Selecting and Selling the Right Line of Trucks

## Why the Prospective Truck Dealer Should Survey His Territory Thoroughly Before Closing for an Agency

*By EDWARD G. INGRAM*

THE dealer who is about to take on a motor truck agency should analyze his territory and select a line of vehicles suited to the particular conditions obtaining in his locality. The sale of trucks depends largely on the characters of trades and industries in the territory. These, of course, differ in different localities. A city located in a farming region presents a different problem from one located in the heart of a manufacturing district. The conditions to be met in a large city differ from those in a small city or town.

It is essential, therefore, for a dealer to know the real marketing possibilities of his zone in order to select the most suitable line of trucks to handle. He must study his prospect's transportation problems in order to determine upon the size, type and price of trucks required.

The success of the dealer depends upon the satisfaction given by the trucks he sells and this in turn depends largely upon furnishing each prospect with the particular truck most suited to his needs.

In a small town where the average capitalization of the business firms is less than $10,000 it is absurd for a dealer to take on and try to sell a line of heavy duty trucks selling at around $5,000. Tradesmen conducting dry goods stores, grocery stores, butcher shops, etc., usually require moderate sized trucks. In manufacturing zones, on the other hand, large, heavy duty trucks are required.

After having decided upon the type of truck best suited to his territory the dealer has to take up the question of what make of truck he will secure the agency for. There are many makes of trucks on the market and most of them are good, though some are better than others. The dealer should not have much difficulty in deciding on what make of truck to select. The fact that a particular make of truck is not well known does not necessarily mean that it is not good. Manufacturers which are now well known at one time were not, yet it stands to reason that their products were good from the beginning, otherwise they would not have met with success. Nevertheless the dealer should do some investigating before taking an agency. After becoming interested in a particular line of trucks it is an excellent plan to look up the nearest agency handling this make and get some facts as to how it lines up as an agency proposition.

Having secured an agency for a good make of truck the dealer has the satisfaction of knowing he has made a thorough investigation of the matter and can believe in the product he is selling.

Th next subject for the dealer to take up is the question of displaying his line. The truck salesroom should be attractive but not ostentatious. A truck is built for service, not for looks, and it stands to reason that it should be displayed in fitting surroundings, which should be neat and businesslike rather than luxurious.

After a suitable salesroom has been established a list of prospects should be compiled. Such a list can be obtained from well known sources which include the city directory and telephone book. It is well to scan the list of passenger car owners with a view to finding possible truck prospects. All business houses likely to need trucks should be listed.

An advertising campaign should also be started. This should be carried out in a consistant way. Advertisements should be regularly run in local newspapers. Circular letters, folders and other literature should be sent out at regular intervals. The best results are usually obtained from circular letters which are short and to the point. These should be sent to all prospects, which should include every firm which delivers goods.

Truck prospects seldom come to the dealer. It is up to the dealer to go and hunt them up. This means personal calls and plenty of hard work. A truck sells largely on its performance. Figures are of great value in connection with this, and for this reason every truck salesman should be more or less of a

*(Continued on page 14)*

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# Airplane Becoming Important Factor in Sales and Service

## How Different Automobile Companies Are Making Use of Airplanes as a Means of Giving Quick Service and Pushing Sales

THAT the airplane is fast becoming an important factor in the furthering of automobile sales and service is becoming obvious.

The recent flights of the George W. Browne aerial express planes between Milwaukee and Toledo establishd the utility of the aeroplane as a transportation factor.

George W. Brown of Milwaukee, who inaugurated this service is western representative of the Curtiss Aeroplane Corp., and distributor for Willys-Overland, Inc.

These planes, carrying a consignment of tires for the Willys-Overland Company at Toledo, from the Federal Rubber Company of Cudahy, Wis., on the outgoing trip and a number of Overland automobile parts on their return, completed a successful trial trip between Milwaukee and Toledo.

The two planes, piloted by Lieut. Milton Elliot and Lieut. Shirley Short, originally departed from Cudahy, Wis., with their cargoes of Federal Tires stopping at the Browne aviation field in Milwaukee. From there they flew to Chicago and thence to Toledo. On the return trip they transported a quantity of Overland parts to the Brown salesrooms in Milwaukee.

HOW AIRPLANE SERVICE SAVED THE DAY FOR MILTON

Airplane service saved the day for Tommy Milton, driver of the Duesenberg car in the recent Union-

LOADING PLANE WITH FEDERAL TIRES PREPARATORY TO MAKING FLIGHT FROM CUDAHY TO WYLLYS-OVERLAND BRANCH AT TOLEDO.

town races, when he broke a front wheel bearing just twenty-four hours before the race was scheduled. He spent four hours of this precious twenty-four vainly searching for this part in Uniontown and Pittsburg and finally, as a last hope, wired the home office of the Bearings Service Company in Detroit for the bearing.

The way in which the Bearings Service Company rushed the bearing to Milton by airplane the following morning in time for the latter to enter and win the race, is described by the company as follows:

How Tommy Milton, back on July 19th, smashed all former track records, and won the Independence Derby at the Uniontown races is now only a piece of track history.

But how the real race, the one you didn't see, started a trifle after dawn, running through six gruelling morning hours, finished, a bit less spectac-

READY FOR THE "HOP OFF."

ularly, but none the less triumphantly, is related by Milton himself. The performance on the speedway was a triumph of auto racing, but back of the curtains was a triumph of auto service.

Milton was driving a Deusenberg car, and on Friday, while tuning up for the races next day, broke a bearing in his front wheel. That broken bearing came mighty near putting Milton out of the race. Of course he tried hard to secure the bearing in Uniontown and Uniontown boasted much in the way of spare parts. No part of this variety was available however, and Milton became desperate. He went to Pittsburgh and ransacked every likely spot and in this case found Pittsburgh as barren of comfort as a New York cabaret on July 1.

Now everybody knows that Detroit is the home of not only most of the automobiles, but of the parts of which these automobiles are made as well. It would be easy to get the missing part in Detroit. The rub came in fact that Detroit was many miles distant and the races were scarcely twenty-four hours away.

Detroit though, was the only hope, and to Detroit Milton turned. An order was wired to the Bearings Service Company there. They had the bearing but could not hold out very much hope that Mr. Burleson's Department could deliver it much earlier than the Monday following the races. In fact in the light of present P. O. conditions, they weren't sure that he would ever receive it. Milton wired for service, he must have that bearing within twenty hours, —and Milton got it.

H. J. Detterich, an official of the Bearings Service

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Company, knew of only one way to get the bearing to Milton in time for the race. It was only a hunch but he played it—hard. It was almost midnight when the final frantic appeal was received from Milton but that didn't interfere with Detterich's plans.

The Universal Aviation Company was located at Morrow field,—just outside of Detroit and Mr. J. T. Patterson the general manager of the company was hauled, not too willingly, from his bed and requested to have a plane and pilot ready for a trip to Uniontown by day break. The plane was easy, the company had oodles of 'em, and Lieutenant C. A. Stocking—more commonly called "Sox" agreed to attempt the flight. He had never been so far away as Uniontown before, but if Mr. Detterich was willing to risk his neck, he was willing to try. So he dug up a road map, somewhere, and drew a pencil line from Detroit to Uniontown. If they were to arrive in time, they must fly as the proverbial crow does.

The sleepy mechanics who had been working on the plane half the night, held them up well after sun-up before they would pronounce the plane ready for flight. That made the hour a little after five. A fog followed the dawn, and as it would have been useless to start, with this shroud covering all the landmarks, another precious hour went by the board. But they got away a little after six o'clock with Stocking in the pilot's seat and Detterich riding behind him. It may have been the cold of the early morning, or the wind from the drift of the propellor, or only the vibrations of the fusilage that caused Mr. Detterich's knees to tremble a little. But pulled from a comfortable bed at day break to suddenly to take ones first ride in an airplane isn't as conducive of enthusiasm as might easily be supposed, but the sensation soon passed.

Stocking drove for exactly three hours and fifty minutes, when trouble began brewing in the engine. Honestly, he hadn't expected it to last that long, and finally, he was forced to land. As something had to be done quickly, when a plane runs out of

HOW THE BEARING SERVICE CO. DELIVERED A BEARING IN RECORD TIME.

power, he did not stand on the order of his landing but brought up on a hill a few miles from Wheeling.

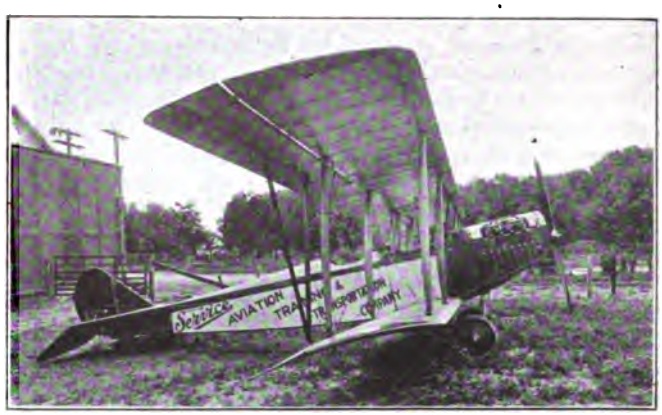
Now Wheeling, as everybody knows, is a far, far cry from Uniontown, and the landing place which the plane itself had chosen was somewhat short of human habitation. A farmer who owned an automobile was finally found and the race was on again. It was not the best automobile in the world nor the most comfortable, but under duress it managed Uniontown by 12:15 after two and one-half hours of driving.

The spare part was handed to Milton a good two hours before the race. He, and his mechanicians adjusted it, and a little later, Milton had that Duesenberg traveling 100 miles an hour.

Meanwhile, the air airplane was lying in the wet grass on the mountain slope, and the Wheeling farmer's auto was limping back home. But the race was won.

USING AN AIRPLANE TO PUSH SALES

The Service Motor Truck Co. has conceived the novel idea of offering an airplane as a prize to the service dealer who makes the most sales. A definite quota arrived at in the fairest possible manner, has been set for every distributor, dealer and service representative. The winner will be the organization whose percentage of gross business for the period



AIRPLANE OFFERED BY SERVICE MOTOR TRUCK CO. TO DEALER MAKING MOST SALES.

between July 1 and December 31, 1919 is greatest in excess of the quota set. In addition to the prize, which, it is stated is worth $5,000, the winner will receive a free course of training at the service aviation field.

### Chrysler to Direct Wholesale Department of Hurlburt Motors

P. C. Chrysler, formerly manager of the Philadelphia branch of the Hurlburt Motor Truck Co., has been appointed director of the wholesale department of Hurlburt Motors, Inc., 8-10 East 39th Street, New York City, which is the new company formed to take over the sale and distribution of Hurlburt trucks. Mr. Chrysler, who is well known through his experience in motor trades, will confine his efforts for the time being to the Eastern district.

### F. I. Reynolds Joins Keystone Tire & Rubber

F. I. Reynolds, well-known in the tire industry and for many years with the United States Tire Co. in the capacity of sales manager of pneumatic tires, has now joined the Keystone Tire and Rubber Co., as its sales director.

Before going with the United States Tire Co. Mr. Reynolds was with the B. F. Goodrich Co.

The Grip Nut Co., Chicago, has purchased 250,000 sq. ft. of land between Western Avenue and the Baltimore & Ohio terminal, upon which it will build a plant with equipment costing $500,000. The company now has plants in South Whitley, Ind., and Columbus, Ohio. Construction will begin immediately.

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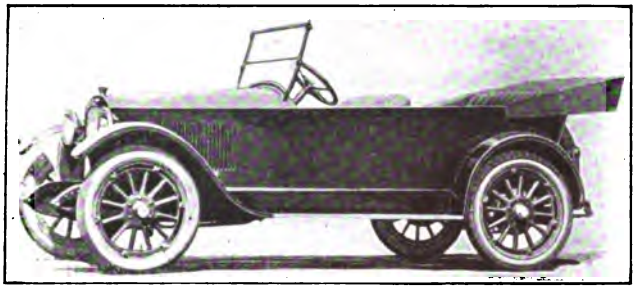
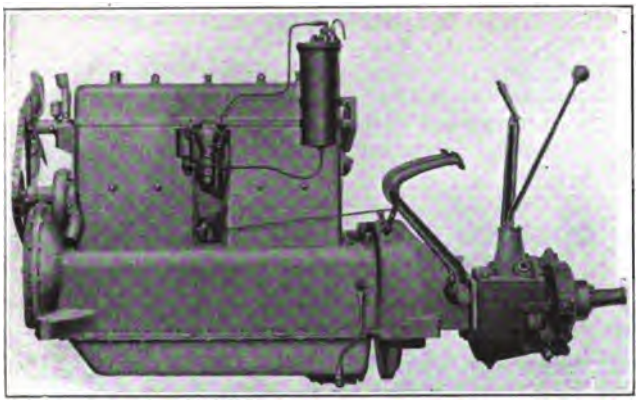
# Features of Cleveland Car Revealed

Details of the new Cleveland car, which is about to be placed on the market by the Cleveland Automobile Co., Cleveland, O., have been revealed. The car is a light six with a wheelbase of 112 inches, and the touring model lists at $1,385.



Overhead valves are used on the engine, which has a bore of 3 inches and a stroke of 4½ inches. The cylinders are cast in a block separate from the crankshaft, and are provided with a detachable head. The valves are operated by push rods, the camshaft being located in the base, and are completely enclosed. An adjustable silent chain is provided for driving the camshaft and accessories and a Stromberg carburetor and Gray & Davis starting and lighting system are used.

The three-speed gearset is mounted in a unit with the engine and the main shaft is carried on annular ball bearings. A disc type clutch is used and the drive shaft is furnished with two universal joints. The rear axle is of the full floating type and has a pressed steel hous-



ing. Timken bearings are used throughout. Both the engine and axles are manufactured by the company itself.

Semi-elliptic springs are used both front and rear, the rear springs being underslung. The wood-artillery wheels are provided with 32 by 4 inch tires and demountable rims. The bodies are finished in Cleveland blue and upholstered in hand-buffed long grain leather. Hood, fenders and running boards are finished in black enamel.

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### New Reo Will Be a Six

The new Reo, manufactured by the Reo Motor Car Co., Lansing, Mich., will be a six instead of a four. The new engine will have the same valve arrangement as in the past, but the cylinder-head will be detachable. The cylinder dimensions will be 3 3/16 by 5 inches, and the engine will develop its maximum power at 2,750 r.p.m. The touring model will have a wheelbase of 120 inches and will list at $1,650.

### New Westcott More Powerful

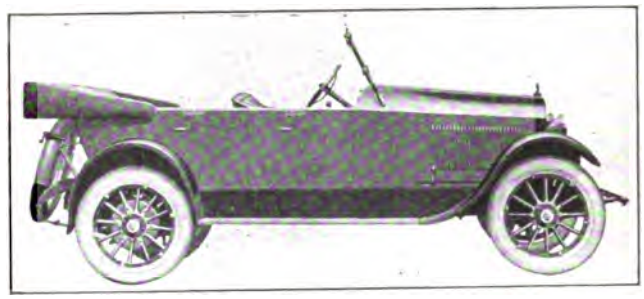
The new Westcott light six, which the Westcott Motor Car Co. announces is now in production, has a Continental type 7-R engine of improved design. It is stated that the car shows exceptional hill-climbing ability and that experimental cars have attained a speed of 65 miles per hour and an average of 18 miles to the gallon of fuel.

The transmission is in a unit with the engine, which has a bore of 3¼ inches and a stroke of 4½ inches.

The cylinders and pistons are cast from a special grade of reverberatory air furnace iron and the crank case is of aluminum. The cylinder head is removable.

The head diameter of the valves is 1⅝ inches. The lift for both inlet and the exhaust is 5/16 inch.

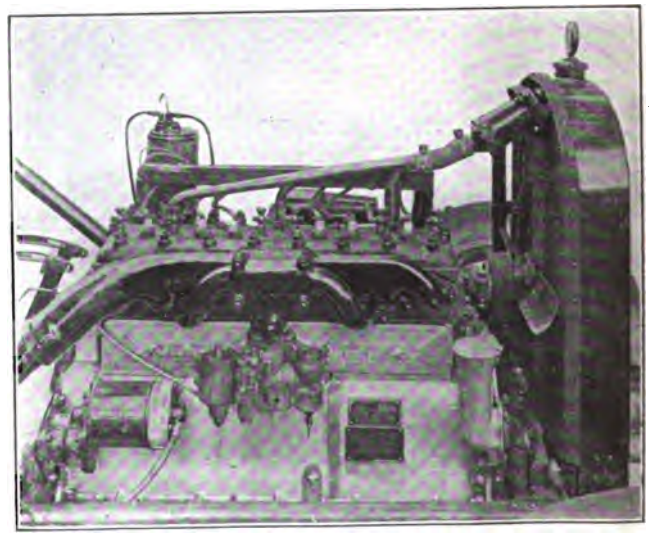
The exhaust manifold is on the righ side of motor. The intake manifold is also on the right side and cast integral with the exhaust, forming the hot spot type of construction.



The crank shaft is four bearing type, 2¼ inches in diameter.

The oiling system is worthy of special note. Lubrication is accomplished by means of a gear type oil pump producing a 35-pound pressure feed through drilled crankshaft to main bearings, connecting rod, lower end bearings and gear case, with an oil vapor for all other parts.

Cooling is provided by centrifugal water pump, with automatic thermostatic regulation. A fedders individual cellular tube, or honeycomb type radiator is used. Further cooling efficiency is obtained by a 3-way outlet water pipe to radiator instead of the usual one-way



practice. One pet cock at bottom of water pipe drains entire system.

A specially designed Rayfield carburetor is bolted to

*(Continued on page 14)*

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# Electric Arc Welding

## Discussing the Development of Electric Arc Welding and Welding Machines and Describing the USL Arc Welder*

OF the many welcome by-products of the great war perhaps one of the most interesting to manufacturers is *electric arc welding*. Although in use in a modest way for twenty years, it was not until the pressure of war made it necessary to speed production, that electric arc welding came into its own. Arc welding made possible the quick repair of the machinery which the Germans thought they had permanently wrecked in their interned ships. Arc welding saved many locomotive days on our overworked railroads by cutting down time in the shop. Arc welding increased production and salvaged tremendous quantities of rough and machined castings that would otherwise have been scrapped. Arc welding as a substitute for riveting in the construction of ships has been tried and found successful; and it is difficult to even conjecture how much further its usefulness may extend.

In reviewing Capt. James Caldwell's comprehensive report to the United States Shipping Board Emergency Fleet Corporation, Prof. Comfort A. Adams, Chairman of the Electric Welding Committee of that Corporation, President of the American Welding Society and President of the American Institute of Electrical Engineers says:

"Recent tests of fifteen different types of *arc welds* on ship plates, shows an average tensile strength of 58,800 lb. per square inch and about 94 per cent of the plate strength. Some broke entirely outside of the weld. These were butt welds; when used with a light butt strap, joints of more than 100 per cent strength can be assured as against 75 per cent for a double row of rivets, water-tight spacing. These results are in accord with the latest results from England.

"On the whole, the present opportunities for autogenous welding (electric arc welding is autogenous) are almost unlimited, not only in the shipbuilding field, but throughout practically every other field of manufacture, and the work is expanding so rapidly that it is difficult to keep track of it."

Electric arc welding when done with properly designed equipment is a safe, dependable and economical process. The cost of arc welding with efficient machines is remarkably low. Often jobs are done that would cost three or four times as much to do with oxy-acetylene gas and as high as ten times as much by other methods. In fact, an arc welder will frequently be called on to do work, such as overhead welding, which could not be done by these other methods. Because of these big savings in shop time and welding costs, an efficient arc welding machine will pay for itself in a very short time, whether it be installed in a small auto repair shop, in a large shipyard, or in the shops of a railroad system.

The arc welding process most widely used today is the Slavianoff or metallic electrode process, Slavianoff being the name of the man who first used a metallic electrode for supplying new metal to the weld. In this process the heat of an electric arc drawn between a wire electrode, and the work being welded melts the electrode, carries it over in the arc stream and deposits it on the work. Simultaneously, the arc heats the metal of the work, to the fusing point so that the new metal fuses with the work as rapidly as it is deposited.

The arc is established by touching the work with the electrode and withdrawing it about an eighth of an inch. The voltage across an arc of this length is in the neighborhood of only 20 volts. The current used varies according to the thickness of the work, and for metallic electrode work ranges from 50 to 200 amperes. It is so much easier, and in most cases more economical, to make satisfactory welds with a direct current arc than with an alternating current arc that direct current is invariably recognized as best for welding.

It is then, the function of a modern arc welding machine to convert electrical, or mechanical energy into direct current at the voltage and current range required for arc welding.

The first arc welding machines were simply rows of resistance grids which were inserted in series with the arc on a 100 to 600 volt direct current circuit. Although such an arrangement gives an efficiency of less than 4 per cent on a 600 volt circuit, the advantages and economies of arc welding over other methods are so pronounced that some railway companies still continue to throw away 116 kw. in order to produce 4 kw. at the arc. Machines that operated with better economy and which were equipped with rather complicated regulators for controlling the current were then introduced and because of their advantages caused a rapid increase in the use of arc welding.

Aiming at still better efficiency and operating characteristics, the U. S. Light & Heat Corp. set its engineers to work on the designing of a welding machine which would control the current without regulators. Their efforts resulted in the development of USL arc welder.

This welder is a variable voltage type of machine for generating 200 amperes, or less, direct current at the voltage range required for arc welding. The equipment is intended for single operator use and comprises a motor generator or a converter, a switch and meter panel, an arc stabilizing reactor, an electrode holder, a face shield and for portable use a truck and cable reel with two fifty foot lengths of flexible cable.

The welder may be adjusted to have either a constant energy or constant current tendency throughout the welding range and there is no danger from shortcircuiting the welding circuit.

To enable the operator to vary the current to meet his requirements the welder is equipped with both a voltage adusting rheostat and a current adjusting switch. The latter has four points giving with slight variations of voltage any desired current from 50 to 200 amperes. The voltage adjusting rheostat enables the operator to vary the open-circuit voltage from 35 to 65 volts. With an open-circuit voltage of 40 the approximate currents obtained with the different settings of the current adjusting switch are 65, 105, 150 and 200 amperes.

*From Bulletin of U. S. Light & Heat Corp., Niagara Falls, N. Y.

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### Stevens-Duryea Again to Make Cars

The Stevens-Duryea Co., Chicopee Falls, Mass., reorganized with Ray S. Deering as president and Thomas L. Cowles as chief engineer, will shortly commence manufacture of a new type, high-grade car bearing the company's name. The concern has taken the old Stevens-Duryea factory utilized during the war by the Westinghouse Electric Co.

### Essex Roadster Now Offered

In addition to a touring car, the Essex Co., Detroit, is mounting a roadster on the same chassis.

NEW ESSEX ROADSTER.

The car is finished in the same green as the Essex touring car, with black wheels and will sell for $1,595, fully equipped.

### Dual Battery Ignition on New Pierce-Arrow

A new system of ignition and a new transmission are novel features of the new dual valve Pierce-Arrow Six, just announced.

The ignition is by double battery system, designed by the Delco Co. in collaboration with Pierce-Arrow engineers. According to Chief Engineer David Fergusson, the new system is as reliable as the magneto-battery, and entirely overcomes the difficulty of synchronization. Pre-ignition from the magneto at high speed no longer is possible. Instead, two timers and distributors, working in unison, give sparks simultaneously at all speeds.

Safeguards to conserve the battery current have been devised. When the car is left in a locked position the battery automatically is disconnected from the engine and the head lamps are shut off. The small bulbs used for signal purposes at night can be turned on, however. They consume so little current that there is no danger of battery depletion. The new transmission was designed to facilitate gear changing.

### Cole to Sell Traffic Trucks in Canada

E. S. Cole has been appointed Canadian sales representative of the Traffic Motor Truck Corp., St. Louis, Mo. He was for many years identified with the White Co. and later sold Little Giant trucks in Missouri, Arkansas and Oklahoma. For the past twenty months he has been instructor in the balloon service of the Missouri Aeronautical Society.

### Hillstrom Made City Sales Manager of Traffic

R. A. Hillstrom has been appointed city sales manager of the Traffic Motor Truck Corp, St. Louis, Mo. Mr. Hillstrom has had long experience in motor truck sales and has already assumed his duties in St. Louis, having added to the city sales force, E. Riedinger and Fred. W. Schwebel.

### International-Wright Merger Gets Approval

Directors of the International Motor Truck Corp. and the Wright-Martin Aircraft Corp. have approved the plans for a merger of the two companies, which will be carried out by a committee of leading shareholders of both concerns.

Wright-Martin preferred shareholders, under the plan, will receive $120 par value of International Motor first preferred for each of their present shares and accumulated dividends. Wright-Martin common holders will receive for each 100 shares 2.8 shares of second preferred and two shares of common stock of the International Motor along with twenty-five shares of no par value stock of the new Wright-Martin company, which will conduct the aircraft business. International Motor will increase its capital for this purpose.

### 246,267 Vehicles in Motor Transport

A total of 122,128 passenger cars, ambulances, trucks, motorcycles, bicycles and trailers form the motor transport strength of the United States Army in this country, with 124,139 in France, according to a statement by Brigadier General C. B. Drake at a recent Congressional hearing,

Of these, passenger cars in the United States total 9592, in France 9809; motor trucks in United States, 57,712, in France, 51,781, and motorcycles in the United States, 16,712, in France, 22,802.

Under the plans arranged for an army of 500,000 men on a peace basis the War Department will require 4,182 passenger cars, 20,973 motor trucks, 10,170 motorcycles and 3,591 trailers.

The Motor Transport Corps on a peace basis will include 20,737 enlisted men and approximately 1,148 officers.

### Selecting and Selling the Right Line of Trucks

*(Continued from page 9)*

transportation engineer. However, while figures are of value, actual performance on the road is often what sells a truck.

There are really two ways of selling a truck. One is to show the prospect that by the use of it he will save money. The other by convincing him that it is a valuable means of expanding his business. The best way of attacking the subject will depend upon the individual case.

### New Westcott More Powerful

*(Continued from page 12)*

intake manifold. The Delco starting motor with Bendix pinion drive is mounted on right side of motor and attached to crank case, driving through teeth on the flywheel. The Delco lighting generator is driven by the water pump shaft and is attached to left side of the engine.

The engine develops 25 horsepower at 1,000 r.p.m. and reaches a maximum of 55 horsepower at 2,650 r.p.m. The S. A. E. horsepower is 25.35 with a piston displacement of 224 cubic inches.

In a final summary the increased power can be attributed to a thorough smoothing out of the motor, thus reducing vibration to a minimum, and securing considerably higher speed. A redesigned cylinder head producing a more efficient firing chamber, the use of a four-bearing crank shaft, enlarged bearings throughout, extremely rigid crank case, high pressure oiling system, enlarged valves and quick valve action are factors responsible for the improved performance.

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# MOTOR RECORD

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WHILE the subject of efficient lubrication of the motor car has received much attention, it is a surprising fact that really crude methods of oiling certain units of the chassis are still in almost universal use. Engine oiling systems have undergone rapid development, probably owing to the fact that inefficient lubrication at this point is almost sure to result in serious damage. The primitive form of splash oiling system first used in which oil was replenished by an hand pump soon was replaced by the constant level system in which oil was forced by an engine driven pump to troughs which overflowed, thus maintaining a constant level and ensuring a fixed instead of variable supply of lubricant to the working parts. This was followed by the force feed and constant level splash system, still used extensively, in which the oil is forced to the main bearings while the rest of the parts are lubricated by splash. Finally the full force feed system was developed in which the crankshaft is drilled and oil supplied under pressure to all of the bearings, no splash being used. Thus it will be seen that development of engine oiling systems has been steady and in the right direction.

In the case of the gearset, however, we find almost the same system of lubrication in use today as was used years ago when motor cars were in the embryo stage of their development. This consists of simply filling the gearbox with grease, oil or a mixture of both.

Recent tests made by an English engineer showed that with the gearbox filled with oil and the car running on direct drive the efficiency was only 74 per cent, and with the gearbox one-quarter full the efficiency was 97.5 per cent. It is evident that if grease were used the efficiency would be even lower.

There appears to be little reason why a more efficient method of lubricating the gears could not be devised. For example, small pipes could be located opposite each gear and small streams of oil played on them. The surplus oil could be drawn from the bottom of the case by the same pump that delivered the oil so the gears would never dip, yet would be efficiently lubricated. The main and countershaft bearings could also be lubricated by special oil leads so that we would have a force feed oiling system for the gearset. An oil indicator could be placed on the outside of the gearset so that the operator would know when to replenish the lubricant in the same as in the case of the engine. There can be no doubt that the operator of a car would give more attention to the lubrication of his gearset with this arrangement than with the ordinary oil where the case is filled with lubricant, the cover bolted on and this part of the car forgotten about, usually until something goes wrong.

About as little progress has been made in the system of lubricating the rear axle as in the case of the gearset. Surely it is time for an improvement in the system of lubricating these units.

THE touring season is now at its height and the dealer in automobile accessories should take full advantage of this. He should not confine his efforts to selling automobile accessories alone, but should lay in a stock and push the sale of general touring equipment such as tents, trailers, portable stoves, lunch kits and the like. Thousands of such articles are sold every year and there is no reason why the automobile dealer should not get his share of this business. It takes little or no effort to sell such equipment because it is in such demand at this season. About all the dealer needs to do is to display it in an attractive and conspicuous way. Both show cases and show windows can be used for this purpose. A little effort in this direction will be almost sure to bring big results.

PICTORIAL posters are of great value to the dealer in selling passenger cars, trucks, tractors, accessories and, in fact, every kind of motor merchandise. Every dealer should impress upon the manufacturers he represents the importance of supplying him with as many attractive posters as possible. These posters should not only be placed in the salesroom and showwindow, but should also be displayed at conspicuous points throughout the territory covered by the dealer.

PRODUCTION of 314,936 tractors in the United States in 1919 is estimated by manufacturer reporting to the Office of Farm Equipment Control, United States Department of Agriculture. The reports obtained in a special inquiry by the department show a production of 132,697 tractors in 1918. The manufacturers gave the number of tractors of different sizes manufactured last year and estimates of the number of each size that will be made this year. The figures for 1919, of course, are merely estimates and represent the aggregate of the estimates submitted by the tractor manufacturers in January and February of this year. They indicate, however, how rapidly manufacturers expect the industry to continue to grow.

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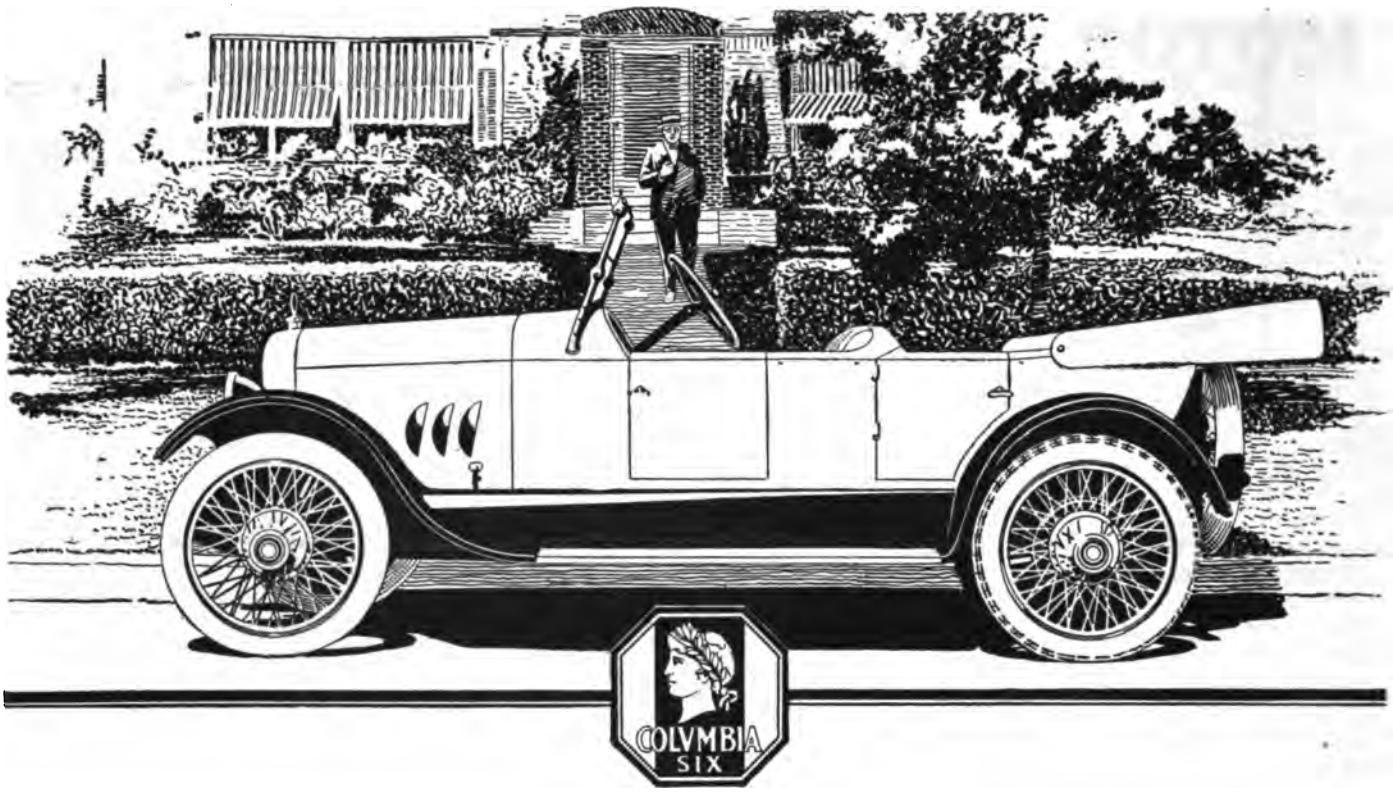


# What This Name Means on a Motor Car

When you see the Columbia name on a motor car, remember that it signifies a "good ALL the way through" machine.

## A Good Record

It's record is good. The Columbia Motors Company have never built a failure—have never had a "poor year." The fact that, to our knowledge, the Columbia Six has never had a dissatisfied owner, testifies to this.

## Appearance

When you see a Columbia Six you will need no comment on its appearance. You will stop and look at it—as everyone else does.

## Mechanically ALL Good

Mechanically, the Columbia Six is good clear through—from the Continental Red Seal Motor down to the smallest details. Every unit from which it is made is acknowledged by car experts to be as good as can be manufactured.

## Features

In addition, the Columbia Six includes two features which are recognized among the greatest improvements in motor car building during recent years—the automatic motor temperature thermostatically controlled and the non-synchronizing spring suspension. Tests have proved the former increases motor efficiency as much as 30 per cent. The non-synchronizing springs speak for themselves when you ride in the car.

These things, resulting in owner satisfaction, have placed the Columbia Six well up among the leaders in the minds of many car dealers throughout the country. We shall be glad to have you find out what they are doing—what the owners think—and what our dealer proposition is.

*Specifications: Timken Axles — Continental Red Seal Motor — Detroit Pressed Steel Company Frame — Harrison Radiator with Thermostatically Controlled Shutters — Spicer Universal Joints — Borg & Beck Clutch — Detriot Steel Products Company's Springs — Gemmer Steering Gear — Auto Lite Starting & Lighting — Atwater-Kent Ignition — Stromberg Carburetor — Presto-O-Lite Storage Battery — Painting and Trimming by The American Auto Trimming Co. — Pantasote Top.*

COLUMBIA MOTORS COMPANY, DETROIT, U. S. A.

# Columbia Six

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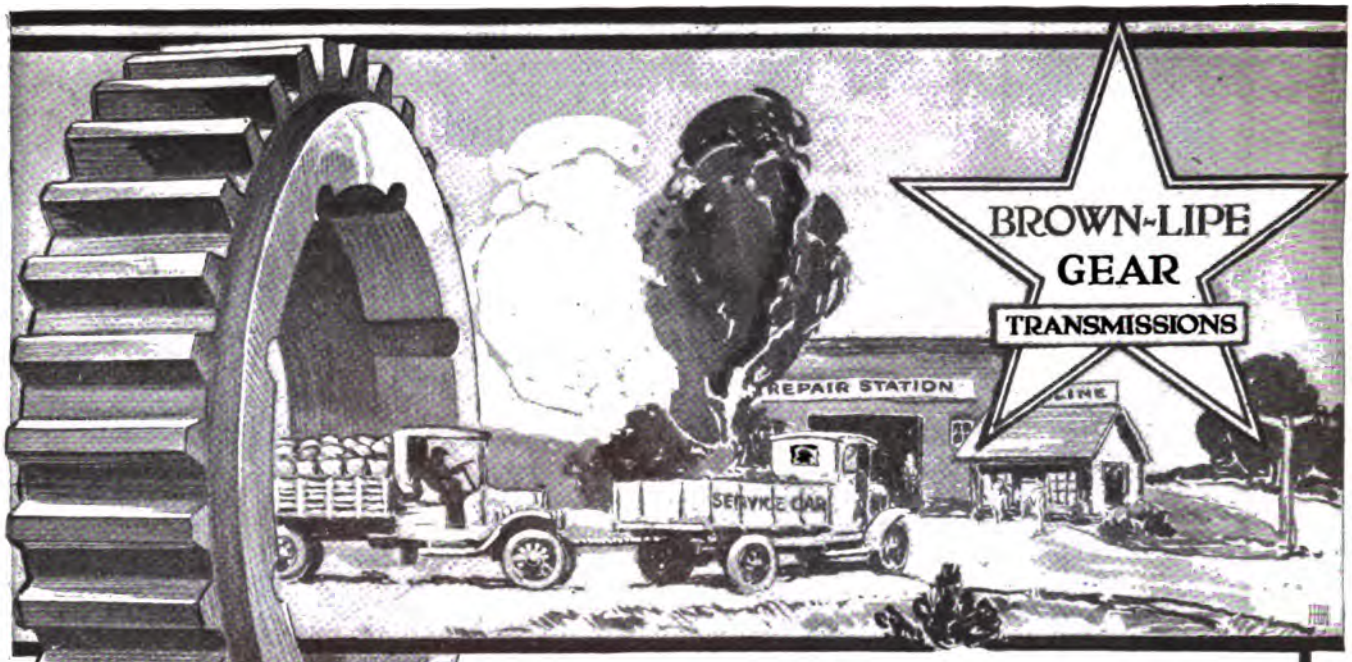
# Technical Specifications of Passenger Cars—1919

## REVISED MONTHLY

ABBREVIATIONS:—NAME AND MODEL—¶before name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. PRICE OF TOURING CAR—* before price indicates cost of chassis; † cost of runabout; ‡ cost of 4-passenger model. ENGINE—Wisc., Wisconson; Cont., Continental; Lycmg., Lycoming; T'tor, Teetor; H-Splm., Herschell-Spillman; Ruten., Rutenber; G. B. S., Golden; Belknop & Swartz; Ster., Sterling; North., Northway; Masnk., Massnick; Duesen, Duesenberg; Colon., Colonial. SHAPE OF CYLINDERS—L., Valves on one side of Cylinder; T., Valves on opposite sides; I., Valves in Head F., Valves on side and in head; S., Sleeve Valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr. S,pur; Gr., Gear. COOLING SYSTEM—P., Pump; T-S., Thermo Syphon; A., Air Cooled; †, Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbg., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith; Buic., Buick; Mill., Miller; Shakes., Shakespeare; Mon., Monarch; Stew., Stewart; Dupl., Duplex. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray & David; Al-Ch., Allis-Chalmers; At-K., Atwater Kent; Auto., Autolite; Split., Splitdorf; U. S. L., U. S. Lt. & Heating Co.; Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc.; D-D., Dry Disc; P., Plate; D-P., Dry Plate; C., Cone; O-C., Oil Cone; C-U., Control Unit; F-D., Friction Drive. GEARSET LOCATION—U P P., Unit Power Plant; To'T., Gearset on Forward End of Torque; R. Ex., Gearset Unit with Rear Axle; Sep., Gearset Separate. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Flating; S. F., Semi-Flating; D., Dead. GEARS—Sp. B., Spiral Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptic; X El., Three-Quarter Elliptic; F-El., Full Elliptic; Cant., Cantilever; D. Cant., Double Cantilever; Plat., Platform. BEARINGS—B., Ball; R., Roller; P., Plane.

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make | Carburetor: Fed by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allen, 43 | 1295 | Own | 4 | 3⅞x5 | 192 | 19.60 | 37 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Stmb | V |
| American Beauty | 2000 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 48 | 2400 | L | Blk | ¼ | 1.39 | 5/16 | Hel | P | F & S | Rayf | V |
| American, Ix | 1765 | Ruten | 6 | 3¼x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/16 | 1½ | ⅜ | Hel | P | F & S | Zeni | V |
| Anderson 400-C | 1675 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅝ | 1½ | ⅜ | Hel | P | F & S | Zeni | G |
| Anderson De Lux | 1775 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅝ | 1½ | ⅜ | Hel | P | F & S | Zeni | G |
| Apperson Anniversary | 4000 | Own | 8 | 3¼x5 | 332 | 33.80 | 65 | 2500 | L | 4 | ⅝ | 1½ | 11/32 | Hel | T-S | F | John | V |
| ¶Argonne | 4000 | .... | 4 | 3¾x5½ | 226 | 22.50 | ... | .... | L | Blk | .. | ... | ... | ... | ... | ... | ... | V |
| ¶Auburn, 6-39 H | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Rayf | V |
| Austin, 18 | 4250 | Weidely | 12 | 3⅜x5 | 389 | 39.68 | ... | .... | I | 3 | ⅝ | ... | ... | Hel | P | F | Stmb | V |
| Bell, '18 | 1150 | GB&S | 4 | 3¼x4½ | 189 | 22.50 | 32 | 2800 | L | Blk | ¼ | ... | ... | Hel | T-S | F & S | Stmb | V |
| Biddle, '18 | 2985 | Buda | 4 | 3¾x5¼ | 236 | 22.50 | 48 | 2200 | L | Blk | ⅝ | 1½ | ⅝ | Hel | T-S | F & S | Zeni | V |
| Birch Light Six, 16 | 1285 | ....... | 6 | 3 x5 | 286 | 21.60 | 45 | 2200 | L | Blk | ⅝ | 1½ | ⅝ | Hel | P | F & S | Stmb | V |
| Birch Super-Four | 1085 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 36 | 1800 | L | Bl | ⅝ | 1⅝ | 5/16 | Hel | T-S | ... | Zeni | G |
| Bour-Davis | 1850 | Cont | 6 | 3½x5¼ | 330 | 19.60 | ... | .... | L | Blk | .. | ... | ... | ... | P | F & S | ... | .. |
| Brewster | 6600 | Own | 4 | 4 x5½ | 276 | 25.60 | ... | 2200 | S | Blk | ⅝ | ... | ... | Ch | P | F | Zeni | V |
| Briscoe, 4-34 | 885 | Own | 4 | 3⅛x5⅛ | 163 | 16.25 | 30 | 2000 | L | Blk | ⅝ | 1⅛ | ⅝ | Hel | T-S | F & S | Buic | G |
| Buick, H-45 | 1495 | Own | 6 | 3⅜x4½ | 241 | 27.34 | 60 | .... | I | Blk | ⅝ | 1⅝ | ½ | Hel | P | S | Marv | V |
| Buick, H-40 | 1785 | " | " | " | " | " | " | | " | " | | " | " | " | " | " | " | " |
| ¶Bush | 1395 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 2500 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F | Cart | V |
| ¶Bush | 1475 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2800 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V |
| Cadillac, 57 | 3220 | Own | 8 | 3⅛x5⅛ | 314 | 31.25 | ... | 2650 | L | 4 | ⅝ | 1⅝ | ⅝ | Ch | P† | F | own | P |
| Campbell | 835 | Own | 4 | 3½x4 | 189 | 24.00 | ... | .... | L | Blk | .. | ... | ... | Spur | T | F & S | Amer | V |
| Case | 2100 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | .. | 1½ | ⅝ | Hel | P | F & S | Rayf | V |
| ¶Chalmers, 6-30 | 1685 | Own | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2650 | L | Blk | ⅝ | 1½ | ⅝ | Ch | T-S | F & S | Stmb | V |
| ¶Chalmers, 6-30 | 1765 | " | | | | | | | | | | | | | | | | |
| Champion | 1150 | ....... | 4 | ....... | ... | ..... | ... | .... | .. | ... | .. | ... | ... | ... | ... | ... | ... | .. |
| Champion | 1295 | ....... | 6 | ....... | ... | ..... | ... | .... | .. | ... | .. | ... | ... | ... | ... | ... | ... | .. |
| Chandler | 1795 | Own | 6 | 3½x5 | 289 | 29.40 | ... | .... | L | 3 | ⅝ | 1⅝ | 5/16 | Ch | P | F & | Rayf | V |
| Chevrolet, 490 | 735 | Own | 4 | 3⅝x4 | 171 | 21.75 | ... | .... | I | Blk | ⅝ | 1⅝ | 5/16 | Hel | P | F & S | Zeni | G |
| Chevrolet, D | 1585 | Own | 8 | 3⅜x4 | 286 | 36.45 | ... | .... | I | 4 | ⅝ | 1½ | ¼ | Hel | P | F & S | Zeni | V |
| Chevrolet, F-A | 1045 | Own | 4 | 3⅝x5¼ | 224 | 21.75 | ... | .... | I | Blk | ⅝ | 1⅝ | ¼ | Hel | P | F & S | Zeni | V |
| ¶Cleveland | 1365 | Own | 6 | 3 x4½ | 286 | 21.60 | ... | .... | I | Blk | .. | .... | .... | Ch | P | F & S | Stmb | .. |
| Cole, 870 | 2795 | North | 8 | 3½x4½ | 346 | 39.22 | 80 | 2800 | L | 4 | ⅝ | 1½ | ⅝ | Hel | P | F & S | Stmb | V |
| Colonial, 35 | 1095 | Falls | 6 | 3 x4½ | 190 | 21.60 | ... | .... | .. | Blk | .. | .... | .... | Hel | T-S | F & S | Stew | V |
| ¶Columbia Six JC | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅝ | 1.39 | .31 | Hel | P† | F & S | Stmb | V |
| Comet 6-C-53 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2600 | L | Blk | ⅝ | 1⅝ | ... | Hel | P | F & S | Stmb | V |
| Commonwealth | †1195 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 40 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hels | T-S | F & S | Cart | V |
| Crawford | 2500 | Cont | 6 | 3½x5¼ | 303 | 29.40 | ... | .... | L | Blk | ⅝ | .... | .... | Hel | P | F & S | Stmb | V |
| ¶Crow-Elkhart K-46 | 1145 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 1800 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Zeni | V |
| ¶Crow-Elkhart | 1345 | Ruten | 6 | 3⅛x5 | 230 | 23.14 | 45 | 2400 | L | Blk | 5/16 | 1⅝ | ⅝ | Hel | P | F & S | Zeni | V |
| Cunningham, V | on ap | Own | 8 | 3¾x5 | 445 | 45.00 | 90 | 2200 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Stmb | V |
| Daniels, B | 3750 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 70 | 2000 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Zeni | V |
| Davis, 51 | 1765 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅝ | 1⅝ | ½ | Hel | P | F & S | Stmb | V |
| Deering | ..... | Dorris | 6 | 4 x5 | ... | ..... | ... | .... | I | 3 | .. | .... | .... | .... | .... | F | ... | .. |
| Disbrow, A. | †2950 | Wisc | 4 | 5⅛x5½ | 446 | 41.66 | ... | .... | T | .... | .. | .... | .... | Hel | P | F | Mill | P |
| Dispatch | 1290 | Wisc | 4 | 3¾x5 | 220 | 22.50 | 35 | 2000 | L | Blk | ¼ | 1⅝ | 5/16 | Hel | T-S | F | Ray | V |
| Dixie Flyer, H-S50 | 1365 | H-Splm | .. | 3¼x5 | 166 | 16.90 | 42 | 2200 | L | Blk | 5/16 | .... | .... | Hel | T-S | F & S | Stmb | V |
| Dodge Brothers | 1085 | Own | 4 | 3⅞x4½ | 212 | 24.00 | 35 | 2000 | L | Blk | ⅝ | 1⅝ | 5/16 | Hel | P | F & S | Stew | V |
| ¶Dorris, 6-80 | 3950 | Own | 6 | 4 x5 | 377 | 38.40 | 80 | 2400 | I | 3 | ¼ | 1½ | 11/32 | Hel | P | F | Stmb | V |
| Dort | 925 | Own | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅝ | 1½ | 10/32 | Hel | T-S | S | Cart | G |
| Douglas | 2000 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 75 | 2400 | L | 4 | ⅝ | 1⅝ | ¼ | Hel | P | F | Zeni | V |

| NAME AND MODEL | IGNITION SYSTEM: Make, Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Taken By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Brgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allen, 43 | Conn S-H | Auto | D D | U P 3 | Own | F | SpB | 4.60 | S | S | 110 | 32x4 | Firestone | Semi | 2 | B-R | R | R | [illegible] |
| American Beauty | At-K | West | D D | U P 3 | Timken | S-F | Sp B | 4.45 | S | S | 121 | 34x4½ | Firestone | Semi | 3 | B-R | R | R | 2900 |
| American, Ix | At K S-H | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | S | S | 122 | 32x4 s | Firestone | Semi | 3 | B-P | B-R | B | 2900 |
| Anderson 400-C | Conn | West-2 | D D | U P 3 | Columbia | F F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | B | B | B | 2750 |
| Anderson De Lux | Conn | West-2 | D D | U P 3 | Columbia | F-F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | R | B | B | 2750 |
| Apperson Anniversary | Remy D-H | Bijur-2 | D D | Sep 3 | Own | F | Sp B | 4.58 | S | S | 130 | 34x4½ | Firestone | ¾ El | 3 | R | R | R | 3400 |
| ¶Argonne | ......... | West | D D | 4 | ..... | .. | ... | .... | .. | .. | 119-32 | 32x4 | ......... | Semi | .. | ... | ... | ... | .... |
| ¶Auburn, 6-39 H | Remy S-H | Remy-2 | D D | U P 3 | Columbia | ¾ F | Sp B | 4.42 | S | A | 120 | 33x4 s | Firestone | Semi | 3 | B | R | B | 2800 |
| Austin, 18 | Delco S-H | Delco-2 | D D | U P 6 | Spec. Aust | In | S-sp | Axle | S | S | 142 | 34x4½q | Firestone | D Cant | 3 | B | B & R | R | .... |
| Bell, '18 | At K S-H | Dyneto-2 | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 114 | 31x4s | Firestone | Cant | 3 | R | R | B | .... |
| Biddle, '18 | Bosch | G & D-3 | D D | U P 4 | Standard | ¾ F | Sp B | 4.00 | S | S | 121 | 32x4s | Firestone | Semi | 3 | B | R | R | 3250 |
| Birch Light Six, 16 | Conn | Auto-2 | D D | U P 3 | Timken | ¾F | Bev | 4.15 | S | S | 115 | 34x4 | Baker | ¾ El | 3 | B | R | B | 2680 |
| Birch Super-Four | Conn | Dyneto-2 | D-D | U P 3 | Peru | ... | Sp B | 4.25 | S | S | ..... | 32x3½ | Firestone | ¾ El | 2 | B | R | R | 2200 |
| Bour-Davis | Remy | Remy | D D | U p 3 | ...... | ¾F | Sp B | .... | .. | .. | 118 | 33x4½ | ......... | ...... | .. | B-R | R | B | .... |
| Brewster | Bosch S-H | U S L-1 | C | To-T 3 | Own | F | Sp B | 4.25 | T | T | 125 | 34x4½ s | Firestone | Cant | 3 | B | B | B | .... |
| Briscoe, 4-34 | Conn S-H | Auto-2 | C | R Ax 3 | Own | S-F | Bev | 4.23 | .. | A | 104 | 30x3½q | Perlman | F-El | 2 | BRP | B & R | R | 2100 |
| Buick, H-45 | Delco S-H | Delco-1 | D P | U P 3 | W. Mott | F | Sp B | 4.07 | T | T | 118 | 33x4s | Baker | Cant | 4 | B | B & R | R | .... |
| Buick, H-40 | " | " | " | " | | " | | 4.61 | " | " | 124 | 34x4½s | " | " | " | " | " | " | |
| ¶Bush | At K | Dyneto 2 | D | U P 3 | Salisbury | F-F | Bev. | 4.00 | T | T | 116 | 32x3½ | Firestone | ¾ El | 2 | B | R | B | 2450 |
| ¶Bush | At K | Dyneto 3 | D | U P 3 | Salisbury | .... | Sp B | 4.25 | S | S | 116 | 33x4 | Firestone | ¾ E | 3 | B | R | B | 2500 |
| Cadillac, 57 | Delco S-A | Delco-1 | D D | U P 3 | Timken | F | Sp B | 4.43 | S | A | 125 | 35x5s | Kelsey | Plat | 3 | B-R | R | R | .... |
| Campbell | At K S-H | Auto | D D | U P 3 | Salisbury | F-F | Sp B | 4.25 | S | S | 110 | 30x3½c | U. S. | Semi | 3 | B | B | B-R | 2000 |
| Case | West | West | D D | U P 3 | Columbia | ¾ F | Sp B | 4.45 | S | S | 125 | 35x4½q | Stanweld | Semi | 3 | B | R | R | 3200 |
| ¶Chalmers, 6-30 | Remy S-H | Auto | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 117 | 32x4s | Kelsey | Semi | 3 | R | R | R | 2800 |
| ¶Chalmers, 6-30 | " | " | " | " | " | " | " | 5.19 | " | " | 122 | 34x4s | " | " | " | " | " | " | 2950 |
| Champion | ......... | ...... | .. | ....... | ...... | .. | ... | .... | .. | .. | 116 | 32x3½ | ......... | ...... | .. | ... | ... | ... | .... |
| Champion | ......... | ...... | .. | ....... | ...... | .. | ... | .... | .. | .. | 116 | 32x32¼ | ......... | ...... | .. | ... | ... | ... | .... |
| Chandler | Bosch S-H | West-2 | D D | U P 3 | Own | F | Sp B | 4.40 | S | A | 123 | 33x4s | Fire&Clev | Semi | 3 | B | B | R | 2936 |
| Chevrolet, 490 | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Bev | 3.63 | S | S | 102 | 30x3½q | Demount | ¾ Cnt | 3 | B | R | B | 1890 |
| Chevrolet, D | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | T | 120 | 34x4q | Demount | ¾ Cnt | 3 | B-P | R | B | 3100 |
| Chevrolet, F-A | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | S | 108 | 33x4s | Demount | ¾ Cant | 3 | B-P | R | B | 2580 |
| ¶Cleveland | ......... | G & D | D | U P 3 | Own | .... | Sp B | .... | .. | .. | 112 | 32x4 | Firestone | Semi | 3 | .... | R | R | .... |
| Cole, 870 | Delco S-H | Delco-2 | C | U P 3 | Columbia | F | Sp B | 4.46 | S | S | 127 | 33x5q | Firestone | Semi | 3 | B | R | R | 3590 |
| Colonial, 35 | Remy S-H | Al-Ch-1 | C | U P 3 | Lewis | F | Bev | 4.41 | .. | .. | 116 | 32x3½ | Goodyear | Cant | 3 | B | B | B | 2775 |
| ¶Columbia Six JC | A-K | Wd. Leon | D D | U P 3 | Timken | ¾ F | Sp B | 4.75 | S | A | 115 | 32x4 | Firestone | Cant | 3 | B | R | R | 2800 |
| Comet 6-C-53 | Wagner | Wagner | D D | U P 3 | Columbia | F-F | Sp B | 4.50 | S | A | 125 | 33x4s | Firestone | Cant | 3 | B | R | R | 2850 |
| Commonwealth | At-K | Dyneto-2 | D D | U P 3 | Peru | F | Bev. | 4.25 | S | S | 115 | 32x3½c | Stanweld | ¾ El | 2 | B | R | R | 2375 |
| Crawford | Bosch | West | D | U P 3 | Timken | ¾ F | Sp B | 4.50 | .. | S | 122½ | 32x4c | ......... | Semi | 3 | R | R | R | .... |
| ¶Crow-Elkhart K-46 | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 115 | 32x3½ s | Firestone | Semi | 2 | B | R | R | 2370 |
| ¶Crow-Elkhart | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 116 | 33x4s | Firestone | Semi | 3 | B | R | R | 2470 |
| Cunningham, V | Delco S-H | West | D D | U P 3 | Timken | F | Sp B | 4.08 | S | A | 132 | 35x5 | Goodrich | ¾ El | 3 | B-R | .... | R | 4350 |
| Daniels, B | West S-H | West-2 | D D | U P 3 | Timken | F-F | Sp B | 4.42 | S | A | 127 | 34x4½ s | Firestone | Semi | 3 | B-R | R | R | 3800 |
| Davis, 51 | Delco D-H | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 120 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| Deering | ......... | ....... | Magnetic | | Timken | F-F | Sp B | .... | .. | .. | 132 | 33x5 | Wire W | ....... | 7 | .... | R | ...... | .... |
| Disbrow, A. | KW S-H | Leece-N | D | U P 3 | American | F | Bev | .... | .. | S | 116 | 33x4½ | Wire W | Semi | 3 | R | R | R | .... |
| Dispatch | Bosch | U S L | C U | ...... | Own | .... | C U | 4.12 | R | S | 120 | 34x4 | Stand | El | 3 | B | P | B | 2300 |
| Dixie Flyer, H-S50 | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F F | Sp B | 4.75 | T | T | 112 | 32x4s | Fisk | ¾ El | 2 | B-P | B & R | B | 2450 |
| Dodge Brothers | N-E A-H | N. East-1 | D D | U P 3 | Own | F | Sp B | 4.17 | T | T | 114 | 32x3½ s | Own | ¾ El | 3 | B | R | R | 2365 |
| ¶Dorris, 6-80 | Bosch S-H | West-2 | D D | U P 3 | Timken | F F | Sp B | 4.08 | S | S | 132 | 35x5 | Firestone | Semi | 7 | R | R | R | 3780 |
| Dort | Conn S-H | West-2 | C | U P 3 | Walker W | ¾ F | Bev | 4.07 | S | T | 105½ | 30x3½s | Jackson | Cant | 2 | B | B R & P | B | 2200 |
| Douglas | West S-H | West-1 | D D | U P 3 | Columbia | F F | Sp B | 4.42 | S | A | 122 | 34x4- | Firestone | Cant | 3 | B | R | R | 2850 |




# The Time to Prevent this is in the Making

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**TRANSMISSIONS**

**Both at SYRACUSE, N. Y.**

**No. 2 of 40 Reasons for Superiority**

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| Name and Model | Price Touring Car | Engine: Make of Engine | Engine: Number Cylinders | Engine: Bore and Stroke in Inches | Engine: Piston Displacement | Engine: Rated H. P. | Engine: Max. Brake H. P. | Engine: R. P. M. at Max. H. P. | Engine: Shape of Cylinder | Engine: How Cylinders are Cast | Engine: Width P. Ring Groove | Engine: Diam. Inlet Valve (Clear) | Engine: Lift of Valve | Engine: Cam Shaft Drive | Engine: Type of Cooling System | Engine: Type of Oiling System | Carburetor: Make | Carburetor: Fed by | Ignition System: Make, Type | Make of Starting-Lighting System | Clutch | Gearset Location and Forward Speeds | Rear Axle: Make | Rear Axle: Type | Rear Axle: Type of Gears Used | Rear Axle: Gear Ratio | Car Drives Through | Torque Take By | Running Gears: Wheelbase in Inches | Running Gears: Tires | Running Gears: Make of Rims | Running Gears: Type of Rear Springs | Bearing: No. Crankshaft Brgs. | Bearing: Gearset | Bearing: Rear Axle | Bearing: Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dunn | 295 | Own | 4 | 3x4 | 113 | 14.40 | ... | ... | J | Sing | ... | 1½ | ... | Chn | A | S | Mon | .. | At K-H | ..... | ..... | U P 2 | Detroit | S F | ..... | ..... | .. | .. | 84 | 30x3c | ..... | ..... | 2 | ..... | ..... | ..... | 1000 |
| Duryea Gem | †400 | Spacke | 2 | 3½x3¾ | 71 | 9.80 | 13 | 2500 | L | Sing | ⅝ | 1¼ | ¼ | Hel | A | F | Schb | G | Mag | Own | None | 3 | Own | D | ..... | 5.08 | S | .. | 100 | 28x3 | Standard | Torsion | 2 | P | B | B | 515 |
| Essenkay, 6-46 | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F-S | Zeni | V | Conn | Auto | D P | U P 3 | Adams | F | Sp B | 4.90 | S | S | 115 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| ¶Elcar, D-4 | 1225 | Lycmg | 4 | 3⅝x5 | 192 | 19.60 | 38 | 2100 | | Blk | ⅝ | 1½ | ⅝ | Hel | T-S | F & S | Cart | V | At K-S-H | Dyneto-2 | D D | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 32x3½s | Firestone | Semi | 3 | B | R | R | 2500 |
| Elcar, D-6 | 1475 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 40 | 2100 | | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | At K-SH | Dyneto-2 | D-P | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 33x4s | Firestone | Semi | 3 | B | R | R | 2650 |
| Elgin | 1485 | Falls | 6 | 3⅛x4½ | 196 | 23.44 | 40 | 2000 | I | Blk | ⅝ | 1¼ | ⅝ | Hel | T-S | F & S | Stmb | V | Wagner | Wagner | D D | U P 3 | Columbia | ¾ F | Sp B | 5.00 | S | A | 118 | 33x4s | Firestone | Cant | 3 | B | B | R | 2650 |
| Erie | 850 | GB&S | 4 | 3¾x4½ | 188 | 22.50 | ... | ... | L | Blk | ⅝ | | | Chn | T | F & S | Scheb | G | Dixie | Dyneto | D-D | U P 3 | Salisbury | F | Sp B | 4.00 | T | T | 118 | 33x4½s | Stanweld | Semi | 3 | B | B | R | 2300 |
| ¶Essex | 1395 | Own | 4 | 3⅜x5 | 179 | 18.22 | 55 | 2800 | F | Blk | ⅝ | 1⅞ | ... | Hel | T | S | Own | V | Delco | Delco | D | U P 3 | Timken | S-F | Sp B | 4.67 | . | S | 108½ | 32x4 | Kelsey | Semi | 3 | R | R | R | 2580 |
| Fiat, 55 | 6000 | Own | 4 | 5½x6¾ | 557 | 42.03 | ... | ... | L | Blk | ... | ... | ... | Hel | P | F | Zeni | P | Bosch D-H | West-3 | O D | Sep 4 | Own | S-F | Sp B | 3.75 | T | T | 140 | 35x5c | Firestone | Semi | 3 | B | B | B | 4385 |
| ¶Ford, T | 525 | Own | 4 | 3¾x4 | 176 | 22.50 | 20 | 1400 | L | Blk | ¼ | 1⅝ | ¼ | Hel | T-S | S & G | Holl | G | Own S-H | ..... | O D | U P 2 | Own | S-F | Bev | 3.63 | T | T | 100 | 30x3½c | Clincher | Trans. | 3 | P | R | B | 1480 |
| F. R. P. 45 (16 valve) | *7000 | Own | 4 | 4¾x6¾ | 448 | 34.28 | ... | ... | I | Blk | ¼ | ... | ... | Wm | P | F & S | Long | P | Bosch 2-Pt | Bosch-2 | C | Sep 4 | Own | F | Bev | 3.00 | S | T | 140 | 36x5 | D Wheels | Semi | 3 | B | B | B | 3500 |
| ¶Franklin, 9-B | 2650 | Own | 6 | 3¼x4 | 199 | 25.35 | ... | ... | I | Sing | ⅝ | 1⅝ | ⅝ | Hel | A | F | own | V | At K S-A | Dyneto-1 | D P | Sep 3 | Own | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | F-El | 7 | B | B | B | 2445 |
| Geneva | 2500 | H-Spim | 6 | 4 x5½ | 415 | 13.40 | ... | ... | T | 3 | ... | ... | ... | Hel | P | F & S | Rayf | V | Eise'n S-H | West-3 | D D | U P 4 | Timken | F | Sp S | 3.76 | S | S | 139 | 34x4½ | D Wheels | Semi | 3 | R | R | R | .... |
| Geronimo | 1550 | Ruter | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/32 | ... | ... | Hel | P | F & S | Stmb | V | Delco | Dyneto | D-D | U P 3 | W-Weiss | ¾-F | Sp B | 4.50 | S | S | 122 | 32x4s | Firestone | Semi | 3 | B | ...... | B | 2700 |
| Glide, 40 | 1655 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/32 | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | West S-H | West-3 | D D | U P 3 | American | ¾ F | Sp B | 4.64 | S | S | 119 | 34x4s | Goodyear | ¾ E | 3 | B-P | B | B | 2650 |
| Grant, G | 1120 | Own | 6 | 3 x4¼ | 180 | 21.60 | 40 | 2500 | I | Blk | ⅝ | 1¼ | 11/32 | Hel | T-S | F & S | Stmb | V | Remy S-A | Wagner-2 | C | U P 3 | Peru | F | Bev | 4.50 | T | T | 114 | 32x3½s | Goodyear | Cant | 3 | B-P | B & R | B | 2500 |
| Hackett, 4 | 985 | G-B & S | 4 | 3¾x4½ | 188 | 22.50 | ... | ... | L | Blk | ⅝ | ... | ... | Chn | T-S | F & S | Buick | V | Conn S-H | Dyneto | O D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 112 | 32x3½s | Goodyear | ¾ El | 3 | R | R | B | 2460 |
| ¶Halladay, 16 | 1585 | Ruten | 6 | 3½x5 | 230 | 23.44 | 46 | 2400 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Stmb | V | At K | West | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 116 | 32x4 | Firestone | ¾ El | 3 | B-P | R | B | 2650 |
| ¶Halladay, 20 | 1785 | Ruten | 6 | 3½x5 | 230 | 23.44 | 46 | 2400 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Stmb | V | At K | West | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 122 | 34x4 | Firestone | ¾ El | 3 | B-P | R | B | 2870 |
| Hanson | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | | | | | | | | | P | F & S | Stmb | V | | | D P | U P 3 | Timken | ¾ F | | | | | 119 | 32x4 | | Semi | | | | | .... |
| Harroun, A | 995 | Own | 4 | 3¾x5¼ | 174 | 16.90 | 43 | 2400 | I | Blk | ⅝ | 1⅛ | ⅝ | Hel | T-S | F & S | Stmb | V | Remy | Remy-2 | O C | U P 3 | Adams | F | Bev. | 4.00 | S | T | 106 | 30x3½q | Stanwald | Cant | 3 | B | B & R | R | 2000 |
| Harvard, 4-30 | 850 | Sterl | 4 | 3 x4¼ | 120 | 14.40 | 28 | ... | L | Blk | ⅝ | ... | ... | Hel | T-S | S & F | Zeni | G | At K S-H | Wagner-2 | C | U P 3 | ..... | S-F | Bev. | 4.00 | S | S | 100 | 28x3 | Baker | Cant | 2 | B-P | B & R | R | .... |
| Hatfield | 1050 | G-B & S | 4 | 3¾x4½ | 188 | 22.50 | 30.9 | 2800 | I | Blk | ⅝ | 1⅝ | 11/32 | Ghn | T-S | F & S | Stmb | V | C n S-H | Disco-2 | O D | U P 3 | Peru | F | Bev | 4.23 | S | S | 106 | 31x4 | Detroit | Cant | 3 | B | B | B | 2350 |
| Hatfield | 1180 | G-B & S | 4 | 3¾x4½ | 188 | 22.50 | 30.9 | 2800 | L | Blk | ⅝ | 1⅜ | 11/32 | Chn | T-S | F & S | Zeni | V | Conn S-H | Dyneto-2 | O D | U P 3 | Peru | F | Bev | 4.50 | S | S | 115 | 32x4 | Firestone | Semi | 3 | B | B | B | 2650 |
| ¶Haynes, 45 | 2685 | Own | 6 | 3½x5 | 289 | 29.40 | 50 | 2000 | L | Blk | ¾ | 1⅝ | .31 | Hel | P | S | Rayf | V | Remy S-H | Lesco-N 2 | O D | U P 3 | Own | ¾ F | Sp B | 4.35 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B | B | B | 3325 |
| ¶Haynes, 46 | 2450 | Own | 12 | 2¾x5 | 356 | 36.30 | 70 | 2400 | I | 6 | ½ | [illegible] | .31 | Chn | P | F | Rayi | V | Delco SHA | Lesco-N 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.35 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B | B | B | 3700 |
| Holmes | 2900 | Own | 6 | 3¼x4½ | 245 | 29.40 | 40 | 1650 | I | Sing | ⅝ | 1⅝ | ⅝ | Hel | A | F | Newo | V | Eise'n S-A | Dyneto | D-P | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 126 | 34x4½ | Goodyear | F-El | 7 | B-R | B | B | 3800 |
| Holler, 206 | 1785 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 40 | 2200 | L | Blk | ⅝ | | | Hel | P | F & S | Stmb | V | Remy | Split | C | U P 3 | Own | F-F | Sp B | 4.06 | S | S | 116 | 32x4s | Firestone | Cant | 3 | B | B | R | 2500 |
| Hudson-Super 6 | onapp | Own | 6 | 3½x5 | 288 | 29.40 | 76 | 2450 | L | Blk | ⅝ | 1⅝ | .31 | Hel | Pt | S | own | V | Delco SHA | Delco-1 | O D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 34x4½s | Kelsey | Semi | 4 | R-P | R | B | 3200 |
| ¶Hupmobile, R | 1335 | Own | 4 | 3¼x5½ | 183 | 16.90 | ... | ... | L | Blk | ⅝ | 1⅝ | ⅝ | Chn | T-S | F | Stmb | V | At-K S-H | West 2 | O D | U P 3 | Own | ¾ F | Sp B | 4.87 | S | S | 112 | 32x4ss | Kelsey | Semi | 3 | B-P | R | B | 2400 |
| Jones, B-28 | 2250 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 60 | 2600 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Rayf | V | Remy D-H | West | D D | U P 3 | Timken | F | Sp B | 4.46 | S | S | 126 | 34x4s | Firestone | Semi | 3 | R | R | R | 3080 |
| Jordan | 2675 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 60 | 2275 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | Delco SHA | Bijur-3 | D D | U P 3 | Timken | S-F | Sp B | 4.08 | S | S | 127 | 32x4½s | Goodyear | Semi | 3 | B | R | R | 3300 |
| King, G | 2150 | Own | 8 | 3 x5 | 283 | 28.80 | 60 | 2400 | L | 4 | ⅝ | 1½ | ⅝ | Chn | T-S | F | Ball | V | At K S-H | Bijur | D D | U P 3 | Columbia | F | Sp B | 5.00 | S | A | 130 | 34x4s | Stanweld | Cant | 3 | R-B | R | R | 3150 |
| Kissel C.B. 6 | 2750 | Own | 6 | 3⅛x5½ | 284 | 25.37 | 60 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | Remy S-H | Remy | C | U P 3 | Own | F-F | Sp B | 4.58 | S | S | 124 | 32x4½ | Firestone | ¾ El | 3 | B | R | R | 3400 |
| Kline, 6-42, H | 1865 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 3000 | L | Blk | ¼ | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | Conn | West-3 | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 121 | 33x4s | Firestone | ¾ El | 3 | B | R | R | 2800 |
| Laurel, 35 | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | ... | ... | L | Blk | ⅝ | ... | ... | Chn | T-S | F & S | Schb | G | Split S-H | Disco-3 | O D | U P 3 | Peru | F | Bev | 4.25 | S | ' | 112 | 32x3½s | Goodyear | Cant | .. | B | R | B | .... |
| Lenox, O | 2850 | Buda | 6 | 3¾x5½ | 364 | 33.50 | ... | ... | .. | Blk | ¼ | ... | ... | Spur | P | S | Cart | V | Eise'n S-H | Bijur-2 | D D | U P 3 | Timken | F | Sp B | 4.10 | .. | .. | 130 | 34x4½ | Firestone | Semi-El | 3 | .... | .... | .... | .... |
| Lexington, 6-R | 1785 | Cont | 6 | 3¼x4½ | 224 | 25.39 | 40 | 2250 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | Conn S-H | West-2 | D D | U P 3 | Hess | F | Sp B | 5.00 | S | S | 122 | 34x4s | Goodyear | Semi | 3 | B-P | B & R | B | 2875 |
| ¶Liberty Six, 10-B | 1570 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 40 | 2200 | L | Blk | ⅝ | 1⅛ | 11/32 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 115 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| ¶Locomobile, 48-4 | 8100 | Own | 6 | 4½x5½ | 525 | 48.60 | ... | ... | T | 2 | ½ | 2½ | ⅝ | Hel | P | F & S | Ball | P | Berling D | West-3 | D D | Sep 4 | Own | F-F | Sp B | 3.85 | R | A | 142 | 35x5q | Firestone | ¾ El | 7 | B | B | R | .... |
| Lozier, 84 }Made to | 1695 | Own | 4 | 4¼x6½ | 369 | 28.90 | ... | ... | L | Blk | ½ | ... | ... | Chn | P | F & S | Stew | P | Bosch D-H | G & D-3 | O D | U P 3 | Timken | F | Bev | 3.91 | .. | .. | 120 | 36x4½s | Stanweld | Plat | 3 | .... | .... | .... | .... |
| Lozier, 82 }order only | 2775 | Own | 6 | 3¾x6 | 424 | 36.04 | ... | ... | L | 3 | ½ | ... | ... | Chn | P | F & S | Rayf | P | Eise'n S-H | G & D-3 | O D | U P 3 | American | F | Sp B | 3.27 | .. | .. | 132 | 36x4½s | Stanweld | Plat | 3 | .... | .... | .... | .... |
| Madison | 1550 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/32 | 1⅝ | ⅝ | Hel | P | F | Rayf | V | Atk | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.58 | S | S | 115 | 33x4s | Goodyear | ¾ El | 3 | B | B | B | 2950 |
| ¶Malbohm, B | 1395 | Falls | 6 | 3⅛x4¼ | 196 | 23.44 | 46 | 2290 | I | Blk | ⅝ | 1½ | 11/32 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner 2 | D D | U P 3 | Peru | F-F | Bev | 4.50 | S | S | 116 | 32x3½s | Stanweld | Semi | 3 | B | R | R | 2350 |
| Marion-Handley B | 1930 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2100 | L | Blk | ¼ | 1.31 | .31 | Hel | P | F & S | Stml | V | West S-H | West-3 | D D | U P 3 | Salisbury | F | Sp B | 4.07 | S | S | 125 | 35x4½s | Firestone | Semi | 3 | B | B & R | B | 3060 |
| Marmon, 34 | 3950 | Own | 6 | 3¾x5⅛ | 340 | 33.75 | 74 | 2450 | I | Blk | ¼ | 1¾ | .37 | Hel | P | F | Stmb | G | Bosch S-H | Bijur 2 | C | To-T 3 | Own | ¾ F | Sp B | 3.60 | T | T | 136 | 32x4½s | D Wheels | C Trans | 4 | B-R | B R | R | 3450 |
| ¶Maxwell, 25 | 985 | Own | 4 | 3⅝x4½ | 186 | 21.03 | 25 | 1700 | L | Blk | ⅝ | 1 11/32 | 19/64 | Hel | T-S | F & S | John | V | At K S-H | Simms-1 | O C | U P 3 | Own | ¾ F | Bev | 3.58 | .. | .. | 109 | 30x3½c | Stanweld | Semi | 2 | R-P | R | B | 2100 |
| McFarlan, 127 | 4300 | Ttor | 6 | 4½x6 | 573 | 48.60 | 100 | 1850 | T | Blk | ¼ | 2 | .34 | Hel | P | F & S | Stmb | V | Bosch | West-3 | D D | Sep 3 | Timken | F | Sp B | 3.50 | S | S | 136 | 35x5s | Firestone | Semi | 4 | R | R | R | 4465 |
| Mercer, Series 4 | 4500 | Own | 4 | 3¾x6¾ | 298 | 22.50 | 72 | 2800 | L | Blk | ⅝ | 2½ | ⅝ | Chn | P | F | Ball | V | Berling S-H | West | D D | Sep 4 | Own | F | Sp B | 3.62 | S | S | 132 | 32x4½s | Howard | Semi | 3 | B | B R | R | 3900 |
| Mercury, 19-50 | 2750 | Weidely | 4 | 3½x5½ | 212 | 19.60 | 50 | 2400 | I | Blk | ⅝ | 1⅞ | ⅝ | Hel | P | F | Stmb | V | Delco | Delco-2 | D-D | U P | ..... | ¾ F | Sp B | 4.83 | S | S | 114 | 31x4 | Firestone | Semi | 3 | B | R | B | 2500 |
| ¶Mets | 1695 | Ruten | .. | 3½x5 | 230 | ..... | 45 | 2344 | .. | Blk | .. | .. | .... | ..... | P | ..... | Stmb | .. | Conn S-H | West-2 | ...... | U P 3 | Timken | Semi | ..... | ..... | S | S | 117 | 32x3½s | ..... | Semi | .. | .... | R | R | 2500 |
| ¶Mitchell, E-40 | 1575 | Own | 6 | 3¼x5 | 249 | 25.35 | 40 | 2300 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P-† | F & S | Ray | V | Remy | Remy | D D | To-T 3 | Own | F F | Sp B | 4.41 | S | T | 120 | 33x4s | Stanweld | Cant | 3 | B-R | R | R | 2880 |
| Mitchell, E-42 | 1675 | Own | 6 | 3½x5 | 289 | 29.40 | 48 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P-† | F & S | Rayf | V | Remy | Remy | D D | To-T 3 | Own | F F | Sp B | 4.41 | S | T | 127 | 34x4s | Stanweld | Cant | 3 | B-R | R | R | 3160 |
| Moline-Kngt, 40-L | 2000 | Own | 4 | 3¾x5 | 221 | 22.50 | ... | ... | S | Blk | ⅝ | .. | .... | Chn | T-S | F | Schb | V | Conn S-H | Comb-2 | D-D | Sep 3 | Timken | S-F | Sp B | 4.90 | .. | .. | 117 | 34x4s | Firestone | Trans | 3 | R-P | R | R | 3012 |
| Moline-Knight, G | 2500 | Own | 4 | 4 x6 | 301 | 25.60 | 52 | .... | S | Blk | ¼ | ... | .... | Chn | T-S | F | Schb | V | Conn S-H | Comb-2 | C | Sep 3 | Timken | S-F | Sp B | 4.45 | .. | .. | 123 | 35x4½s | Firestone | Trans | 3 | R-P | R | R | 3152 |
| ¶Monitor, M | 1575 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ... | L | Blk | ¼ | ... | .... | Hel | P | S | Stmb | V | Conn | Dyneto | D D | U P 3 | Stanpar | F | Bev | 4.25 | S | S | 117 | 33x4s | Stanweld | ¾ El | 3 | B-R | R | B | 2500 |
| Monroe, M-6 | 995 | Own | 4 | 3¼x4½ | 150 | 16.90 | 44 | 2600 | I | Blk | ⅝ | 1⅝ | ⅜ | Hel | T-S | F | Zeni | V | Conn S-H | Auto-2½ | D D | U P 3 | Hess | S-F | Sp B | 4.75 | S | A | 115 | 32x3½ | Firestone | C Cant | 2 | B | R | R | 2375 |
| Moon | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2200 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Tell | G | Delco | Wagner | D-D | U P 3 | Timken | S-F | Sp B | 4.60 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| ¶Moore, 30-Sport | 895 | G-B & S | 4 | 3¾x4¼ | 189 | 22.50 | 36 | 2800 | .. | Blk | ⅝ | 1⅝ | ⅛ | Gr | T-S | F & S | Marv | G | Conn S-H | Auto | D | U P 3 | Peru | F-F | Sp B | 4.25 | S | S | 106 | 30x3½q | Firestone | Semi | 3 | R-B | B & R | B | 2250 |
| Murray, 70-T | 2800 | H-Spim | 8 | 3¼x5 | 332 | 33.80 | 80 | 2700 | L | 4 | ⅝ | ... | .... | Hel | P | F | Zeni | V | Split D-H | West | D D | U P 3 | Timken | F | Sp B | 4.46 | S | S | 128 | 34x4½s | Firestone | ¾ El | 3 | R | R | R | 3750 |
| Napoleon, 30 | †1085 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 34 | 2400 | L | Blk | ⅝ | ... | .... | Hel | T-S | F & S | Zeni | V | Delco D-H | Dyneto-3 | D D | U P 3 | Mott | S-F | Bev | 4.00 | S | S | 112 | 32x4 | Prudden | Cant | 2 | B | B & R | B | 2285 |
| Napoleon | 1285 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ... | .. | ..... | .. | .. | .... | ..... | ..... | ..... | ..... | .. | Delco | Dyneto | D-D | U P 3 | Timken | F-F | ..... | ..... | .. | .. | 115 | 34x4 | ..... | ¾ El | 3 | .... | R | ..... | 2725 |
| Nash, 681 | 1490 | Own | 6 | 3¼x5 | 249 | 25.35 | 67 | 2600 | I | Blk | ⅝ | 1⅝ | .35 | Hel | P | S | Marv | V | Delco SHA | Delco-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | S | 121 | 33x4 | Firestone | Semi | 3 | .... | R | R | 2650 |
| National, 6 | 2450 | Own | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2100 | L | Blk | ⅝ | 1.54 | .302 | Hel | P | F & S | Rayf | V | Delco S-H | West-2 | D D | U P 3 | Columbia | F | Sp B | 4.58 | S | A | 128 | 34x4½q | Firestone | Cant | 3 | B | R | R | 3417 |
| National, 12 | 3050 | Own | 12 | 2⅞x4¾ | 370 | 39.68 | 80 | 3000 | L | 6 | ⅝ | 1 11/32 | .320 | Hel | P | F | Rayf | V | Delco S-H | Bijur-2 | D D | U P 3 | Columbia | F | Sp B | 4.58 | S | A | 128 | 34x4½q | Firestone | Cant | 3 | B | R | R | 3620 |
| Nelson, Four-29 | 1500 | Own | 4 | 3⅛x4¾ | 146 | 15.60 | 29 | 2200 | I | Blk | ⅝ | 1¼ | ⅝ | Bev | T-S | F-F | Zeni | V | Bosch S-H | U-S-L-1 | O D | R. Ax3 | Own | F-F | Sp B | 4.25 | .. | .. | 104 | 32x4s | Kelsey | Semi | 2 | B-R | B & R | B | 2094 |
| Noma, A | †2700 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ¼ | 1⅝ | 11/32 | Hel | P | F & S | Zeni | V | Delco | Delco | D D | U P | Timken | ¾ F | Sp B | 4.50 | S | S | 128 | 33x4½s | ..... | Semi | 3 | B | B & R | B & R | 3550 |
| Norwalk | ..... | Lycmg | 4 | 3½x5 | 192 | 19.60 | ... | 2500 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | S | Cart | V | Delco | Dyneto | D | U P 3 | Adams | ¾ F | Sp B | 4.00 | T | S | 116 | 32x3½s | Firestone | Semi | 2 | B | B | ...... | 2860 |
| Oakland, 34-B | 1075 | Own | 6 | 2⅞x4¾ | 177 | 18.97 | 44 | 2600 | I | Blk | ⅝ | 1½ | ⅝ | Hel | P | F | Marv | V | Remy | Remy | C | U P 3 | Mott | F | Bev | 4.50 | S | S | 112 | 32x4s | Perlman | Semi | 3 | B | R & B | B | 2130 |

# The Catalogs Tell the Story

Those motor-car builders whose catalogs are shown here are representative of the ones who are using Westinghouse Equipment. Their total exceeds by more than *fifty per cent* the number of car builders standardizing on any other make.

What better indication of quality could there be?

It's plainly written in these catalogs that Westinghouse Equipment *is* unquestionably *worth* more.

*For your own protection and to keep valid the Westinghouse guarantee, use only Westinghouse repair parts, which can be obtained from authorized service stations in all parts of the country.*

**WESTINGHOUSE ELECTRIC & MANUFACTURING CO.**
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# Westinghouse
## STARTING, LIGHTING & IGNITION EQUIPMENT

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| NAME AND MODEL | Price Touring Car | Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacement | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wdth. P Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor Make and Type | Fed by | Ignition Make Type | Make of Starting Lighting System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Oldsmobile, 37-A | 1395 | Oakland | 6 | 2⅞x4¾ | 176 | 18.90 | 41 | 2600 | I | Blk | .. | 1¼ | ⅝ | Hel | P | F | John | V | Remy | Remy |
| ¶Oldsmobile, 45-B | 1895 | Own | 8 | 2⅝x4¾ | 246 | 26.55 | 58 | 2600 | L | 4 | ⅝ | 1⅛ | ⅝ | Hel | P | F | B&B | V | Delco S-A | Delco-3 |
| Olympian | 1240 | Own | 4 | 3¼x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅝ | 1⅜ | ⅜ | Hel | T-S | F | Stmb | V | Conn | Auto |
| Overland, 90 | 985 | Own | 4 | 3⅜x5 | 179 | 18.23 | 35 | 2200 | L | Blk | ⅝ | 1⅜ | 5/16 | Hel | T-S | S | Tilt | V | Conn S-H | Auto-2 |
| ¶Owen-Magnetic O-36 | 4250 | Buda | 6 | 3¾x5¼ | 364 | 33.75 | 60 | 2000 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Bosch S-H | Owen Sys |
| Owen-Magnetic W42 | 5500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | I | 3 | ¼ | 1½ | ⅜ | Hel | P | F | Zeni | V | Bosch | Owen Sys |
| Packard, 3-25 | 5200 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅜ | 1½ | .344 | Chn | P† | F | own | P | DelcoS-HA | Bijur-3 |
| Packard, 3-35 | 5550 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| ¶Paige-Linwood, 6-40 | 1595 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2700 | L | Blk | ⅛ | 1⅜ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- |
| ¶Paige, Essex, 6-55 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 1900 | L | Blk | ⅝ | 1.54 | .305 | Hel | P | F & S | Rayf | V | Remy S-H | Remy |
| Pann, A | .... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | F | Blk | ⅝ | 1¼ | ⅜ | Chn | T-S | F & S | Stmb | G | Auto | Auto |
| Paterson, 6-46 | 1595 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 38 | 1600 | L | Blk | ¼ | 1¼ | ⅜ | Hel | P | F & S | Stmb | V | Delco-D-H | Delco-3 |
| Peerless, 56 | 2900 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | P | F | Ball | V | At K S-H | Auto 2 |
| Penney 18 | 1085 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅝ | 1⅝ | 5/16 | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-3 |
| Pennsy, 6-18 | 1585 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | L | Blk | ... | ..... | ..... | Hel | P | F & S | Rayf | V | S-H | Heinze |
| Phianna | 6000 | Own | 4 | 3⅞x6 | 287 | 24.90 | ... | ..... | L | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | H&N | P | BoschS-H | Ward L |
| Piedmont, N-30 | 1095 | Lycmg | 4 | 3½x5 | 192 | 19.60 | ... | ..... | L | Blk | ... | ..... | ..... | Hel | T-S | S | Cart | V | DelMM | Dyneto |
| ¶Piedmont, S-40 | 1545 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | L | Blk | ... | ..... | ..... | Hel | T-S | S | Zeni | V | Remy | Remy |
| ¶Pierce-Arrow, 38 | 7250 | Own | 6 | 4 x5½ | 415 | 38.40 | ... | ..... | T | 2 | ¼ | 1½ | ⅜ | Hel | P | F | Own | V | Delco | West |
| ¶Pierce-Arrow, 48 | 7750 | Own | 6 | 4½x5½ | 525 | 48.60 | 90 | 2000 | T | 2 | ⅛ | ..... | ..... | Hel | P† | F | own | P | Delco | West-3 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅝ | 1⅝ | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 |
| ¶Pilot, 6-45 | 1650 | Teetor | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅝ | 1.37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-3 |
| Premier, 6-C | 2585 | Own | 6 | 3⅜x5½ | 295 | 27.30 | 60 | 2400 | I | Blk | ⅝ | 1⅞ | ⅜ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 |
| ¶Reo, T & U | 1650 | Own | 6 | 3⅝x5 | ... | ..... | ... | 2750 | F | 2 | ⅜ | 2.33 | .26 | Hel | P | S | John | V | Remy S-H | Remy-3 |
| Ri-Chard | 8000 | Own | 8 | 3⅝x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ⅜ | Hel | P | F-S | Own | V | 2 Bosch M | West |
| Revere B | 3850 | ....... | 4 | 4⅜x6 | 360 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | .... | Spr | P | F-S | Mill | P | Bosch | West |
| Roamer, C-6-54 | .... | Cont | 6 | 3½x5¼ | 303 | 29.40 | 54 | 2450 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 |
| ¶Roamer, D-4-75 | .... | Duesen | 4 | 3¾x6 | 299 | 25.40 | 75 | 2650 | I | Blk | ¼ | 2 | ⅜ | Hel | P | F & S | Stmb | V | Bosch | Bijur-2 |
| Rock Falls, 10 | .... | Buda | 6 | 3½x5¼ | 303 | 29.40 | ... | ..... | L | Blk | .. | ..... | ..... | ..... | P | F & S | Rayf | V | Bosch | West |
| Saxon, Six | 1195 | Cont | 6 | 2⅞x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅝ | 1⅛ | 5/16 | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-3 |
| Sayers | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 42 | 2200 | L | Blk | ¼ | 1⅝ | ¼ | Hel | P | F & S | Zeni | V | Delco | Delco-2 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3⅝x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅝ | 1¼ | 5/16 | Hel | P | ...... | Zeni | .. | Remy | Remy |
| Scripps-Booth 6-39 | 1295 | North | 6 | 2⅝x4¾ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅝ | ..... | ..... | Hel | P | F-S | Marv | V | Remy | Remy-2 |
| ¶Seneca, 4-27 | 1085 | LeRoi | 4 | 3⅛x4½ | 138 | 15.63 | 27 | 2200 | L | Blk | ⅝ | ..... | ¼ | Hel | T-S | F & S | Scheb | .. | Conn | Al-Ch |
| Simplex-Crane | *7000 | Own | 6 | 4⅜x6¾ | 564 | 45.94 | ... | ..... | L | 3 | ⅝ | ..... | ..... | Chn | P | F | Newc | P | Eisen | Bosen-2 |
| Singer, 19 | 5000 | H-Splm | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 3 | ⅝ | 1⅛ | ⅜ | Hel | P | F | Rayf | V | Bosch S-H | West-1 |
| Standard, H | 2750 | H-Splm | 8 | 3¼x5 | 331 | 33.80 | 70 | 2200 | L | 4 | ⅝ | 1⅛ | ⅜ | Hel | P | F | Zeni | V | Split | West |
| Stearns-Knight, 4 | 2250 | Own | 4 | 3¾x5⅝ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅝ | ..... | ..... | Chn | P | F & S | Schb | V | At-K S-H | West-2 |
| ¶Stephens, 84 | 1975 | Own | 6 | 3¼x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅝ | 1⅛ | ⅜ | Hel | T-S | F | Till | V | Auto | Auto |
| S-S-E, A-f | 7000 | Own | 6 | ....... | 300 | 30.24 | 77 | 2700 | .. | Blk | .. | 2 | ⅜ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 |
| ¶Studebaker, S-H | 1325 | Own | 4 | 3½x5 | 187 | 19.60 | 38 | 2000 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | Remy S-H | Wagner-2 |
| ¶Studebaker, E-H | 1685 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | P | F & S | Ball | V | Remy S | Wagner |
| ¶Studebaker, E-G | 2135 | Own | 6 | 3⅞x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Ball | V | Remy S-H | Wagner-2 |
| Stutz, 16-valve | 2850 | Own | 4 | 4⅜x6 | 361 | 30.63 | .. | ..... | T | Blk | ⅛ | ..... | ..... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 |
| ¶Templar, 4-45 | 2485 | Own | 4 | 3⅝x5½ | 197 | 18.23 | 45 | 2100 | I | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | Zeni | V | Magneto | Bijur-2 |
| ¶Texan | 1250 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | 36 | 2700 | L | Blk | ⅝ | 1⅝ | ⅜ | Chn | T | F & S | Mill | V | Delco | Auto |
| ¶Tulsa, D-1 | 1150 | Lycmg | 4 | 3½x5 | 187 | 19.60 | 35 | 1800 | L | Blk | ⅝ | ..... | ..... | Hel | T | F & S | Mill | V | Delco | Dyneto |
| Velie, 38 | 1525 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 35 | 2050 | L | Blk | ⅝ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 |
| Velie, 39 | 1910 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅝ | 1¼ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 |
| ¶Vernon, 419 | 695 | Own | 4 | 3⅛x4 | 123 | 15.62 | 45 | 2800 | T | Blk | ¼ | 1¼ | 5/16 | Hel | T | F & S | Own | G | At K S-A | Wd. Leon |
| ¶Vernon, 819 | 1295 | Own | 8 | 2⅝x4 | 173 | 22.05 | 62 | 2800 | T | 4 | ⅝ | 1⅜ | 5/16 | Hel | T | F & S | Own | V | At K S-A | Wd. Leon |
| Waco, T--37 | 950 | ....... | .. | 3¾x4¼ | 188 | 22.50 | 37 | .... | L | Blk | .. | ..... | ..... | ..... | T | F & S | Schb | V | Dixie | ..... |
| Westcott | 2590 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 |
| Willys, 89-6 | 1625 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 45 | 1700 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Tilt. | V | ConnS | Auto-2 |
| Willys-Knight 88-4 | 1725 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅝ | ..... | ..... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 |
| Winton, 33 | 3600 | Own | 6 | 3¾x5¼ | 348 | 33.75 | 70 | 2200 | L | 2 | ¼ | 1⅜ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 |
| Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ¼ | 2¼ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-3 |
| Wolverine | 3500 | Duesen | 4 | 3¾x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .. | 2¼ | ⅜ | Gear. | P | F & S | Mill | V | [illegible] | Bijur : |

| NAME AND MODEL | Clutch Type | Gearset Location and Forward Speeds | Axle Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Tak. By | Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Bearings | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Oldsmobile, 37-A | C | U P 3 | W. Mott | F | Sp B | 4.60 | .. | S | 112 | 32x4s | Perlman | Semi | 3 | B-R | B R | R | 2452 |
| ¶Oldsmobile, 45-B | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 122 | 34x4½s | Perlman | ¾ El | 3 | B-R | B & R | R | 3505 |
| Olympian | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 114 | 32x3½s | Goodrich | Trans | 2 | B-P | B-R | B | .... |
| Overland, 90 | C | R Ax 3 | Own | ¾ F | Sp B | 3.93 | T | T | 106 | 31x4c | Stanweld | Cant | 3 | B-R | B | R | 2500 |
| ¶Owen-Magnetic O-36 | Ow. M | ag.TR | American | F | Sp B | 3.50 | S | A | 136 | 35x5s | D Wheels | Semi | 4 | .... | R | R | 4520 |
| Owen-Magnetic W42 | Ow. M | ag.TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-25 | D D | U P 3 | Own | S-F | Sp B | 4.36 | S | A | 128 | 35x5c | Firestone | Semi | 3 | B-R | B | R | 4435 |
| Packard, 3-35 | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4490 |
| ¶Paige-Linwood, 6-40 | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B-R | B & R | R | 2802 |
| ¶Paige, Essex, 6-55 | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.36 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B-R | B & R | B | 3373 |
| Pann, A | D P | U P 3 | Own | Semi | Sp B | 4.90 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| Paterson, 6-46 | D P | U P 3 | Hess | F-F | Sp B | 4.50 | S | S | 120 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Platf | 3 | B-R | R | R | 3500 |
| Penney 18 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Pennsy, 6-18 | P | U P 3 | Columbia | F | Sp B | 4.58 | .. | S | 120 | 33x4s | ........ | ¾ El | 3 | B | R | B | .... |
| Phianna | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| Piedmont, N-30 | D P | U P 3 | Peru | F | ..... | 4.45 | .. | .. | 116 | 32x3½ | Firestone | Semi | .. | .... | .... | .... | .... |
| ¶Piedmont, S-40 | D P | U P 3 | Timk | S-F | ..... | 4.45 | .. | .. | 122 | 32x4 | Firestone | Semi | .. | .... | .... | .... | .... |
| ¶Pierce-Arrow, 38 | C | Sep 4 | Own | S-F | BSp | 3.78 | S | A | 134 | 34x4½ | Goodrich | ¾ El | 7 | B | B & R | R | 4370 |
| ¶Pierce-Arrow, 48 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 148 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5108 |
| Pilgrim | O D | U P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Perlman | Semi | 3 | B | R | B | 2350 |
| ¶Pilot, 6-45 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Perlman | Cant | 3 | B | B & R | R | 2790 |
| Premier, 6-C | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B-P | R | R | 3400 |
| ¶Reo, T & U | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 33x4s | Firestone | Semi | 4 | R | R | R | 2935 |
| Ri-Chard | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| Revere B | D D | U P 4 | American | F-F | Beb | 3.50 | .. | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3400 |
| Roamer, C-6-54 | D P | U P 3 | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4s | D Wheels | Semi | 5 | B-R | B | B | 3000 |
| ¶Roamer, D-4-75 | D P | U P | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4½s | D Wheels | Semi | 2 | B | B | B | 3150 |
| Rock Falls, 10 | D P | U P 3 | Columbia | F-F | ..... | 4.56 | .. | .. | 136 | 35x5 | Firestone | ¾ El | .. | .... | .... | .... | 2800 |
| Saxon, Six | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R-P | R | R | 2376 |
| Sayers | D D | U P 3 | Hess | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2600 |
| Scripps-Booth, G | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½c | D Wheels | Cant | 3 | B-R | R | B | 2100 |
| Scripps-Booth 6-39 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Perlman | Semi | 3 | B-P | B-R | B | .... |
| ¶Seneca, 4-27 | D-D | U P 3 | Penn | F F | Sp B | 4.50 | .. | T | 108 | 30x3½ | Jackson | Cant | 2 | B | R | R | 2100 |
| Simplex-Crane | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ......... | Semi | 3 | B | B | R | .... |
| Singer, 19 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| Standard, H | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B-R | B R & P | R | 3500 |
| Stearns-Knight, 4 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B-R | B & R | R | 3400 |
| ¶Stephens, 84 | D D | U P 3 | Stanpar | S-F | Sp B | 4.75 | S | S | 122 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-E, A-f | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | .... | .... | .... | 1800 |
| ¶Studebaker, S-H | C | Sep-3 | Own | S-F | Sp B | 4.36 | S | S | 112 | 32x3½q | Kelsey | Semi | 3 | R | R | R | 2500 |
| ¶Studebaker, E-H | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2750 |
| ¶Studebaker, E-G | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| Stutz, 16-valve | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| ¶Templar, 4-45 | D D | U P 3 | American | S-F | Sp B | 4.41 | S | S | 118 | 32x4 | Firestone | Semi | 3 | B | B & R | R | 2750 |
| ¶Texan | P | U P 3 | Peru | F F | Sp B | 4.25 | .. | A | 114 | 33x4s | Firestone | Cant | 3 | B | R | R | 2000 |
| ¶Tulsa, D-1 | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | R | B | 2400 |
| Velie, 38 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | ¾ El | 3 | B-P | R | R | 2716 |
| Velie, 39 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B-R | R | R | 3316 |
| ¶Vernon, 419 | D | U P 3 | Own | F-F | Sp B | 4.63 | S | S | 103 | 30x3½c | Baker | Cant | 2 | B | R | R | 1500 |
| ¶Vernon, 819 | D | U P 3 | Own | F-F | Sp B | 4.25 | S | S | 115 | 31x4c | Baker | Cant | 2 | R | R | R | 2100 |
| Waco, T--37 | D | U P 3 | ......... | F-F | ..... | ..... | .. | .. | 112 | 32x3½q | ......... | ¾ El | .. | .... | B | .... | 2350 |
| Westcott | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Cant | 3 | B-R | R | R | 3200 |
| Willys, 89-6 | C | R Ax 3 | Own | F | Sp B | 4.00 | T | T | 120 | 33x4½s | Stanweld | Cant | 3 | BRP | R | R | 3430 |
| Willys-Knight 88-4 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| Winton, 33 | D D | U P 4 | Own | F | Sp B | Opt | S | T | 132 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 3870 |
| Winton, 48 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 4440 |
| Wolverine | D D | U P : | American | F-F | Sp B | 2.94 | .. | S | 117 | 32x4½ | ......... | Semi ; | 3 | B | R | R | 2340 |

## STEAM CARS

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Dive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Doble-Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| Stanley, 735 | 2575 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| Super-Steamer | 3000 | 125 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3¼x5 | Rear Axle | No Gr. | Kero | Bunsen | Condensing | ..... | 33x4 | Semi | Springs | Eng. Frame |

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# Success of Semi-Trailers for Transporting Ice Cream

"JUST as the motor truck naturally supplanted the horse and wagon, so will the semi-trailer-truck unit supersede the motor truck in the transportation of ice cream," asserts Robert Johnson, superintendent of the motor vehicle department of the Arctic Ice Cream Company of Detroit.

And Mr. Johnson has logical reasons for his opinion, which has been formed after operating semi-trailers for four years.

"Today," said Mr. Johnson, "semi-trailers have become a necessity in the efficient operation of our delivery system—and I am frank in saying that we couldn't get along without them."

The Arctic Ice Cream Company purchased its first semi-trailer from the Fruehauf Trailer Company of Detroit four years ago. The transportation unit gave such satisfactory service that three months later seven additional trailers were bought. Early this spring two more Fruehauf trailers were placed in service and the company is now operating ten trailer-truck units, all of four and six tons capacity. However, Mr. Johnson states that when loaded, six and eight ton loads are hauled on the trailers.

The trailers are operated in connection with 1½-ton trucks and are designed especially for transportation of ice cream. The bodies are full paneled and sheeted inside, allowing for a three-inch air space to act as an insulator. The forward end is separated from the rest of the body by a partition and is accessible through doors in the front. This compartment is used as a container for the refrigerators, carrying brick cream and specials, and serve as a receptacle for empty cans. The water tight flooring slopes toward the center and to the rear, thus allowing for drainage of the salty water and to keep it from coming in contact with the mechanical parts of the trailer or tractor. These parts are in this way protected against the corrosive action of the brine.

After cans of ice cream are placed in tiers in a trailer, a trap door in the roof of the trailer is opened and pulverized ice and salt enters the trailer body through spouts by gravity action. The force is sufficient to pack the ice around the cans of ice cream.

The trailer-truck unit then starts out on its trip to stores on its route which is so arranged that the last can of ice cream is delivered only a short distance from the Arctic Company's plant and the trailer-truck can then be filled with another load of ice cream. The loading operation requires but a short time and the units are kept in operation almost continually.

Mr. Johnson states that the operation expense connected with a trailer-truck unit which hauls seven or eight tons is much less than the cost of operating a 5-ton truck. Gasoline consumption is about one-half less and tire expense is also greatly reduced. The tires on the trailers which have been operated three years show practically no wear and will stand up for thousands of additional miles.

The gasoline consumption of the 1½-ton trucks which haul six and eight ton loads with the trailers averages six miles to the gallon while the gasoline consumption of 5-ton trucks which would be required to replace the trailer-truck units would average three miles to the gallon. The operation of trailers in connection with 1½-ton trucks has enabled the Arctic Company to reduce its investment in transportation equipment several thousand dollars.

The ten trucks and trailers, having a total hauling capacity of 70 tons, represent an investment of approximately $37,000; ten 5-ton trucks, which could haul 70 loads only by overloading, would cost about $49,000 or $12,000 more than the Fruehauf trailer-truck units.

### New Porter Car on Market Soon

Quantity production of the Porter car, which has been for more than four years in the experimental stage, bearing the initials of its originator, Finley R. Porter, will be undertaken in September. Manufacturing will be carried on at Bridgeport, Conn., by the American & British Corp., licensed by Porter, one of its directors, as exclusive producer of the machine during the next ten years.

The Porter, equipped with the Porter engine of more than 100 hp., will be manufactured complete at the Bridgeport plant, and will sell for about $5,000.

Distribution will be handled by the Morton W. Smith Co., New York City.

### Refinements in Maibohm

Greater comfort and increased strength, as well as new body designs, feature the new models of the Maibohm line, the announcement of which has just been made by the Maibohm Motors Co., Detroit. The coming model has a phaeton body with slightly lower cowl and a pronounced bevel line extending the entire length of the car, giving a smarter and more handsome appearance. The frame and springs are increased in strength for more comfortable riding.

In line with the principle of easier riding and more comfortable qualities, a more flexible and deeper seat cushion and back springs have been added. Motor and mechanical equipment remain unchanged.

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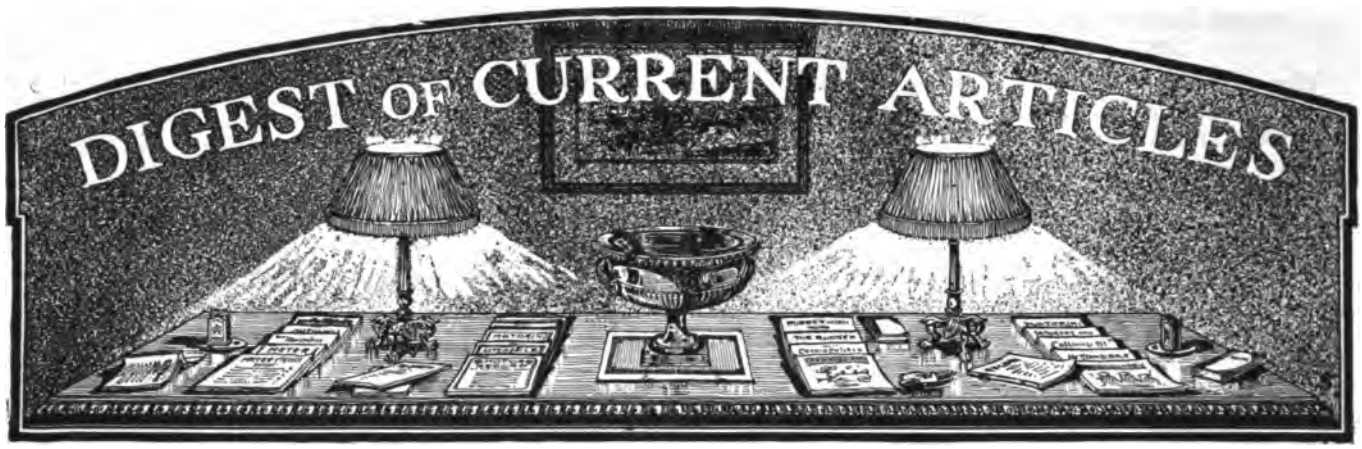


SOME observers, asking themselves the question how long prices will remain at high levels, have reached the somewhat Bolshevik conclusion that the Government is really responsible for the continued inflation. They figure that the high levels cannot possibly be abandoned until the Government guarantee on wheat expires and the lordly farmer has taken his profit. Then, but not till then, they believe, basic commodities can be expected to descend, and other prices to follow. But does anyone for a moment imagine that the farmer is incapable of foresight. Is it possible that he will fail to discount the effect of lower prices after the guarantee is off, and safeguard himself against loss when planting time comes 'round. It must be remembered that the farmer is the only business man who is perfectly free to manipulate his market without risking so much as a single word of criticism. If he is long of his market and his potatoes rot in the cellar, the middleman is blamed, but no one ever suggests that the farmer has been gambling. So, if the farmer has his way, food prices will stay up for quite a while to come. Wages and prices on many lines of material, will remain up as long as food costs are high, and so will resale prices all along the line—*Automobile Topics.*

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IN the past, engine development has been along the lines of greater flexibility, more silent operation and increased power in proportion to weight or displacement volume. In all of these respects the automobile engine has attained a very high standard. Little attention has yet been given to the problem of improving the fuel economy of the engine and it is obvious that under present conditions fuel economy is a very important characteristic. While the achievements in engine design in regard to flexibility, silence and high weight efficiency are highly valued, it may be necessary in the future to sacrifice some of the progress made along these lines in order to increase the fuel economy or make possible the use of cheaper fuels than the present motor gasoline. At any rate, any new design of engine will be judged very largely on the basis of its fuel economy.

It is for this reason that not much can be expected from super-induction engines in which the working cylinder is filled with charge to a pressure above atmospheric. Such an engine may be justified for war plane service where cost is a negligible factor and maximum speed counts for everything. But it is not a commercial possibility in an age where fuel conservation is one of the great needs.

A gasoline engine of the conventional four stroke type receiving more than a normal charge of explosive mixture works under substantially the same conditions as a steam engine with late cut-off. Both will develop abnormal power at the expense of economy. The chief reason for the decreased economy in the gasoline engine is that at the end of the stroke, since there is a great deal more burnt gas in the cylinder, the pressure of the gases—that is, the exhaust pressure—is much higher, and much more energy is thrown away in the exhaust. It is a fundamental principle of heat engines that the efficiency depends upon the initial and final temperature of the charge is raised the efficiency is lowered. A higher exhaust pressure means a higher final temperature.

If the fuel situation becomes sufficiently acute we may even see engines built with sub-normal induction so as to gain the advantage of expansion practically down to atmospheric pressure. This could be done by closing the inlet valves before the end of the inlet stroke. The compression space would, of course, have to be reduced so as to obtain full compression with a partial charge, as the compression has a strong influence on the efficiency. In a conventional four stroke engine the exhaust pressure under full load is about 50 lb. per square inch gage, and by farther expanding the gas considerable additional energy can be recovered. But this end is attained at the expense of some loss in the maximum output from an engine of given size.—*Automotive Industries.*

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COMPLAINT is general from all sections of the country that the tractor trade has been lagging. This is admittedly true as respects a majority of the machines offered for sale. Yet it is by no means universally true.

Tractors of certain makes are being sold in certain sections of the country in considerable, if not entirely satisfactory, numbers. Nor does this appear to be because the tractor itself is so attractive, nor to be the attitude of the farmers particularly favorable. Rather trade seems to come to these tractors because the selling organization is up on its toes and because the individual dealers are onto their jobs.

The observer who sees these things personally must conclude that it is efficient sales organization, careful and considerate investigation of local needs, intelligent meeting of local conditions and the assurance of ultimate service that is putting the tractor across. Where these things exist, tractors are being sold in the face of a situation which has slowed up the trade in general. The moral seems to be that if a sales organization of the right kind is secured tractors will sell.—*Motor Age.*

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NOW that the motor truck manufacturers are getting back into their normal stride, we shall probably see, in the near future, a great many refinements in motor truck design that will tend to promote the life of the truck and make for increased economy of operation. Although last year's truck shows did not reveal many new things, the shows next winter will, undoubtedly, reveal some interesting changes.

It is a well known fact that the frequent draining of the crankcase oil is neglected—more so on trucks than on passenger cars. The reason for this is, that in the majority of trucks, the draining of the crankcase oil involves an undue amount of labor. The average operator is not inclined to crawl underneath the truck to unloosen the crankcase oil plug, for with him it is a case of "out of sight, out of mind." Of course, when trucks are given periodical attention this matter is taken care of, but the individual operator is apt to pay very little attention to this condition. There is no reason why the draining of the crankcase should not be taken care of by an arrangement workable from under the hood. A great many engine troubles could be eliminated if the crankcase oil was changed frequently. If the draining job could be accomplished with less labor it would materially help towards keeping truck engines in better working condition.—*The Commercial Car Journal.*

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THERE is one thing that can always be associated with the motor car service station giving good service to its customers, and that is cleanliness. A careful survey of any good service stations will bear this out. Cleanliness does not only mean that the place is clean from top to bottom but that the cars are neatly stored and no tools or equipment lying about to interfere with keeping the floor clean.

One service station recently visited requires its men in the repair shop to change their uniforms twice a week, on Monday and Thursday. These suits are of a white material and go a long way toward making the place inviting to the car owners. Men clad in clean uniforms also keep tools and equipment clean as a rule, and therefore a highly polished car or beautiful upholstery is not so frequently besmeared with grease or oil from greasy tools carelessly handled.

Another garage repair shop paints the posts of its establishment every Saturday night, which gives them a chance to dry over Sunday and present a neat appearance on Monday morning. In fact, the slogan of this concern to its men is, "Keep clean and your work will naturally follow the same chanels."—*Motor Age.*

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TOO many dealers are showing a tendency to shirk service on tractors. Many of them claim the discount doesn't jutify any service efforts on their part. This may be true in some instances, but for the good of the industry and the sake of future business, the dealer who is not willing to give service should give up his agency.

Manufacturers, distributors and dealers should demand that the dealers unwilling to render service should quit the business. This does not necessarily mean that the dealer should give free service to the point of eating up profits. It means sufficient intelligent service given at the time of delivery, followed by an organization sufficient of rendering service necessary to keep tractors in operation, and render it promptly, and at as low a price as possible commensurate with a reasonable profit.—*Chilton Tractor Journal.*

THE truck manufacturer's almost universal custom of selling a chassis with a seat or cab only, has led the dealer, unknowingly, into the belief that all he can sell is the chassis. This is not the case. There is money for the dealer in the handling of suitable, standard truck bodies with their chassis.

There are more and more manufacturers turning out lines of standard truck bodies which dealers can handle just the same as chassis.

There is no question but that it is an advantage to the dealer to be able to sell a complete unit to his customer. True, there is a demand for bodies for special work, and even some of these are now being standardized. The truck dealer who has, in addition to the chassis, a good line of standard bodies, which he can apply at once without delay and without forcing his customer to go elsewhere to complete the vehicle, is going to sell more readily and turn his stock over more quickly than the one who does not have bodies to go on his machines.—*The Commercial Car Journal.*

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SELLING tractors, notwithstanding their great importance and numerous advantages, is hard enough without creating additional sales resistance. Yet this is just what is being done in innumerable cases. There was a time in the earlier days of the industry when the more or less gullible farmers would believe most anything regarding tractors. It was easy to oversell them. It still is in some instances. But as a general rule the same arguments that used to oversell the machines now act as boomerangs and create needless sales opposition. The salesman who says his tractor will pull four pows in any kind of soil when three is its limit, and the one who tells the farmer he can sell his four or six teams just as soon as the tractor gets in sight of his place, are fast becoming obsolete, because the farmer knows better. The salesman prejudices his own case.—*Chilton Tractor Journal.*

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A GREAT many motor transportation companies doing overland hauling, especially between some of the large eastern cities, will either have to mend their ways or go out of business. Incidentally, quite a number of such companies have failed within the past few months, not because business in motor truck hauling slackened temporarily, but mainly on account of price cutting. Although the return load idea is blamed partly for this, the real reason is that too many concerns are trying to do business over the same route, with the result that there is not enough business to keep all of them going. Some of the smaller concerns started to cut rates, thinking that this would get them the business. It did, for a while. Then the larger companies began to cut prices, with the result that now some of these companies are attempting to haul at rates which are positively too low, considering the big overhead they carry. Probably this condition will be the means of quickly stabilizing the overland hauling business, for the simple reason that the concerns persisting in price-cutting will not survive.

It would seem that, under these conditions, it would be well for these companies to get together and agree on a price which will produce a fair profit. —*The Commercial Car Journal.*

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George H. Hunt has been appointed sales manager of the wheel division of the Detroit Pressed Steel Co.

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# The keystone proves the superiority of WOOD wheel construction

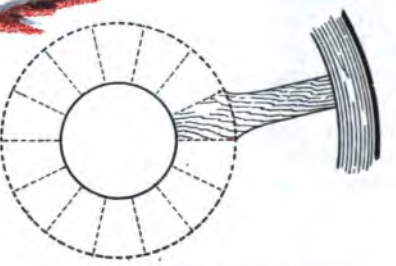
The keystone bears the weight of the arch by distributing that weight throughout the full arch itself. So is each spoke of the WOOD Wheel a "keystone"—receiving the weight of strain or shock and distributing that weight throughout the "full arch" of the wheel.

Other wheel types cannot absorb shock. They *transmit* it undiminished—to exert its full damaging weight upon the truck and its easily affected mechanical parts.

The ability of wood to absorb shock makes WOOD Wheels less costly than any other type of wheel. Tires on a WOOD Wheel give far longer service. The mechanism of a WOOD Wheel truck is completely protected against the ruinous racking and jarring of road shocks. And never is the safety of WOOD Wheels threatened by hidden yet fatal flaws—such as the crystallization of metal, for instance.

WOOD Wheels are safe and saving—one of the reasons why good trucks everywhere are carried on WOOD Wheels.

AUTOMOTIVE WOOD WHEEL
MANUFACTURERS' ASSOCIATION
105 West Monroe Street Chicago, Ill.



Note how the WOOD Wheel is constructed on the principle of the keystone—and how the spokes form a nearly solid unit Shocks, therefore, are borne equally by all of the "keystone spokes"—and evenly distributed over the entire wheel.

# WOOD WHEELS for MOTOR VEHICLES

NOTE THE WOOD WHEELS EVERYWHERE

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# Technical Specifications of Motor Trucks—1919

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS:—NAME AND MODEL— ¶ before name ondicates that changes have been made in specifications since last issue, or that model is listed for the first time. PRICE—C., Including Body. FRAMES MATERIAL—R-C., Rolled Steel Channel Section; R-I., Rolled Steel I Section; Pr-S., Pressed Steel. TIRES—P., Pneumatic; S., Solid; St., Steel. MAKE OF REAR AXLE—Salis., Salisbury; Torb., Torbenson; Wisc., Wisconsin. TYPE OF REAR EXLES—F., Full Floating; S-F., Semi-Floating; D., Dead. MAKE OF ENGINE—Wauk., Waukesha; Cont., Continental; Lycmg., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop, & Swartz; Wisc., Wisconsin; Her.-Spill., Herschell-Spillman; Beav., Beaver. CYLINDERS CAST—B., Block; 1, Single; 2, Pairs. LOCATION OF VALVES—R., Right; L., Left; O., Opposite; H., Head. COOLING SYSTEM—G., Gear; P., Pump; T., Thermos Syphon; A., Air. RADIATOR—Fin., Finned Tubes; Sq. T., Square Tubular; V-t., Vertical Tube; Z-Z-T., Zig-Zag Tubular; Cell., Cellular; Hel., Helical; Ring., Tubes arranged in Ring about Blower Fan. IGNITION AND STARTING AND LIGHTING SYSTEM AND SPARK ADVANCE—D., Dual; H., Hand Advance; S., Single; A., Automatic; F., Fixed; Eism., Eisemann; Split., Splitdorf; Conn., Connecticut; West., Westinghouse; G-D., Gray & Davis; Br'l'ng., Berling; At-K., Atwater-Kent; Al-Ch., Allis-Chalmers; U. S. L., United States Lt. & Heat Co.; N-East., North-East; Split-App., Splitdorf Apple; Huff-S., Huff-Simms; Auto., Auto-Lite. MAKE OF GOVERNOR—Wauk., Waukesha; Rugg., Ruggles; Mon., Monarch; Dup., Duplex; H. Sp., Herschel-Spillman; Mil., Milwaukee; Simp., Simplex. CARBURETTER—MAKE AND FEED—Scheb., Schebler; Ray., Rayfield; Stmbg., Stromberg; Shak., Shakespeare; Flech., Fletcher; Zen., Zenith; Johns., Johnson; King., Kingston; G., Gravity; V., Vacuum; P., Pressure. CLUTCH TYPE—D-D., Dry Disc.; P., Plate; C-U., Control Unit. GEARSET TYPE AND LOCATION—Sel., Selective Sliding Gear; Prog., Progressive Sliding Gear; Ind-C., Individual Clutch; Plan., Planatory; C-U., Control Unit; Fric., Friction; Elec., Electric. GEARSET LOCATION—Amid., Amidship; U-M., Unit with Motor; U-J., Unit with Jackshaft; U-X., Unit with Axle. FINAL DRIVE—Int-G., Internal Gear; Chn., Chain; Sp.-B., Spiral Bevel Gear; D-Red., Double Reduction Gear; S., Spur Gear; Ex., External Gear; T., To Front Wheel; 4, on all Four Wheels; W., Worm.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | RUNNING GEAR: Tires: Kind Tires | Front Size | Rear Size | Wheels: No. of Spokes: Front | Rear | Width of Spokes: Front | Rear | Size of Flange: Front | Rear | Hub Bore: Front | Rear | Make of Rear Axle | Type of Rear Axle | ENGINE: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING & LIGHTING SYSTEM: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | GEARSET: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A & B....3T | 6,000 | on app‡ | 144 | r-c | s | 48x3½d | 48x3½d | ... | ... | ... | ... | ... | ... | ... | ... | own | ... | own | 4 | 511/64x4¾ | 42.76 | 2-r | ... | G | fin | Bosch D-H | none | ... | ... | Scheb | ... | g | ... | elec | amid | 2 | ... | int-g |
| A & B....5T | 10,000 | on app | 144 | r-c | s | 48x3½d | 48x5d | ... | ... | ... | ... | ... | ... | ... | ... | own | ... | own | 4 | 511/64x4¾ | 42.76 | 2-r | ... | G | fin | Bosch D-H | none | ... | ... | Scheb | ... | g | ... | elec | amid | 2 | ... | int-g-f |
| Acason....R | 2,000 | 2,150 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1½ | 2 | 9½ | 7½ | 4 | 3 | Timken | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ... | T | cell | Eism | ... | ... | Wauk | ... | ... | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Acason....B | 3,000 | 2,650 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2¼ | 9½ | 9 | 4 | 3¾ | Timken | f-f | Wauk | 4 | 3¾x5¼ | 22.50 | 2-l | ¼ | P | cell | Eism | ... | ... | Wauk | Scheb | ... | v | d-p | sel | u-m | 3 | 8.75-1 | worm |
| Acason....H | 4,000 | 3,750 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 10 | 10 | 4¾ | 5½ | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-l | ¼ | P | cell | Eism S-H | ... | ... | Wauk | Scheb | ... | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Acason....L | 7,000 | 4,150 | 172 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 5½ | 7½ | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-l | ¼ | P | cell | Eism S-H | ... | ... | Wauk | Scheb | ... | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Acason....M | 10,000 | 5,150 | 172-187 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14½ | ... | 7½ | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | ¼ | P | cell | Eism | ... | ... | Wauk | Scheb | ... | v | d-p | sel | u-m | 3 | 10.25-1 | worm |
| Acason Tractor | 4,000 | 3,350 | 114 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 3 | 3½ | 9 | 10 | ... | ... | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-l | ... | P | cell | Eism | ... | ... | Wauk | Scheb | ... | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Acason Tractor | 10,000 | 4,750 | 130 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | ... | ... | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | ... | P | cell | Eism | ... | ... | Wauk | Scheb | ... | v | d-p | sel | u-m | 3 | 10.30-1 | worm |
| ¶Ace | 3000 | ... | 144 | pr-s | s | 34x3½ | 34x5 | ... | Da | yton | n St | eel | ... | Wh | eels | Timken | ... | Buda | 4 | 3¾x5½ | 22.50 | ... | ... | ... | ... | ... | West | ... | Pierce | Scheb | 1¼ | v | d-d | ... | ... | 4 | 7.00-1 | worm |
| ¶Ace | 5,000 | ... | 156 | pr-s | s | 36x4 | 36x7 | ... | Da | yton | n St | eel | ... | Wh | eels | Timken | ... | Buda | 4 | 4¼x5½ | 29.00 | b-r | ... | P | ... | West | West | ... | Pierce | Scheb | 1¼ | v | d-d | ... | amid | 4 | 7.75-1 | worm |
| ¶Acme (Cadillac)..B | 2,000 | 1,950 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4½ | 3¾ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-H | G & D | Yes | Duplex | Ray | ... | v | d-d | ind-c | u-m | 3 | 7.75-1 | worm |
| Acme (Cadillac)..A | 4,000 | 2,750 | 148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-H | ... | ... | Duplex | Ray | ... | v | d-d | ind-c | u-m | 3 | 8.50-1 | worm |
| Acme (Cadillac)..C | 7,000 | 3,750 | 168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4¾ | 7¼ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H | ... | ... | Duplex | Ray | ... | v | d-d | ind-c | amid | 3 | 10.33-1 | worm |
| Acme (Cadillac)..E | 10,000 | 4,850 | 180 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14½ | 5½ | 7¾ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ⅜ | P | fin | Eism S-H | ... | ... | Duplex | Rayf | ... | v | d-d | ind-c | amid | 3 | 11.66-1 | worm |
| Acme (Emigsvil.) | 1,500 | 1,580 | ... | ... | p | 33x4 | 33x4 | ... | ... | ... | ... | ... | ... | ... | ... | Timken | ... | Cont | 4 | 3½x5 | 19.61 | ... | ⅜ | T | ... | Magneto | ... | ... | ... | Stmbg | ... | v | d | sel | ... | 3 | ... | worm |
| Air-O-Flex....A | 3,500 | ... | 146 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Russel | ... | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ... | P | cell | At K-S-H | Bijur | ... | Duplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.80-1 | int-g |
| All-American....A | 2,000 | 1,295 | 130 | pr-s | p & s | 33x4 | 32x4 | 12 | 12 | 1½ | 1¾ | 6¼ | 9 | 3½ | 5 | Torb | ... | Her-Spil | 4 | 3½x5 | 16.90 | b-l | ... | T | cell | Dixie | ... | ... | ... | Stmbg | ... | ... | d-p | sel | u-m | 3 | 6.50-1 | int-g |
| All Power | 7,000 | 4,800 | 168 | 130 | s | 36x6 | 36x10 | ... | ... | ... | ... | ... | ... | ... | ... | Timken | ... | Cont | | 4½x5½ | 33.40 | ... | ⅜ | ... | ... | Eism | West | ... | Pharo | Zeni | ... | v | ... | sel | ... | 6 | 8.40-1 | worm |
| A. M. C. | 1,500 | ... | 112 | pr-s | p | 30x3½ | 31x4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lycmg | 4 | 3½x5 | ... | ... | ... | T | ... | Mag | ... | ... | ... | ... | ... | ... | ... | ... | u-m | 3 | ... | worm |
| A. M. C. | 3,000 | ... | 130 | pr-s | s | 34x4 | 34x4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lycmg | 4 | 3¾x5 | ... | ... | ... | T | ... | Mag | ... | ... | ... | ... | ... | ... | ... | ... | u-m | 3 | ... | worm |
| Armleder....HW | 4,000 | on app | 166-148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2¼ | ... | ... | ... | ... | Timken | ... | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | ... | ... | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Armleder....KW | 7,000 | on app | 156-186 | r-I | s | 36x5 | 36x5d | 12 | 14 | 2½ | 2¾ | ... | ... | ... | ... | Timken | ... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | ... | ... | Monarch | Zenith | 1½ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Atlas....18 | 1,500 | 1,135 | 118 | pr-s | p | 32x4 | 32x4 | 12 | 12 | 1¼ | 1¼ | ... | ... | ... | ... | Hess | s-f | Lycmg | 4 | 3½x5 | 16.92 | b-r | ⅛ | T | fin | Remy S-H | ... | 25.00 | ... | Carter | ... | g | o-d | sel | u-m | 3 | 4.75-1 | sp-b |
| Atterbury....7R | 3,000 | 2,575 | 140½ | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eisem | ... | ... | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Atterbury....7C | 4,000 | 2,975 | 153½* | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism | ... | ... | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Atterbury....7D | 7,000 | 3,875 | 167½* | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | ... | ... | ... | ... | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism | ... | ... | Mon | Zenith | 1½ | g | d-d | sel | u-m | 4 | 10.33-1 | worm |
| Atterbury....8E | 10,000 | 5,475 | 167½ | pr-s | s | 36x5 | 40x6d | ... | M | all. | St | eel | Whe | el | ... | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅜ | P | fin | Delco H | Delco | ... | Cont | Zenith | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Autocar....21F | 4,000 | 2,300 | 97 | pr-s | s | 34x4† | 34x5† | 12 | 14 | 2 | 2 | 8¼ | 9½ | 4 7/16 | 5 11/16 | own | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅜ | P | fin | Bosch | ... | ... | ... | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autocar....21G | 4,000 | 2,400 | 120 | pr-s | s | 34x4 | 34x5† | 12 | 14 | 2 | 2 | 8¼ | 9½ | 47- | 5 | ... | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅜ | P | fin | Bosch | ... | ... | ... | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autohorse....10 | 10,000 | 2,100 | ... | ch-s | s | 34x10 | ... | 14 | ... | 3 | ... | ... | ... | ... | ... | ... | ... | Cont | 4 | 3¾x5 | 22.50 | b-r | ... | P | cell | Eism S-H | ... | ... | ... | Stmbg | 1 | g | d-p | sel | amid | 3 | 11.41-1 | int-g |
| Available....H2 | 4,000 | on app | 148 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-F | ... | ... | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Available....H3 | 7,000 | on app | 156-172 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | 9½ | 12½ | 4¾ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-F | ... | ... | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Available....5 | 10,000 | on app | 156-172 | r-c | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14½ | 5½ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ... | P | fin | Bosch S-F | ... | ... | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 3 | 11.75-1 | worm |
| Barber Tractor | 12,000 | 2,000 | 84 | r-s | s | 34x3½ | 34x7 | ... | ... | ... | ... | ... | ... | ... | ... | own | ... | Buda | 4 | 4¼x5½ | 29.00 | l | ... | p | ... | Bosch S-H | ... | ... | ... | Stmbg | ... | g | ... | sel | ... | 3 | ... | worm |
| Beck....A | 2,000 | 1,550 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¼ | 1¼ | 8½ | ... | 4½ | ... | Celfor | ... | Cont | 4 | 3½x5 | ... | b-l | ⅜ | T | v-t | Bosch | ... | ... | Pierce | Stmbg | ... | ... | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Beck....B | 3,000 | 1,950 | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 1¼ | 8½ | ... | 4½ | ... | Celfor | ... | Cont | 4 | 3¾x5 | ... | b-l | ⅜ | T | v-t | Bosch | ... | ... | Pierce | Stmbg | ... | ... | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Beck....C | 4,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 14 | 2 | 2 | 9 | ... | 5 | ... | Celfor | ... | Cont | 4 | 4⅛x5¼ | ... | l | ¼ | P | v-t | Bosch | ... | ... | Pierce | Stmbg | ... | ... | d-d | sel | u-m | 3 | ... | int- |
| Beech Creek....3A | 6,000 | 3,850 | 132 | r-c | s | 36x6 | 36x6 | ... | ... | ... | ... | ... | ... | ... | ... | own | f-f | Wauk | 4 | 4½x5¾ | 29.00 | 2-l | ¼ | P | cell | Eism S-H | ... | ... | Wauk | King | 1¼ | v | d-p | sel | amid | 6 | 8.03-1 | b-4 |
| Bell | 1,200 | ... | 114 | pr-s | p | 31x4 | 31x4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | f-f | G B & S | 4 | 3¾x4½ | 22.50 | b-l | ... | T | ... | ... | Dyneto | ... | ... | Stmbg; | 1 | v | ... | sel | u-m | 3 | 4.62-1 | b |
| Bessemer....G | 2,000 | 1,575 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1¼ | 2 | ... | ... | ... | ... | Torb | f-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | cell | Split S-H | ... | none | ... | Zeni | 1 | g | d-d | sel | u-m | ... | 7.00-1 | int-g |
| Bessemer....H | 3,000 | 1,945 | 144 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2¼ | ... | ... | ... | ... | Torb | f-f | Cont | 4 | 3¾x5 | 32.00 | b-r | ... | P | cell | Split S-H | ... | Pierce | ... | Ray | 1¼ | g | p | sel | amid | ... | 8.00-1 | int-g |
| Bessemer....J | 4,000 | 2,490 | 144-158 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Split S-H | ... | Pierce | ... | Ray | 1¼ | g | p | sel | amid | ... | 8.00-1 | int-g |
| Bessemer....K | 7,000 | 3,450 | 146-175 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | ... | ... | ... | ... | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Split S-H | ... | Pierce | ... | Rav | 1¼ | g | p | sel | amid | ... | 10.25-1 | int-g |
| Bethlehem....D | 3,000 | 1,965 | 136 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8¼ | 8¼ | 4 | 3¼ | Russel | ... | Own | 4 | 3¾x4½ | 22.50 | 2-l | ¼ | T | ... | At-K | G & D | ... | Mon | Scheb | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| ¶Bethlehem....E | 5,000 | 2,365 | 144 | pr-s | s | 34x4 | 34x6 | 14 | 14 | 1½ | 2 | 10½ | 11½ | 4⅝ | 4⅞ | Russel | ... | own | 4 | 4x4½ | 25.60 | 2-l | ¼ | T | ... | At-K | G & D | ... | Mon | Scheb | 1 | g | d-p | sel | u-m | 3 | 10.20-1 | int-g |
| Bethlehem....F | 7,000 | 3,465 | 162 | pr-s | s | 34x4 | 34x5d | 14 | 14 | 1½ | 2 | 10½ | 11½ | 4⅝ | 4¾ | Russel | ... | own | 4 | 4⅜x6 | 30.63 | 2-l | ¼ | P | ... | At-K | G & D | ... | Mon | Scheb | 1½ | g | d-p | sel | u-m | 3 | 9.40-1 | int-g |
| [illegible] | 3 000 | 2,500 | 135‡ | ... | p | 34x4 | 34x5 | 12 | 12 | 2 | 2 | 9 | 10 | ... | ... | Timken | s-f | Cont | 4 | 4⅛x5 | 27.20 | b-l | ⅛ | G | cell | S-F | ... | ... | ... | ... | [illegible] | g | d-d | sel | u-m | 3 | ... | worm |
| [illegible]....F | 5,000 | 3,000 | 150 | ... | s | 36x4 | 36x6 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4 | 3½ | Timken | f-f | Cont | 4 | 4½x5 | 27.20 | b-l | ⅜ | G | cell | S-F | ... | [illegible] | Pierce | Ray | [illegible] | g | d-d | sel | u-m | 3 | ... | worm |
| Briscoe....T-34 | 2,000 | ... | 121 | pr-s | p & s | 34x4 | 34x3½ | 12 | 14 | 1½ | 1½ | 8½ | 9⅞ | 4 | 4⅞ | Russell | d | own | 4 | 3⅝x5 | 18.25 | b-r | ⅜ | T | s-s-t | Conn S-H | Auto-3 | ... of col | ... | Buick | 1½ | g | c | sel | u-m | 3 | 8.02-1 | int-g |

*Longer wheelbase offered at extra cost. †Other tire sizes optional. ‡Price ncluding body

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BETHLEHEM
Internal Gear Drive
MOTOR TRUCKS
Dependable Delivery
BETHLEHEM MOTORS CORP'N. ALLENTOWN, PA.

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# Yours is a Prosperous Territory

Bethlehem prosperity is country-wide. There are prospective Bethlehem owners in your territory—men who are "half sold"—waiting for you to show them the big, husky, enduring Bethlehem and take their order.

Ask us why the Bethlehem distributors' proposition is the best for you to consider. The Bethlehem Dealer Plan may open up another prosperous, growing business.

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| $1965 | $2365 | $3465 |

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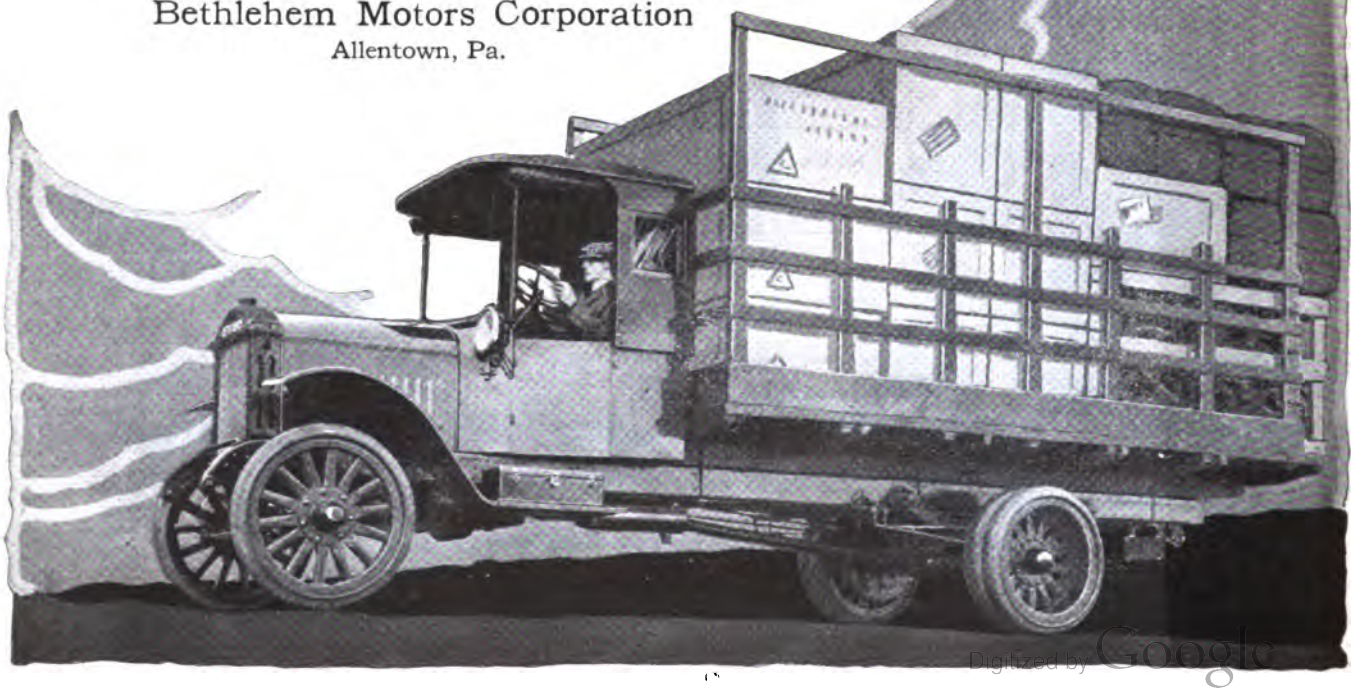
Allentown, Pa.



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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brockway....S | 3,000 | 2,050 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 1¾ | 2 | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | 5/16 | T | fin | Eism S-F | Dyneto | 200.00 | | Scheb | 1¼ | g | d-d | se | u-m | 3 | 7.50-1 | worm |
| Brockway....K-3 | 4,000 | 2,850 | 148 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 1⅝ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism | Dyneto | 200.00 | none | Scheb | 1¼ | g | c | sel | amid | 3 | 8.66-1 | worm |
| Brockway....B | 7,000 | 3,750 | 164 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | Dyneto | 200.00 | none | Scheb | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Brockway....T | 10,000 | 4,850 | 174 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | | P | fin | Eism S-H | | | Cont | Scheb | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Burford....O-3 | 4,000 | 2,250 | 144 | pr-s | s | 36x3½ | 36x3½d | 12 | 12 | 2 | 2½ | | | | | own | dead | Buda | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | P | fin | Eism S-F | Wil. Batt | stock | none | Zenith | 1¼ | g | d-d | sel | u-m | | 8.60-1 | int-g |
| Burford....D-3 | 7,000 | 3,600 | 175 | pr-s | s | 38x5 | 38x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Wauk | 4 | 4½x5¾ | 32.40 | b-l | ¼ | P | fin | K. W. | Wil. Batt | stock | Wauk | Zenith | 1½ | v | d-d | sel | amid | | 8.75-1 | worm |
| Champion | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | | s-f | own | 4 | 3¼x4½ | 15.63 | b-l | ⅜ | T | | Dixie | | stock | | | | | d | sel | u-m | 3 | | b |
| Chase....A | 2,000 | 1,725 | 138 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Sheldon | | Wauk | 4 | 3½x5¼ | 19.61 | b | ⅜ | P | fin | Bosch S-F | | | Mon | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Chase....C | 3,000 | 2,025 | 149½ | pr-s | s | 36x3½ | 36x3½d | | | | | | | | | Sheldon | | Wauk | 4 | 3½x5¼ | 19.61 | b | ⅜ | P | fin | Bosch S-F | | | Mon | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Chase....B | 5,000 | 2,475 | 160 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Sheldon | | Buda | 4 | 4⅛x5½ | 27.20 | b | ⅜ | P | fin | Bosch S-F | | | Mon | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Chase....X | 6,000 | 2,800 | 160 | pr-s | s | 36x4 | 36x5d | | | | | | | | | Sheldon | | Buda | 4 | 4⅛x5½ | 27.20 | b | ⅜ | P | fin | Bosch S-F | | | Mon | Stmbg | | g | o-d | sel | u-m | 3 | | worm |
| Chase....O | 7,000 | 3,600 | 175 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Sheldon | | | 4 | 4¼x6 | 29.00 | b | ¼ | P | fin | Bosch S-F | | | Mon | Stmbg | | g | o-d | sel | u-m | 4 | | worm |
| Chevrolet | 2,000 | 1,325 | 125 | r-s | p&s | 31x4 | 32x4 | 12 | 12 | 2 | 2½ | 7¼ | | | | | | own | 4 | 3⅝x5¼ | 21.76 | b-l | ⅜ | P | cell | Remy | Auto | | Mon. | Zenith | | g | c | sel | u-m | | | worm |
| ¶Clydesdale....32 | 2,000 | | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1⅝ | 2¼ | | | | | Timken | s-f | Cont | 4 | 3¾x5 | 27.50 | b-r | | T | tube | Bosch | | | own | Zenith | 1 | g | | sel | u-m | | 7.20-1 | |
| ¶Clydesdale....42 | 3,000 | | 146 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 1⅝ | 2⅝ | | | | Wisc | | Cont | 4 | 3¾x5 | 27.50 | b-r | | T | tube | Bosch | | | | Zenith | 1 | | | sel | u-m | | 7.00-1 | |
| Clydesdale....65 | 4,000 | | 163 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Bosch D | | | own | Zenith | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Clydesdale....90 | 7,000 | | 180 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Bosch D | | | own | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Clydesdale....120B | 10,000 | | 176 | pr-s | s | 36x5 | 40x6d | 14 | 16 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | tube | Eism D | | | own | Stmbg | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Collier....18 | 2,000 | | 140 | pr-s | s | 34x4 | 34x5 | 14 | 14 | | | | | | | | | Cont | 4 | 3½x5 | | | | P | | Eism. | | | | Zeni | | v | d-d | sel | u-m | 3 | | worm |
| ¶Collier....19 | 3,000 | | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | | | Cont | 4 | 3¾x5 | | | | P | tube | Eism | | | | Zeni | | v | d-d | sel | u-m | | 8.25-1 | worm |
| ¶Collier....20 | 4,000 | 2,150 | 152 | pr-s | s | | | | | | | | | | | | | Cont | 4 | 4½x5¼ | | | | | | | | | | | | | | | | | | worm |
| Columbia....F | 2,000 | 1,750 | 126 | o-s | s | 34x3 | 34x4 | | | | | | | | | Russel | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Dixie | | | Pierce | Shak | 1 | g | e | sel | u-m | 3 | 7.75 | int-g |
| Columbus....E | 4,000 | 2,350 | 144 | r-s | s | 36x4 | 36x6 | | | | | | | | | Russel | | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Dixie | | | Pierce | Shak | 1¼ | g | e | sel | amid | 3 | 9.45-1 | int-g |
| Comet.... | 2,000 | 1,750 | 130 | pr-s | p&s | 34x4 | 34x4 | 12 | 12 | 1½ | 2 | 8 | | 4 | | Standard | s-f | Lycm | 4 | 3½x5 | 19.60 | | | T | cell | Dyneto | Dyneto | | | Carter | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Commerce....E | 2,000 | 1,500 | 126 | pr-s | p&s | 34x3 | 34x4 | 12 | 14 | 1¼ | 1¼ | 8 | 9⅝ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | fin | Eism | Bijur | stock | | Zenith | 1 | v | e | sel | u-m | 3 | 7.00-1 | int-g |
| Commerce....EP | 4,000 | 1,895 | 134 | pr-s | p | 36x6 | 36x6 | 12 | 14 | 1¾ | 1¾ | 8 | 9½ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-l | 3 1/16 | T | fin | Eism | Bijur | stock | | Zenith | 1 | u | e | sel | u-m | 3 | 7.00-1 | int-g |
| Concord....A | 3,000 | 2,550 | 140 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 1⅝ | 5½ | Timken | f-f | Buda | 4 | 3¾x5½ | 22.50 | o-l | | P | fin | Eism S-H | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Concord....B | 5,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 9 | 10 | 4 1/16 | 5½ | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism S-H | | | Mon | Zeni | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Conestoga | 2,000 | 1,850 | 128 | | s | 34x3½ | 36x5 | 12 | 14 | 1⅝ | 2 | 3¼ | 9 | 4 | 3¼ | Wisc | | Cont | 4 | 3½x5 | 19.60 | | | | | Bosch | | | | Zenith | | | d-d | | | 3 | 7.75-1 | worm |
| Conestoga | 4,000 | 2,550 | 136 | | s | 36x4 | 36x4d | 14 | 14 | 1¾ | 2½ | 8¼ | 9 | 4 | 3¼ | Wisc | | Cont | 4 | 3¾x5 | 22.50 | | | | | Bosch | | | | Zenith | | | d-d- | | | 3 | 9.66-1 | worm |
| Continental (C)....FL | 2,000 | 1,750 | 144 | | s | 34x4 | 36x4 | | | | | | | | | | | | 4 | 3¾x5¼ | 22.50 | 2-l | ⅜ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Continental (C)....HL | 3,000 | 2,100 | 144 | | s | 34x3½ | 36x5 | | | | | | | | | | | | 4 | 3¾x5¼ | 22.50 | 2-l | ⅜ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 9.25-1 | worm |
| Continental (C)....J | 4,000 | 2,300 | 146 | | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | 2-l | ⅜ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | cel | u-m | 3 | 9 25-1 | worm |
| Continental (C)....M | 7,000 | 3,300 | 168 | | s | 36x5 | 36x5d | | | | | | | | | | | | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 10.50-1 | worm |
| Continental | 10,000 | 4,400 | | | | | | | | | | | | | | | | | | | | | ⅜ | | | | | | | | | | | | | | | |
| Corbitt....E | 2,000 | 2,150 | 130 | r-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | 8¾ | 8¾ | 1½ | 3¼ | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | cell | Eism. | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.50-1 | |
| Corbitt....D | 3,000 | 2,400 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2½ | 10¼ | 10¼ | 5 | 3½ | Sheldon | s-f | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt....C | 4,000 | 3,000 | 148 | pr-s | s | 36x3½ | 36x3½d | 14 | 14 | 2¼ | 2½ | 10¼ | 10¼ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt....B | 5,000 | 3,200 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | 10¼ | 10¼ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt....A | 7,000 | 4,000 | 168 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11¼ | 11¼ | 5⅞ | 4¼ | Sheldon | s-f | Cont. | 4 | 4½x5½ | 32.40 | p-r | ⅜ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1½ | v | w-d | ind-c | amid | 3 | 11.66-1 | worm |
| Corbitt....AA | 10,000 | 5,000 | 168 | r-s | s | 36x6d | 36x6d | | | | | 11¼ | 11¼ | 5⅞ | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | p-2 | ⅜ | P | fin | Eism H | G-D | 125.00 | Pierce | Stmbg | 1½ | v | o-d | | amid | 3 | 13.5-1 | worm |
| Corliss....A | 1,000 | 800 | 103 | pr-s | p | 31x4 | 31x4 | | | | | | | | | Gemco | s-f | LeRoi | 4 | 3⅛x4½ | 15.64 | b-l | | T | fin | Dixie S-H | Al-Cb | 75.00 | | Scheb | | g | d-d | sel | u-m | 3 | 4.50-1 | b |
| Couple Gear....HC | 7,000 | 6,100 | 144 | r-s | s | 36x4d | 36x4d | | | Di | sc | Whe | els | | | own | | Wisc | 4 | 5¾x6 | 53.00 | l-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | | 1 | 25.00-1 | b-4 |
| Couple Gear....AC | 10,000 | 6,700 | 144 | r-s | s | 36x5d | 36x5d | | | | | | | | | own | | Wisc | 4 | 5¾x6 | 53.00 | l-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | amid | 1 | 25.00-1 | b-4 |
| Couple Gear. ¶..L-D | 14,000 | 7,450 | 144 | o-s | s | 40x5 | 40x5 | | | ste | el | | | | | Own | | Wisc | 4 | 5¾x7 | | 2-h | | P | cell | Bosch S-F | | | none | Stmbg | 2 | g | | | | | | |
| Cross....17 | 1,000 | 825 | 108 | pr-s | p&s | 32x4 | 32x4 | | | | | | | | | Timken | | Wisc | 4 | 3¾x5 | 16 92 | b-l | ¼ | P | sq-t | Bosch S-F | | | none | Zenith | | g | d-d | sel | u-m | 3 | 5.00-1 | b |
| Dart....E | 2,000 | 2,100 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¼ | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | T | cell | Eism S-H | Bijur | 200.00 | none | Zenith | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Dart....CC-4 | 4,000 | 2,950 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | cell | Eism S-H | Bijur | 200.00 | Simplex | Zenith | 1¼ | g | d d | sel | u-m | 4 | 8.50-1 | worm |
| Dart....L | 7,000 | 4,000 | 160 | r-s | s | 36x5 | 36x10 | 12 | 14 | 2½ | 3½ | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.00 | b-r | ¼ | P | cell | Eism D-H | Bijur | 200.00 | Simplex | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.70-1 | worm |
| Day-Elder....A | 2,000 | 1,775 | 128 | pr-s | s | 34x3 | 34x4 | 14 | 14 | 1¼ | 2 | 8¾ | 9 | 4 | 3¼ | Wisc | s-f | Cont | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | fin | Berling S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Day-Elder....B | 3,000 | 2,075 | 144 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8½ | 9 | 4 | 3¼ | Wisc | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | fin | Berling S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.33-1 | worm |
| Day-Elder....D | 4,000 | 2,450 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 1¼ | 2 | 8½ | 10 | 4 | 3¼ | Wisc | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Berling S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| ¶Day-Elder....C | 5,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | 10 | 10½ | 4½ | 4½ | Wisc | s-f | Buda | 4 | 4¼x5½ | 29.00 | b-l | ¼ | P | fin | Berling S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Day-Elder....F | 7,000 | 3,350 | 165 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 10 | 12 | 4½ | 4½ | Wisc | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-r | ⅜ | P | fin | Berling S-F | | | Mon | Zenith | 1½ | g | d-d | sel | u-m | 4 | 10.00-1 | worm |
| Day-Elder....E | 10,000 | 4,500 | 170 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2½ | 4 | 11¼ | 14¼ | 5⅞ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-l | ¼ | P | fin | Berling S-F | | | Mon | Zenith | 1½ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Dearborn....A | 2,000 | 1,175 | 125 | n-s | p&s | 30x3½ | 32x3½ | 12 | 12 | 1½ | 2 | | | | | | d | G Bds | 4 | 3¾x4½ | 22.50 | | | | cell | Dixie | | | | Stmby | 1 | | d-p | sel | | 3 | | chn |
| Dearborn.... | 3,000 | 1,980 | 126 | pr-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2½ | | | | | Standard | s-f | Cont | 4 | 3½x5 | | b | | T | cell | | | | | Stmbg | | | d-p | sel | | 3 | | worm |
| Dearborn....B | 4,000 | 1,750 | 133 | n-s | p&s | 32x4 | 34x5 | 12 | 12 | 1½ | 2½ | | | | | | d | Buda | 4 | 3½x5½ | 19.60 | | | | | Bosch | | | | Stmbg | 1 | g | d-d | sel | | 3 | | chn |
| Defiance....B | 3,000 | 1,795 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8 | 9⅝ | 4 1/32 | 4 11/16 | Torb | | Cont | 4 | 3¾x5 | 22 50 | b-r | ⅜ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Defiance....C | 4,000 | 1,995 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2½ | 8 | 10¾ | 4 1/32 | 5 11/16 | Torb | b | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 10.00-1 | int-g |
| DeKalb....E2 | 4,000 | 2,100 | 134 | pr-s | s | 34x4 | 36x5 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | e | sel | u-m | 3 | 7.75-1 | worm |
| DeKalb....E2½ | 5,000 | 2,600 | 136 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | e | sel | u-m | 3 | 8.25-1 | worm |
| De Martini....1 | 2,000 | 2,250 | 131 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5½ | | b | ⅜ | P | | Bering S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini....2 | 4,000 | 2,750 | 148 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5½ | | b | ⅜ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini....3 | 6,000 | 3,650 | 160 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4½x5½ | | b | ¼ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini....4 | 8,000 | 4,250 | 172 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4½x5½ | | b | ¼ | P | | Bering S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Denby....12 | 2,000 | 1,650 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1½ | 1½ | | | | | Russel | d | Cont. | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.20-1 | Int-g |
| ¶Denby....134 | 4,000 | 2,450 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2½ | | | | | Russel | d | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 4 | 9.80-1 | int-g |
| ¶Denby....25 | 6,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 7 | 7 | 2½ | 3 | | | | | Russel | d | Cont | 4 | 4⅛x5¼ | 27.25 | b-r | ⅜ | T | tube | Eism S-H | Bijur | 150.00 | Mon. | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.90-1 | int-g |
| ¶Denby....27 | 7,000 | 4,150 | 170 | pr-s | s | 36x5 | 36x10 | 8 | 8 | 3 | 3½ | | | | | Celfor | d | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1½ | g | d-d | sel | amid | 4 | 10.00-1 | int-y |
| ¶Denby....210 | 10,000 | 4,900 | 170 | pr-s | s | 36x6 | 40x12 | | | Di | sc | Whe | el | | | Celfor | d | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1¼ | g | dd- | sel | amid | 4 | 12.55-1 | int-g |
| Dependable.... | 4,000 | | | | s | 36x4 | 36x6 | | | | | | | | | | f-f | Buda | 4 | 4½x5½ | | b- | | | | Bosch | | | | Stmbg | | | d-d | sel | | 3 | | int-g |
| Diamond-T....J5 | 2,000 | 2,125 | 1261 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 1¼ | 2 | | | | | Timken | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-dV | sel | u-m | 3 | 7.75-1 | worm |

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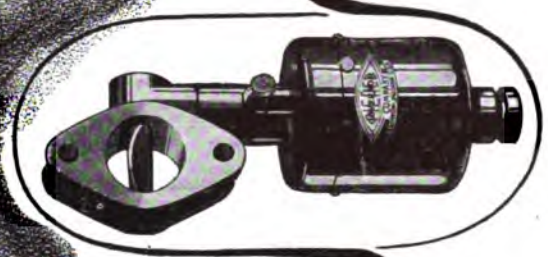
# What the Balance Wheel is to the Watch
# The Pierce Governor
# Is to the Motor Truck



TRUCK efficiency is not measured by horse power. It is measured by the truck's capacity for uninterrupted and economical performance. Any factor responsible for delays, accidents, or excessive upkeep cost defeats the very purpose for which the truck was purchased.

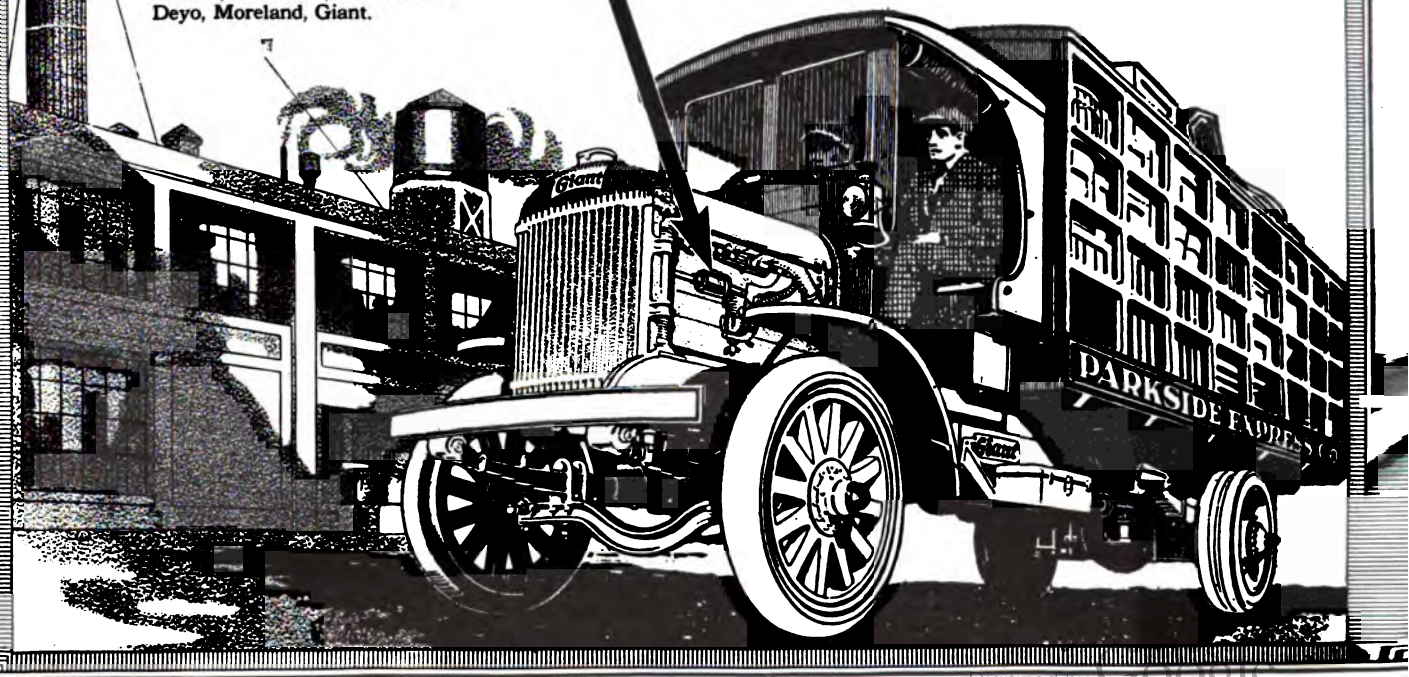
The Pierce Governor automatically provides a more perfect control of the truck speed than can ever be attained by the most careful and conscientious driver. As a result, the life of the truck is increased several years and the upkeep cost reduced fully one-half. That's why Pierce Governors have been made standard equipment on ninety-one of the best makes of motor trucks.

Look for a Pierce Governor on the truck you buy. It's a guarantee of efficient and economical service.

**You Can Judge Pierce Governors by the Manufacturers Who Use Them**

Here are a few of the ninety-one makes of trucks on which Pierce Governors are standard equipment—Selden, Maccar, Gramm-Bernstein, Diamond T, Indiana, Oneida, Velie, Paige, Signal, Gary, Master, Armleder, Dart, United States, Grant, Patriot, Superior, Nelson-Lemoon, Stewart, Kissel, Wilson, Kleiber, Commerce, F. W. D., Atterbury, Wilcox, Koehler, Larrabee-Deyo, Moreland, Giant.

THE PIERCE GOVERNOR COMPANY
"WORLD'S LARGEST GOVERNOR BUILDERS"
ANDERSON - INDIANA





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| NAME AND MODEL | Pounds Capacity | Chassis Price | Inches | Frame Material | RUNNING GEAR: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | Wheels: No. of Spokes: Rear | Wheels: Width of Spokes: Front | Wheels: Width of Spokes: Rear | Wheels: Size of Flange: Front | Wheels: Size of Flange: Rear | Wheels: Hub Bore: Front | Wheels: Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Diamond-T.....J4 | 3,000 | 2,550 | 154 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | f-f |
| Diamond-T.....J3 | 4,000 | 2,925 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | f-f |
| Diamond-T.....LB | 7,000 | 4,150 | 170 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2¾ | 3 | .... | .... | .... | .... | Timken | f-f |
| Diamond-T.....R | 10,000 | 4,950 | 170 | pr-s | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | .... | .... | .... | .... | Timken | f-f |
| Dispatch.....G | 1,200 | 1,200 | 120 | w-p | p | 34x4 | 34x4 | 10 | 10 | 1¾ | 6¾ | 6½ | .... | .... | .... | own | d |
| ¶Beans..... | 5,000 | 3,500‡ | 150 | pr-s | s | 36x5 | 36x7 | 12 | 14 | 2¾ | c | .... | .... | .... | .... | own | .... |
| Doane..... | 12,000 | 5,650‡ | 178 | pr-s | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | .... | .... | .... | .... | .... | .... |
| Dodge Bros..... | 1,000 | 935 | 114 | pr-s | p | 33x4 | 33x4 | 12 | 12 | .... | .... | .... | .... | .... | .... | own | f-f |
| Dorris.....K-4 | 4,000 | 2,985 | 144-162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | f-f |
| Dorris.....K-7 | 7,000 | 3,800 | 156-176 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 3 | 3½ | 10 | 13 | 4¾ | 7½ | Timken | f-f |
| Double Drive..... | 3,000 | 2,000 | 124 | .... | .... | 36x4 | 36x4 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Double Drive..... | 6,000 | 3,000 | 124 | .... | .... | 36x6 | 36x6 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Douglas..... | 3,000 | 2,000 | 127 | ch-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | .... | .... | .... | .... | Buda | f-f |
| Duplex.....E | 7,000 | 4,000 | 130 | pr-s | s | 36x6 | 36x6 | 12 | 12 | 2½ | 2½ | 10½ | .... | 5½ | .... | own | .... |
| Duryea..... | 1,000 | 600 | 86 | pr-s | s | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | own | d |
| Ellsworth.....25-A | 1,000 | 855 | 166 | pr-s | p | 30x3½ | 30x3½ | 10 | 12 | 2 | 2½ | 6 | 8 | 2¾ | 2¾ | Gemco | f-f |
| E. M. C.....A | 2,000 | ..... | 127 | .... | .... | 34x3 | 34x4 | .... | .... | .... | .... | .... | .... | .... | .... | Torb | .... |
| Erie.....A | 3,000 | ..... | 128 | pr-s | s | 32x3 | 34x4 | .... | .... | .... | .... | .... | .... | .... | .... | Torb | .... |
| ¶Evans.....D | 2,000 | 2,800 | 152 | pr-s | s | 34x4 | 36x4 | 14 | 14 | 2 | 2½ | 9 | 12 | 4½ | 3¼ | Torb | .... |
| Fageol..... | 5,000 | 3,300 | 144 | t-c | 5 | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Timken | f-f |
| Fageol..... | 8,000 | 4,250 | 172 | pr-s | .... | 36x5 | 36x5 | 14 | 14 | 2½ | 3 | .... | .... | .... | .... | Timken | f-f |
| Fageol..... | 12,000 | 5,100 | 172 | pr-s | .... | 36x6 | 40x6 | 14 | 14 | 3 | 4 | .... | .... | .... | .... | Timken | f-f |
| Famous..... | 3,000 | 1,690 | 120 | pr-s | s | 34x3½ | 34x5 | .... | .... | .... | .... | .... | .... | .... | .... | Clark | .... |
| Fargo..... | 4,000 | 2,200 | 140 | t-c | s | 36x4 | 36x6 | 14 | 14 | 2¾ | 3 | .... | .... | .... | .... | Russel | d |
| ¶Federal.....T | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2¾ | 9 | 10 | 4¾ | 5½ | Timken | f-f |
| ¶Federal.....U | 4,000 | 2,600 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 3 | 9 | 10 | 4¾ | 5½ | Timken | f-f |
| ¶Federal.....W | 7,000 | 3,350 | 156 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3¾ | 10 | 13 | 4¼ | 7½ | Timken | f-f |
| ¶Federal.....X | 10,000 | 4,400 | 156 | pr-s | s | 36x6 | 40x6d | s&b | .... | wh | .... | 12 | .... | .... | .... | Timken | f-f |
| ¶Federal Tractor... | 6,000 | 2,500 | 102 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 3 | 9 | .... | .... | .... | Timken | f-f |
| Federal Tractor..... | 14,000 | 3,475 | 108 | t-c | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | .... | .... | .... | Timken | f-f |
| Ford.....TT | 2,000 | 550 | 124 | pr-s | p-s | 30x3½ | 32x4½ | 12 | 12 | 1¾ | 1½ | 6 | 7 | 2.7 | 1.6 | own | s-t |
| Forshaler.....A | 2,000 | 2,000 | 120 | t-c | s | 34x3 | 34x4 | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | s-t |
| Forschler.....AX | 3,000 | 2,375 | 138 | t-c | s | 34x4 | 34x7 | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | s-t |
| Forschler.....B | 4,000 | 2,750 | 120 | t-c | s | 34x3½ | 34x8 | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | s-t |
| Forschler.....BX | 6,000 | 3,450 | 138 | t-c | s | 34x4 | 34x4d | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | s-t |
| Forschler.....AT | 6,000 | ..... | 93 | t-c | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | s-t |
| Forschler.....AXT | 8,000 | ..... | 120 | t-c | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | .... |
| Forschler.....BT | 10,000 | ..... | 140 | t-c | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | .... |
| Forschler.....BXT | 12,000 | ..... | 108 | t-c | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sheldon | .... |
| Frontmobile.....FM | 3,000 | 1,950 | 136 | ch-s | s | 36x4 | 36x4 | .... | .... | .... | .... | .... | .... | .... | .... | own | Her-Spill |
| ¶Fulton.....FX | 3,000 | 1,850 | 137 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | 9 | .... | 11¼ | 4½ | Russel | d |
| ¶Fulton.....C | 4,500 | ..... | .... | pr-s | s | 34x3½ | 34x5 | .... | .... | .... | .... | .... | .... | .... | .... | Russel | .... |
| ¶F. W. D.....B | 6,000 | 4,500 | 134 | pr-s | s | 36x6 | 36x6 | 14 | 14 | 2¾ | 2¾ | .... | .... | .... | .... | own | f-f |
| Gabriel.....C | 2,000 | 1,950 | 126 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 2 | 2½ | 9 | 9 | 4½ | 4 | Timken | f-f |
| Gabriel.....B | 4,000 | 3,250 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¾ | 2½ | 9 | 10 | 4¾ | 5½ | Timken | f-f |
| Gabriel.....F | 8,000 | 4,350 | 180 | pr-s | s | 35x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 12 | 4¾ | 7½ | Timken | f-f |
| ¶Garford.....75C | 2,000 | 2,250 | 128 | pr-s | p & s | 34x4½ | 36x4 | 12 | 12 | 2 | 2 | .... | .... | .... | .... | Timken | f-f |
| ¶Garford.....66B | 3,000 | 2,500 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | f-f |
| ¶Garford.....70B | 4,000 | 2,990 | 144 | pr-s | s | 36x4 | 36x7a | 12 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | f-f |
| Garford.....77C | 7,000 | 4,300 | 128 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3¾ | .... | .... | .... | .... | Timken | f-f |
| Garford.....68 | 10,000 | 5,000 | 128 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | .... | .... | .... | .... | own | d |
| Garford.....69 | 12,000 | 5,300 | 128 | pr-s | s | 36x6 | 40x7d | 8 | 12 | Ov. | Ov. | .... | .... | .... | .... | Own | d |
| ¶Garford Tractor.70B | 9,000 | 3,090 | 116 | pr-s | s | 36x4 | 36x7a | 12 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | f-f |
| Garford Tractor.....77 | 14,000 | 4,400 | 105 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | .... | .... | .... | .... | Timken | f-f |
| Garford Tractor.....68 | 20,000 | 5,100 | 102 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | .... | .... | .... | .... | Own | d |
| ¶Gary.....GT | 3,000 | 2,025 | 144 | pr-s | s | 34x3½ | 34x6 | .... | .... | .... | .... | .... | .... | .... | .... | Timken | .... |
| ¶Gary.....HT | 4,000 | 2,500 | 144 | pr-s | s | 34x4 | 36x7 | .... | .... | .... | .... | .... | .... | .... | .... | Timken | .... |
| ¶Gary..... | 7,000 | 3,750 | 162 | pr-s | s | 36x5 | 40x5d | .... | .... | .... | .... | .... | .... | .... | .... | Timken | .... |
| ¶Gary.....M | 10,000 | 4,650 | 170 | pr-s | s | 36x6 | 40x6d | .... | .... | .... | .... | .... | .... | .... | .... | Timken | .... |
| G. A. Schacht..... | 4,000 | 3,150 | 144 | .... | .... | 36x3½ | 36x7 | 14 | 14 | 2 | 2 | .... | 14 | .... | 5½ | own | f-f |
| G. A. Schacht..... | 5,000 | 3,500 | 156 | .... | .... | 36x4 | 36x4 | 14 | 14 | 2 | 2¾ | .... | 14 | .... | 5½ | own | f-f |
| G. A. Schacht..... | 7,000 | 3,950 | 168 | .... | .... | 36x5 | 36x5 | 14 | 14 | 2¾ | 2¾ | .... | 14 | .... | 5½ | own | f-f |
| G. A. Schacht..... | 10,000 | 4,950 | 168 | .... | .... | 36x5 | 40x6d | 14 | 14 | 3 | 3¾ | .... | 16 | .... | 7½ | .... | .... |
| Geneva..... | 1,500 | 650 | 96 | .... | .... | 34x2 | 36x2½ | .... | .... | 1¾ | 1¾ | .... | .... | .... | .... | Sheldon | .... |
| Gersix.....G | 5,000 | 2,650 | 150 | t-c | s | 36x4 | 36x7 | .... | .... | .... | .... | .... | .... | .... | .... | Empire | .... |
| Giant.....15 | 2,000 | 1,850 | 138 | pr-s | s | 34x3½ | 34x5 | .... | .... | .... | .... | .... | .... | .... | .... | Timken | s-f |
| Grant.....14 | 3,000 | ..... | 138 | pr-s | s | 34x3½ | 34x5 | .... | .... | .... | .... | .... | .... | .... | .... | Timken | f-f |
| Giant.....16 | 4,000 | 2,350 | 144 | pr-s | s | 36x4 | 36x7 | .... | .... | .... | .... | .... | .... | .... | .... | Timken | f-f |
| Giant.....17 | 7,000 | 3,350 | 176 | pr-s | s | 36x5 | 36x5d | .... | .... | .... | .... | .... | .... | .... | .... | Timken | f-f |
| Globe.....A1 | 2,000 | 1,625 | 132 | t-c | s | 34x3½ | 34x4 | .... | .... | .... | .... | .... | .... | .... | .... | Celfor | .... |
| Globe.....B | 3,000 | 1,990 | 144 | t-c | s | 36x3½ | 36x5 | .... | .... | .... | .... | .... | .... | .... | .... | Russel | .... |
| Globe.....C1 | 4,000 | 2,400 | 154 | t-c | s | 36x4 | 36x6 | .... | .... | .... | .... | .... | .... | .... | .... | Celfor | .... |
| G. M. C.....16 | 1,500 | ..... | 132 | pr-s | p | 32x5 | 32x5 | 12 | 12 | 1½ | 1½ | .... | .... | .... | .... | Wt Mott | s-f |
| G. M. C.....31 | 3,000 | ..... | 130 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | .... | 10 | .... | 5½ | Timken | f-f |
| ¶G. M. C.....41 | 4,000 | ..... | 144 | .... | .... | 36x4 | 36x4d | .... | .... | St | eel | Whe | els | .... | .... | Timken | f-f |
| ¶G. M. C.....71 | 7,000 | ..... | 163 | t-c | s | 36x5 | 40x5d | .... | .... | St | eel | Whe | els | .... | .... | Timken | f-f |

| ENGINE: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinder How Cast | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING & LIGHTING SYSTEM: Make | Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | GEARSET: Type | GEARSET: Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cont | 4 | 3½x5 | 22.50 | b-t | ½ | T | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | s | d-d | sel | amid | 4 | 8.75-1 | worm |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | s | d-d | sel | amid | 4 | 13.66-1 | worm |
| Wisc | 4 | 3¾x5 | 22.50 | b-t | ½ | T | cell | Bosch S-H | U.S.L | stock | ..... | Ray | 1¾ | s | d-d | sel | amid | 3 | 6.60-1 | int-chn |
| Wauk | 4 | 4½x5½ | 29.00 | b-t | ½ | P | fin | Bosch S-A | ..... | ..... | Wauk | Master | 1¾ | s | d-d | sel | u-m | 3 | 8.60-1 | chn |
| ..... | 4 | 4½x5½ | 29.00 | b-t | ½ | P | fin | Bosch S-A | ..... | ..... | Wauk | Master | 1¾ | s | d-d | sel | u-m | 3 | 10.50-1 | chn |
| own | 4 | 3¾x4½ | 24.03 | b-t | ½ | P | fin | Own S-H | N.E. | ..... | ..... | Stew | 1¼ | s | d-d | sel | u-m | 3 | 4.16-1 | b |
| own | 4 | 4½x5½ | 28.90 | b-t | ½ | P | fin | Bosch S-H | West | 175.00 | own | Stmbg | 1¾ | s | d-d | sel | amid | 4 | 7.75-1 | worm |
| own | 4 | 4½x5½ | 28.90 | b-t | ½ | P | fin | Bosch | West | 175.00 | own | Stmbg | 1¾ | s | d-d | sel | amid | 4 | 10.33-1 | worm |
| Rutenb | 6 | 3½x5 | 15.63 | .... | .... | .... | .... | Bosch | ..... | ..... | Pierce | Stmbg | .... | .... | d-d | .... | .... | 3 | ..... | ..... |
| Rutenb | 6 | 4½x5½ | 40.80 | .... | .... | .... | .... | Bosch | ..... | ..... | Pierce | Stmbg | .... | .... | d-d | .... | .... | 3 | ..... | ..... |
| Buda | 4 | 4½x5½ | 27.20 | b-t | .... | P | cell | Mag | Auto | none | Pierce | Sebeb | 1¾ | v | d-d | sel | u-m | 3 | 8.20-1 | int-s |
| own | 4 | 4½x5½ | 28.90 | t-c | ½ | P | fin | Eism S-H | ..... | ..... | Dup | Sebeb | 1¾ | s | d-d | sel | u-m | 3 | 8.00-1 | int-s-t |
| own | 2 | 3¾x3¾ | 19.00 | t-c | .... | P | A | Bosch H | ..... | ..... | ..... | King | 1 | s | .... | .... | u-s | 2 | 10 00-1 | ..... |
| Lycm | 4 | 3½x5 | 16.92 | b-c | ½ | T | sq-t | S-H | Dyneto | stock | ..... | Carter | 1 | s | e | sel | u-m | 3 | 4.46-1 | b |
| Cont | 4 | 3½x5 | ..... | .... | ½ | T | .... | Eism | ..... | ..... | ..... | Stmbg | .... | .... | d-d | sel | u-m | 3 | ..... | int-s |
| Torb | 4 | 3½x5 | 19.61 | b-t | .... | T | cel | Bosch | Dyneto | ..... | Pierce | Stmbg | 1¾ | s | d | sel | u-m | 3 | 6.50-1 | int-s |
| Cont | 4 | 4½x5¼ | 27.20 | b-t | .... | T | P | cel | Conn | Dyneto | ..... | Pierce | Zeni | 1¾ | s | sd | sel | u-m | 4 | 9.00-1 | int-s |
| Wauk | 4 | 4½x5¼ | 28.90 | .... | .... | P | cell | Eism S-F | ..... | ..... | Wauk | Zenith | 1½ | s | d-p | sel | u-m | 3 | 7.75-1 | worm |
| Wauk | 4 | 4¾x6¼ | 36.10 | .... | .... | P | cel | Mag | ..... | ..... | ..... | Zeni | 1¾ | .. | d-p | sel | .... | 3 | 10.33-1 | worm |
| Wauk | 4 | 4¾x6¼ | ..... | .... | .... | P | cell | Mag | ..... | ..... | ..... | Zeni | 1¾ | .. | d-p | sel | .... | 3 | 11.66-1 | worm |
| Cont | 4 | 3½x5 | 19.60 | b | .... | T | cel | Split | none | ..... | Carter | ..... | 1¾ | s | d-d | sel | u-m | 3 | 7.80-1 | int-s |
| Russel | d | Cont | 4 | 3½x5 | 23.50 | b-t | ½ | fin | Dixie S-H | West | 150.00 | Mon | Zenith | 1 | s | d-d | sel | u-m | 3 | 9.45-1 | int-s |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | P | fin | Eism S-F | ..... | ..... | Pharo | Zenith | 1½ | s | d-p | sel | amid | 4 | 8.80-1 | worm |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | P | fin | Eism S-F | ..... | ..... | Pharo | Zenith | 1½ | s | d-p | sel | amid | 4 | 9.28-1 | worm |
| Cont | 4 | 4½x5½ | 32.50 | 2-1 | ½ | P | P | fin | Eism S-F | ..... | ..... | Pharo | Zenith | 1½ | s | d-p | sel | amid | 4 | 10.33-1 | worm |
| Cont | 4 | 4½x5½ | 32.50 | 2-1 | ½ | P | P | fin | Eism S-F | ..... | opt | Pharo | Zenith | 1½ | s | d-p | sel | amid | 4 | 13.66-1 | worm |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | T | P | fin | Eism S-F | ..... | ..... | Mon | Zenith | 1½ | s | d-d | sel | amid | 4 | 9.25-1 | worm |
| Cont | 4 | 4½x5½ | 32.50 | b-t | ½ | T | P | fin | Eism S-F | ..... | ..... | Mon | Zenith | 1½ | s | d-d | sel | amid | 4 | 12.00-1 | worm |
| own | 4 | 3¾x4 | 22.50 | v-t | ½ | P | P | Mag S-H | ..... | ..... | ..... | Holley | Plan | 1¾ | s | d-d | sel | u-m | 3 | 7.25-1 | worm |
| Cont | 4 | 3½x5 | 19.61 | b-t | ½ | T | P | sq-t | Bosch S-F | ..... | ..... | Mon | Zenith | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Cont | 4 | 4½x5¼ | 27.62 | b-t | ½ | P | P | sq-t | Bosch S-F | ..... | ..... | Duplex | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Cont | 4 | 3½x5 | 19.60 | .... | ½ | P | P | .... | Bosch S-F | ..... | ..... | Mon | Zenith | 1 | s | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Cont | 4 | 4½x5¼ | 27.00 | .... | ½ | P | P | .... | Bosch S-F | ..... | ..... | Duplex | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Cont | 4 | 3½x5 | 19.61 | b-t | ½ | P | P | .... | Bosch S-F | ..... | ..... | Duplex | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Cont | 4 | 4½x5½ | 27.00 | b-t | ½ | P | P | .... | Bosch S-F | ..... | ..... | Mon | Zenith | 1 | s | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Cont | .. | 3½x5 | 19.61 | b-t | ½ | P | P | .... | Bosch S-F | ..... | ..... | Mon | Zenith | 1 | s | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Cont | 4 | 4½x5½ | 27.00 | b-t | ½ | P | P | .... | Bosch S-F | ..... | ..... | Duplex | Zenith | 1¼ | s | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Her-Spill | 4 | 3½x5 | 16.90 | b-c | .... | T | tube | Bosch S-A | ..... | none | ..... | Zenith | 1¼ | .. | d-d | sel | front | 3 | 14.37-1 | worm |
| Her-Spill | 4 | 3½x5 | 16.90 | b-c | ½ | T | s-s-t | Simms S-H | ..... | extra | Pierce | Carter | 1 | s | d-d | sel | u-m | 3 | 10.20-1 | int-s |
| .... | 4 | 3½x5 | 16.90 | .... | .... | .... | s-s-t | Simms | ..... | ..... | ..... | Carter | .... | .... | .... | .... | .... | .... | .... | int-s |
| Wisc | 6 | 4½x5½ | 36.15 | 2-c | .... | P | sq-t | Eism S-H | N-East | 300.00 | Pierce | Stmbg | 1½ | s | s-d | ind-s | amid | 3 | 8.90-1 | b-t |
| Buda | 4 | 4 x5½ | .... | b-t | ¼ | P | P | s-s-t | Bosch | ..... | ..... | Ray | 1½ | s | d-d | sel | amid | 3 | 5.00-1 | b |
| Buda | 4 | 4½x5½ | .... | b-t | ¼ | P | P | s-s-t | Bosch | ..... | ..... | Duplex | Ray | 1½ | s | d-d | sel | amid | 4 | 8.80-1 | worm |
| Buda | 4 | 4½x6 | .... | b-t | ¼ | P | P | s-s-t | Bosch | ..... | ..... | Duplex | Ray | 1½ | s | d-d | sel | amid | 4 | 10.33-1 | worm |
| Buda | 4 | 3¾x5½ | 22.50 | b-t | ¼ | P | P | fin | Dixie S-H | ..... | ..... | Simplex | Ray | 1 | s | d-d | sel | amid | 3 | 7.75-1 | worm |
| Buda | 4 | 3¾x5½ | 22.50 | b-t | ¼ | P | P | fin | Dixie S-H | ..... | ..... | Simplex | Ray | 1 | s | d-d | sel | amid | 4 | 8.60-1 | worm |
| Buda | 4 | 4¼x5½ | 29.00 | b-t | ¼ | P | P | fin | Dixie S-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | amid | 4 | 8.50-1 | worm |
| Wisc | 4 | 4¾x5¼ | 36.10 | 2-c | ¼ | P | P | fin | Eism D-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | amid | 4 | 10.33-1 | worm |
| Wisc | 4 | 4¾x5¼ | 36.10 | 2-c | ¼ | P | P | fin | Eism D-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | u-j | 4 | 11.44-1 | chn |
| Wisc | 4 | 5-1/10x5½ | 41.50 | 2-c | ¼ | P | P | fin | Eism D-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Buda | 4 | 4¼x5½ | 29.00 | b-t | ¼ | P | P | fin | Dixie S-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | amid | 4 | 9.25-1 | worm |
| Wisc | 4 | 4¾x5¼ | 36.10 | 2-c | ¼ | P | P | fin | Eism D-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | amid | 4 | 12.00-1 | worm |
| Wisc | 4 | 5-1/10x5½ | 41.50 | 2-c | ¼ | P | P | fin | Eism D-H | ..... | ..... | Simplex | Ray | 1¼ | s | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Buda | 4 | 4 x5½ | .... | b-t | .... | P | P | tube | Eism S-H | ..... | ..... | Stmbg | .... | .... | .. | d-d | sel | u-m | 3 | ..... | worm |
| Buda | 4 | 4¼x5¼ | .... | b-t | .... | P | P | tube | Eism S-H | ..... | ..... | Stmbg | .... | .... | .. | d-d | sel | u-m | 3 | ..... | worm |
| Buda | 4 | 4½x6 | .... | b-t | .... | P | P | tube | Eism S-H | ..... | ..... | Stmbg | 1½ | .. | d-d | sel | u-m | 4 | ..... | worm |
| Buda | 4 | 5 x6¼ | .... | b-t | .... | P | P | tube | Eism S-H | ..... | ..... | Stmbg | 1½ | .. | d-d | sel | amid | 4 | ..... | worm |
| Buda | 4 | 4½x5½ | 29.00 | .... | .... | P | P | .... | Bosch | ..... | ..... | Sebeb | 1¾ | s | e | sel | amid | .. | ..... | worm |
| Buda | 4 | 4½x5½ | 29.00 | .... | .... | P | P | .... | Bosch | ..... | ..... | Sebeb | 1¾ | s | e | sel | amid | .. | ..... | worm |
| Buda | 4 | 4½x5½ | 29.00 | .... | .... | P | P | .... | Bosch | ..... | ..... | Sebeb | 1¾ | s | e | sel | amid | .. | ..... | worm |
| Buda | 4 | 4½x5½ | 29.00 | b-t | .... | P | P | .... | Bosch | ..... | ..... | Sebeb | .... | .... | .. | e | sel | amid | .. | ..... | worm |
| Beaver | 2 | 5½x6¼ | 22.10 | 1-4 | ¼ | P | G | fin | Simms S-F | ..... | ..... | Sebeb | 1¾ | v | d-p | plan | u-j | 2 | ..... | chn |
| Buda | 6 | 3¾x5½ | 23.75 | b-t | .... | P | cell | West S-H | West | stock | Mon | Ray | 1½ | v | d-p | ind-s | u-m | 3 | 8.66-1 | worm |
| Cont | 4 | 3½x5 | 19.61 | b-t | ½ | P | T | cell | Eism S-H | ..... | stock | Sebeb | 1 | s | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Cont | 4 | 3½x5 | 19.60 | .... | ½ | P | T | cell | Eism | ..... | ..... | Sebeb | 1 | s | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Cont | 4 | 4½x5¼ | 27.20 | b-t | ½ | P | P | cell | Eism S-H | ..... | ..... | Sebeb | 1¾ | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Cont | 4 | 4½x5½ | 32.40 | b-t | ½ | P | P | cell | Eism S-H | ..... | ..... | Pierce | Stmbg | 1½ | s | d-d | sel | amid | 4 | 10.33-1 | worm |
| Cont | 4 | 3¾x5 | 19.60 | b-t | ½ | P | C | C | Eism S-F | ..... | ..... | Pierce | Master | 1 | .. | d-d | sel | u-m | 3 | 7.00-1 | int-s |
| Cont | 4 | 3¾x5½ | 22.50 | b-t | ½ | P | C | C | Eism S-F | ..... | ..... | Pierce | Master | 1¼ | .. | d-d | sel | u-m | 3 | 7.40-1 | int-s |
| Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | P | C | C | Eism S-F | ..... | ..... | Pierce | Master | 1¾ | .. | d-d | sel | u-m | 3 | 8.00-1 | int-s |
| Wt Mott | 4 | 3¾x5 | 22.50 | b-t | ½ | P | P | fin | Eism S-H | ..... | opt | Mon | Marvel | 1 | s | d-d | sel | u-m | 3 | 6-1 | b |
| Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-t | ½ | P | P | fin | Eism S-H | ..... | opt | Mon | Marvel | 1 | s | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Timken | f-f | Cont | 4 | 4½x5½ | 27.20 | b-t | ½ | P | P | fin | Eism S-H | ..... | opt | Mon | Marvel | 1 | s | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ½ | P | P | fin | Eism S-H | ..... | opt | Mon | Marvel | 1¼ | s | d-d | sel | amid | 4 | 12.00-1 | worm |

‡ Passenger body.

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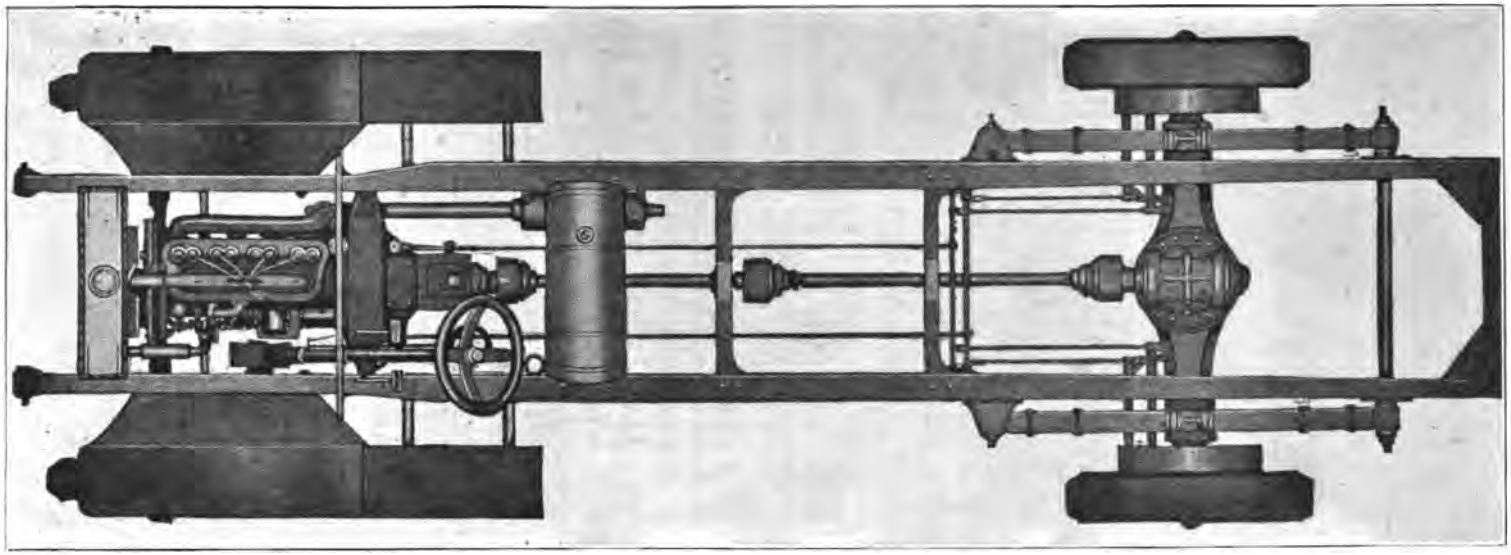

THE building of a motor truck designed in its entirety to uphold the reputation of its makers in the hardest service a commercial vehicle can be called upon to perform is a worthy challenge to any manufacturer.

Ten years' experience had given us the proper background, a study of the best commercial vehicles in use and a vivid comprehension of the requirements furnished our designers and engineers the material to work with.

The first step in the solution of any problem is to know that there is a problem, then to find out what the problem is. From our constant contact with truck users we are fully aware that the problem to be solved was how to design and build a motor truck strictly commercial in its ability to yield long service, strictly commercial in its dependability, and strictly commercial from the standpoint of simplicity and accessability; moreover, such a motor truck construction should necessarily feature positive lubrication to every working part, the power plant must have efficient cooling and the development of ample power at moderate speed with the use of low-grade fuel.

The policy of the **MARSHALL** Manufacturing Company is not to do things just to fit the ideas of the engineers, office force and the president of the company, but to think with the truck dealers, and truck drivers, who come daily in contact with the little troubles. We all must act together, think together. Toward this end we must have some common means of intercourse whereby we can have an exchange of ideas and opinions. We like to meet real truck people who can discuss our grievances and problems.

In the **MARSHALL** vehicle you will find every economy, greater strength, longer life and energy than most of the trucks of today. It is our aim to build every **MARSHALL** vehicle to please—built right to stay right.

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# MARSHALL MANUFACTURING CO.,

**780-782 North Milwaukee Avenue**
**CHICAGO**

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| Name and Model | | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶G. M. C. | 101 | 10,000 | ..... | 163 | r-c | s | 36x6 | 40x6d | | | St | eel | Whe | els | | | Timken | f-f |
| Gramm-Bernstein | | 3,000 | 1,895 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | .... | .... | ... | ... | Clark | s-f |
| Gramm-Bernstein | | 4,000 | 2,700 | 144 | pr-s | s | 36x3½ | 36x7 | .. | .. | .... | ... | .... | .... | ... | ... | Sheldon | s-f |
| Gramm-Bernstien | | 5,000 | 3,350 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | .... | .... | ... | ... | Sheldon | s-f |
| Gramm-Bernstein | | 7,000 | 4,000 | 158 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3 | .... | .... | ... | ... | Sheldon | s-f |
| Gramm-Bernstein | | 10,000 | 5,000 | 168 | pr-s | s | 36x6 | 40x6d | | S | mit | h S | teels | Wh | eel | s | Sheldon | s-f |
| Grant | 12 | 1,800 | 1,125 | 115 | pr-s | p | 32x4 | 32x4 | 12 | 12 | ... | ... | 6⅞ | 9 | 4 | 4⅝ | Torb | f-f |
| Grant | 10&11 | 3,000 | 1,885 | 124-140 | pr-s | p & s | 34x4½ | 34x5 | 14 | 14 | ... | ... | 8 | 9⅝ | 4 | 4⅝ | Torb | f-f |
| Grant | 15&16 | 4,000 | 2,150 | 124-140 | pr-s | s | 34x4 | 34x6 | 14 | 14 | ... | ... | 8 | 10¼ | 4 | 5¼ | Torb | f-f |
| Hahn | C | 2,000 | 1,950 | 136 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Timken | .. |
| Hahn | E | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Timken | .... |
| Hahn | | 7,000 | 3,400 | ...... | .... | .... | ...... | ...... | | | | | | | | | Timken | .. |
| Hahn | | 10,000 | 4,200 | ...... | .... | .... | ...... | ...... | | | | | | | | | Timken | .. |
| Hall | | 4,000 | 2,675 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | Timken | .. |
| Hall | | 7,000 | 3,500 | 144 | r-c | s | 36x5 | 36x5d | | | | | | | | | Timken | .... |
| Hall | | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | | | | | | | | | Timken | .... |
| Hall | | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | | | | | | | | | Timken | .... |
| ¶Harvey | WEA | 3,000 | 2,350 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | .... | .... | ... | ... | Sheldon | .... |
| Harvey | WFA | 5,000 | 3,050 | 150 | r-c | s | 36x4 | 36x7 | 14 | 14 | 1¾ | 2½ | .... | 10½ | | 1 | Sheldon | s-f |
| Harvey | WHA | 7,000 | 3,950 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2 | 2½ | .... | 12 | | 1½ | Sheldon | s-f |
| Harvey | WKA | 10,000 | 5,050 | 160 | r-c | s | 36x6 | 40x6d | 8 | 10 | 2½ | 2¾ | .... | 14½ | | ¾ | Sheldon | s-f |
| Harvey | H-T | 20,000 | 5,000 | 125 | r-c | s | 36x5 | 36x5d | | | | | | | | | Sheldon | f-f |
| Hawkeye | K | 3,000 | 1,995 | 145½ | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | | | | | Clark | .... |
| Hawkeye | M | 4,000 | 2,650 | 148½ | r-c | ... | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | | | | | Clark | .... |
| Hendrickson | I | 4,000 | 3,000 | ...... | r-c | s | 36x4 | 36x4d | | | | | | | | | Timken | .... |
| Hendrickson | J | 7,000 | 3,000 | ...... | r-c | s | 36x5 | 36x5d | | | | | | | | | Timken | .... |
| Higrade | A18 | 2,000 | 2,100 | 115 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1¾ | 1¾ | 7 | 8 | 4 | 4 | Sheldon | s-f |
| Hoover | 15B | 1,500 | 1,600 | 120 | pr-s | p | 32x4 | 33x4½ | 14 | 14 | 1½ | 1½ | | | | | Sheldon | s-f |
| ¶Huffman | | 3,000 | 1,495 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 3 | 8 | 9 | 4 | 4⅝ | Torb | f-f |
| ¶Huffman | | 3,000 | 1,695 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 14 | 2 | 8 | 9 | 4 | 3¼ | Standard | s-f |
| ¶Hurlburt | | 3,000 | 2,850 | 136 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2 | .... | .... | ... | ... | own | f-f |
| ¶Hurlburt | | 5,000 | 3,750 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2¼ | 3 | 10¼ | 14¼ | 5 | 7¼ | own | f-f |
| ¶Hurlburt | | 7,000 | 4,400 | 146 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 12½ | 14¼ | 5⅞ | 7¼ | own | f-f |
| Hurlburt | | 10,000 | 5,250 | 156 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3 | 14½ | 15¾ | 7¼ | 7¼ | own | f-f |
| ¶Independent | I | 2,000 | 1,685 | 128 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¼ | 2 | .... | .... | ... | ... | Buffalo | |
| ¶Independent | G | 4,000 | 2,300 | 144 | pr-s | s | 34x4 | 36x4 | .. | .. | St | eel | Whe | ees | ... | ... | Wise | ... |
| Indiana | T | 2,000 | 2,150 | 135 | r-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | .... | .... | ... | ... | own | s-f |
| Indiana | O | 3,000 | 2,600 | 144 | r-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | .... | .... | ... | ... | Sheldon | s-f |
| Indiana | D | 4,000 | 2,800 | 150 | r-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | .... | .... | ... | ... | Sheldon | s-f |
| Indiana | R | 7,000 | 3,450 | 156 | r-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | .... | .... | ... | ... | Sheldon | s-f |
| Indiana | L | 10,000 | 4,600 | 167 | r-s | s | 36x5 | 40x6d | 8 | 10 | 3 | 3½ | .... | .... | ... | ... | Sheldon | s-f |
| International | H | 1,500 | 1,550 | 115 | pr-s | s | 36x3 | 36x3½ | 14 | 14 | 1½ | 1¾ | .... | .... | ... | ... | own | d |
| International | F | 2,000 | 1,850 | 128* | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1¾ | 2 | .... | .... | ... | ... | own | d |
| International | K | 3,000 | 2,200 | 128* | pr-s | s | 36x3½ | 36x5 | .. | .. | .... | .... | .... | .... | ... | ... | own | d |
| International | G | 4,000 | 2,600 | 138* | pr-s | s | 36x4 | 36x6 | .. | .. | .... | .... | .... | .... | ... | ... | own | d |
| Jackson4 Wh'l Dr've | | 7,000 | 4,250 | 130-150 | pr-s | s | 36x7 | 36-7 | 14 | 14 | 3 | 3 | 12½ | 12½ | 6¾ | 6¾ | Own | f |
| Jones | 31A | 2,000 | 1,395 | 130 | pr-s | s | 34x3½ | 34x4 | .. | .. | .... | .... | .... | .... | ... | ... | Russel | .... |
| Jumbo | | 4,000 | 2,500 | 144-168 | pr-s | s | 36x5 | 36x7 | .. | .. | .... | .... | 9 | 9¼ | 4½ | 5¾ | Celfer | f... |
| ¶Kalamazoo | G | 3,000 | 2,350 | 144 | ch-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4½ | 4¼ | Wise | s-f |
| ¶Kalamazoo | H | 5,000 | 3,050 | 160 | .... | s | 34x5 | 36x7 | 12 | 12 | 2 | 2½ | 9 | 10 | 4½ | 5¼ | Wise | f-f |
| ¶Kalamazoo | K | 7,000 | 3,900 | 160 | .... | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 12 | 5⅞ | 4½ | Sheldon | s-f |
| Kearns | | 3,000 | 1,800 | 136 | .... | .... | 34x3½ | 34x5 | .. | .. | .... | .... | .... | .... | ... | ... | ........ | .... |
| Kearns | | 1,080 | 850 | 107 | pr-s | p | 30x3½ | 30x3½ | .. | .. | .... | .... | .... | .... | ... | ... | Peru | f |
| Kelly-Springf'd | K-31 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 10 | 4⅝ | 5 | own | d |
| ¶Kelly-Springf'd | K-32 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 12¾ | 4⅝ | 4½ | own | s-f |
| ¶Kelly-Springf'd | K-36 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¾ | 10 | 12½ | 4 11/16 | 4½ | own | s-f |
| ¶Kelly-Springf'd | K-35 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¾ | 10 | 12 | 4 11/16 | 5 | own | d |
| ¶Kelly-Springf'd | K-40 | 7,000 | 4,250 | 150 | pr-s | s | 36x5s | 40x5d | 14 | 14 | 3 | 3 | 12½ | 12¾ | 5⅝ | 5¾ | own | d |
| ¶Kelly-Springf'd | K-45 | 8,000 | 4,400 | 150 | pr-s | s | 36x5s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12¾ | 5⅝ | 6¾ | own | d |
| ¶Kelly-Springf'd | K-50 | 10,000 | 4,900 | 150 | pr-s | s | 36x6s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12¾ | 5⅝ | 7¾ | own | d |
| ¶Kelly-Springf'd | K-60 | 12,000 | 5,200 | 150 | pr-s | s | 36x6s | 40x7d | 14 | 14 | 3 | 3 | 12½ | 12¾ | 5⅝ | 7¾ | own | d |
| ¶Kimball | A | 3,000 | ........ | Opt | pr-s | s | 34x3½ | 34x5 | .. | .. | .... | .... | .... | .... | ... | ... | Sheldon | s-f |
| ¶Kimball | B&BL | 4,000 | ........ | Opt | pr-s | s | 36x4 | 36x7 | .. | .. | .... | .... | .... | .... | ... | ... | Shdleon | s-f |
| ¶Kimball | C&CL | 5,000 | ........ | Opt | pr-s | s | 36x4 | 36x8 | .. | .. | .... | .... | .... | .... | ... | ... | Sheldon | s-f |
| ¶Kimball | E&EL | 8,000 | ........ | Opt | pr-s | s | 36x5 | 40x10 | .. | .. | .... | .... | .... | .... | ... | ... | Sheldon | s-f |
| ¶Kimball | F&FL | 10,000 | ........ | Opt | pr-s | s | 36x6 | 40x6d | .. | .. | .... | .... | .... | .... | ... | ... | Sheldon | s-f |
| King | | 7,000 | 3,000 | 120 | r-c | s | 36x5 | 36x5d | .. | .. | .... | .... | .... | .... | ... | ... | own | d |
| Kissel | | 3,000 | 2,275 | 152 | pr-s | s | 36x3½ | 36x5 | .. | .. | .... | .... | 8¼ | 8 | 4⅛ | 3¼ | Sheldon | s-f |
| Kissel | | 4,000 | 2,975 | 168 | pr-s | s | 36x4 | 36x7 | .. | .. | .... | .... | 9 | 10 | 4 11/16 | 5½ | Timken | f |
| Kissel | | 7,000 | 3,975 | 168 | pr-s | s | 36x5 | 36x5d | .. | .. | .... | .... | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f |
| Kissel | | 10,000 | 4,785 | 180 | pr-s | s | 36x6 | 36x6d | .. | .. | .... | .... | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f |
| Kleiber | AA | 2,000 | 2,400 | 130 | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | .... | .... | ... | ... | Timken | .... |
| Kleiber | A | 3,000 | 2,650 | 140 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2¼ | 2½ | .... | .... | ... | ... | Sheldon | .... |

| Name and Model | | Engine: Make | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶G. M. C. | 101 | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | ........ | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 13.67-1 | worm |
| Gramm-Bernstein | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | fin | N. E. | ........ | opt | none | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Gramm-Bernstein | | Cont | 4 | 4⅛x5¼ | 27.20 | b | .... | P | tube | N-E | | ...... | Pierce | Stmbg | 1¼ | g | d-d | in d-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstien | | Wauk | 4 | 4 x5 | 29.00 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 4 | 8.75-1 | worm |
| Gramm-Bernstein | | Wauk | 4 | 4¾x6¾ | 36.20 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| Grant | 12 | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅝ | T | cell | Split | Bijur | none | none | Cart | 1 | v | d-p | sel | u-m | 3 | 5.33-1 | int-g |
| Grant | 10&11 | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Grant | 15&16 | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 9.00-1 | int-g |
| Hahn | C | ...... | 4 | 4½x5½ | ... | b-l | ⅝ | P | sq-t | Bosch D-H | ........ | ...... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn | E | ...... | 4 | 4½x5½ | 32.40 | 2- | ⅝ | P | sq-t | Bosch D-H | ........ | ...... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn | | ...... | | ........ | ... | ... | ... | . | ... | ........ | ........ | ...... | ...... | ...... | ... | . | ... | ... | ... | | ...... | ...... |
| Hahn | | ...... | | ........ | ... | ... | ... | . | ... | ........ | ........ | ...... | ...... | ...... | ... | . | ... | ... | ... | | ...... | ...... |
| Hall | | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 9.25-1 | worm |
| Hall | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 10.51-1 | worm |
| Hall | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1½ | g | d-d | sel | u-m | | 16.00-1 | chn |
| Hall | | Cont | 4 | 4½x5½ | 33.40 | ... | ⅝ | P | fin | ........ | ........ | ...... | ...... | Zenith | ... | g | d-d | sel | u-j | 3 | 15.00-1 | worm |
| ¶Harvey | WEA | Buda | 4 | 4½x5½ | 27.20 | b-l | ¼ | P | tube | Bosch S-F | ........ | ...... | Mon | Zenith | 1¼ | g | d-h | sel | u-m | 3 | 7.75-1 | worm |
| Harvey | WFA | Buda | 4 | 4½x5½ | 29.00 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Harvey | WHA | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey | WKA | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey | H-T | Buda | 4 | 4½x6 | 32.40 | b-r | ⅝ | P | sq-t | Eism S-A | West | 150.00 | Duplex | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Hawkeye | K | Buda | 4 | 3¾x5½ | 22.50 | b-h | ⅝ | P | cell | Eism S-H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Hawkeye | M | Buda | 4 | 4¼x5½ | 28.90 | b-r | .... | P | cell | Eism H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Hendrickson | I | Buda | 4 | 4¼x5¾ | 22.50 | .... | ¼ | P | fin | Dixie S-H | ........ | ...... | Pierce | Stmbg | .... | g | d-d | ..... | u-m | 4 | 7.75-1 | worm |
| Hendrickson | J | Buda | 4 | 4¼x5¾ | 22.50 | .... | ¼ | P | fin | Dixie S-H | | | Pierce | Stmbg | ... | g | d-d | ..... | u-m | 4 | 10.30-1 | worm |
| Higrade | A18 | Cont | 4 | 3½x5 | .... | b | ⅝ | P | b-t | Simms | Leo-Nev | ...... | Simplex | Zenith | ... | .. | d-d | sel | ..... | 3 | 4.50-1 | worm |
| Hoover | 15B | Cont | 4 | 3½x5 | 22.50 | b | ⅝ | T | cell | Dixie | None | ...... | none | Scheb | 1 | v | d-d | sel | u-m | 3 | 6.20-1 | worm |
| ¶Huffman | | Cont | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Dixie | ........ | ...... | ........ | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Huffman | | Cont | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Dixie | ........ | ...... | ........ | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| ¶Hurlburt | | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | P | cell | Eism D-H | ........ | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Hurlburt | | Buda | 4 | 4¼x5½ | 27.20 | b-r | ¼ | P | fin | Eism D-H | ........ | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| ¶Hurlburt | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ........ | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ........ | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 4 | 12.33-1 | worm |
| ¶Independent | I | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | fin | Eism F | | ...... | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Independent | G | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism F | ........ | ...... | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Indiana | T | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | .... | P | fin | Eism S-H | West | 175.00 | Wauk | Stmbg | 1 | g | d-d | sel | amid | 3 | 6.50-1 | worm |
| Indiana | O | Ruter | 4 | 4½x5½ | 27.20 | r | ¼ | P | fin | Eism S-H | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 6.50-1 | worm |
| Indiana | D | Rutenber | 4 | 4½x5½ | 27.20 | 2-r | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 7.75-1 | worm |
| Indiana | R | Rotenber | 4 | 4⅜x5½ | 30.60 | 2 | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 10.25-1 | worm |
| Indiana | L | Wauk | 4 | 4¾x6¾ | 36.10 | 2 | ¼ | P | fin | Eism DH | West | 175.00 | Wauk | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 8.75-1 | worm |
| International | H | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 7.00-1 | int-g |
| International | F | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 8.00-1 | int-g |
| International | K | own | 4 | 3½x5¼ | 19.61 | b-r | .... | .. | cell | Bosch | N-East | 125.00 | own | Holley | 1¼ | g | d-p | sel | amid | 3 | 9.00-1 | int-g |
| International | G | own | 4 | 4x5 | 25.60 | b-n | .... | .. | fin | Split-Dix | N-East | 125.00 | own | Ensign | 1¼ | v | d-p | sel | amid | 3 | 9.00-1 | int-g |
| Jackson4 Wh'l Dr've | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism H | Dyneto | None | Pierce | Stumby | 1¼ | v | d d | sel | amid | 4 | 9.20- | 14 |
| Jones | 31A | Cont | 4 | 3½x5 | 19.60 | b-r | .. | T | cell | Mag F | | ...... | Pierce | Stmbg | 1 | g | d-p | sel | u-m | 3 | 7.70-1 | int-g |
| Jumbo | | Buda | 4 | 4¼x5½ | 28.90 | b-r | .... | P | s-s-t | Mag F | ........ | ...... | Duplex | Zenith | 1¼ | g | d | se | u-m | 3 | 8.00-1 | int-g |
| ¶Kalamazoo | G | Cont | 4 | 3¾x5 | 22.50 | l | ⅝ | T | cell | Conn | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Kalamazoo | H | Cont | 6 | 3½x5¼ | 29.40 | l | ⅝ | P | cell | Conn | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Kalamazoo | K | Cont | 6 | 3¾x5¼ | 33.70 | l | ⅝ | P | cell | Conn | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | amid | 4 | 8-70.1 | worm |
| Kearns | | Her-Spill | 4 | 3¼x5 | 16.90 | ... | ... | .. | .... | Berling | ........ | ...... | ........ | ........ | ... | . | d-p | .... | .... | . | ...... | ...... |
| Kearns | | Lycm | 4 | 3¼x5 | 16.92 | b-r | ⅝ | T | .. | Conn H | Dyneto | ...... | ........ | Cart | 1¼ | g | d | sel | u-m | 3 | ...... | b |
| Kelly-Springf'd | K-31 | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | chn |
| ¶Kelly-Springf'd | K-32 | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | worm |
| ¶Kelly-Springf'd | K-36 | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.64-1 | worm |
| ¶Kelly-Springf'd | K-35 | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.33-1 | chn |
| ¶Kelly-Springf'd | K-40 | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.48-1 | chn |
| ¶Kelly-Springf'd | K-45 | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.71-1 | chn |
| ¶Kelly-Springf'd | K-50 | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.24-1 | chn |
| ¶Kelly-Springf'd | K-60 | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.39-1 | chn |
| ¶Kimball | A | Wisc | 4 | 4x5 | 25.60 | b-l | ¼ | P | cell | Bosch S-H | ........ | ...... | Simplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 6.50-1 | worm |
| ¶Kimball | B&BL | Wisc | 4 | 4x6 | 25.60 | b-l | ¼ | P | cell | Eism S-H | ........ | ...... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Kimball | C&CL | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | cell | Eism S-H | ........ | ...... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Kimball | E&EL | Wisc | 4 | 4¾x5½ | 36.10 | b-o | ¼ | P | cell | Eism S-H | ........ | ...... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| ¶Kimball | F&FL | Wisc | 4 | 5⅛x6 | 42.03 | 2-o | ¼ | .. | .... | Berl S-H | none | ...... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| King | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | s-s-t | Bosch D-D | ........ | ...... | Pierce | Scheb | 1½ | g | d-d | ind-o | u-j | | 8.67-1 | chn |
| Kissel | | own | 4 | 3⅞x5½ | 24.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | u-m | 3 | 7.80-1 | worm |
| Kissel | | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 8.50-1 | worm |
| Kissel | | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 11.75-1 | worm |
| Kissel | | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 13.00-1 | worm |
| Kleiber | AA | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | P | s-s-t | Bosch D-H | ........ | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.75-1 | worm |
| Kleiber | A | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Bosch D-H | ........ | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 6-50-1 | worm |

* Longer wheelbas offered at extra cost.

| NAME AND MODEL | Pounds Capacity | Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H. P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Lighting System: Make | Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kleiber ........ BB | 4,000 | 2,950 | 145 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | c-d | sel | amid | 4 | 7.75-1 | worm |
| Kleiber ........ B | 5,000 | 3,500 | 150 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | c-d | sel | amid | 4 | 8.75-1 | worm |
| Kleiber ........ C | 7,000 | 4,100 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | c-d | sel | amid | 4 | 10.30-1 | worm |
| Kleiber ........ D | 10,000 | 5,100 | 170 | r-c | s | 36x6 | 40x6d | 14 | 14 | Steel | Wheels | | | | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | 2-o | ⅝ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | c-d | sel | amid | 4 | 11.60-1 | worm |
| Knox Tractor ..... 35 | 20,000 | 5,500 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ⅝ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 9.60-1 | chn |
| Knox Tractor ..... 36 | 20,000 | 6,000 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ⅝ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 12.05-1 | chn |
| Koehler ........ K | 2,500 | 1,450 | 129 | r-c | s | 34x3 | 34x4 | 14 | 14 | 1½ | 2 | | | | | Torb | | own | 4 | 3¼x5 | 19.61 | b-h | ⅜ | T | fin | Eism S-F | | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Koehler ........ M | 5,000 | 2,965 | 162 | pr-s | | 36x4 | 36x7 | 14 | 12 | 3 | 2¾ | | | | | Timken | | Hercules | 4 | 4x5¼ | 25.60 | | ⅝ | P | fin | Eism S-F | | | Simp.ex | Zeni | 1¼ | | d-p | sel | amid | 4 | 9.75-1 | worm |
| Koehler Tractor. KT | 6,000 | 1,750 | 106 | r-c | s | 34x3 | 34x5 | 14 | 14 | 1½ | 2 | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-b | ¼ | T | fin | Eism S-F | | | Mon | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Koehler Tractor MT | 10,000 | 2,165 | 106 | pr-s | s | 36x4 | 36x7 | 14 | 12 | 2 | 2¾ | | | | | Timken | | Hercules | 4 | 4 x5½ | 25.60 | b-h | ¼ | P | fin | Eism S-F | | | Simplex | Zenith | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | worm |
| Landshaft ........ UI | 2,000 | 1,350 | 124 | r-c | | 44x3½ | 36x4 | | | | | | | | | Torb | d | Buda | 4 | 3¾x5¼ | | | ⅝ | T | | | | 75.00 | | | 1 | | p | sel | | | | int-g |
| Landshaft ........ LI | 4,000 | 1,950 | 144 | r-c | s | 34x4 | 36x6 | | | | | | | | | Torb | d | Buda | 4 | 4½x5¼ | | | ⅝ | T | | | | 75.00 | | | 1¼ | | d | sel | | | | int-g |
| Lange ........ C | 3,000 | 1,950 | 130 | r-c | s | 36x3½ | 38x4 | 14 | 14 | 2 | 2½ | | | | | | | | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | c-d | ind-c | u-j | | 8.05-1 | chn |
| Lange ........ B | 5,000 | 2,650 | 136 | r-c | s | 36x4 | 38x6 | 14 | 14 | 2 | | | 10½ | | 4½ | | | | 4 | 4½x5½ | 27.20 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | c-d | ind-c | u-j | | 9.21-1 | chn |
| Lapeer ........ A | 6,000 | 2,000 | 88 | r-c | s | 34x3½ | 34x5 | 12 | 14 | 1½ | 2 | | | | | Torb | b | Wauk | 4 | 3¾x5¼ | 19.60 | b-r | ⅝ | P | cell | Dixie | none | | Wauk | Stmbg | 1 | g | d-d | i-m | u-m | 3 | 10.00-1 | int-g |
| Lapeer Tractor ........ | 10,000 | 2,700 | 88 | r-c | s | 34x3½ | 34x3½d | 14 | 14 | 1¾ | 2½ | | | | | Torb | | Wauk | 4 | 4x5½ | 25.60 | 1 | ⅝ | P | | Dixie S-F | none | | Wauk | Stmbg | 1 | g | d-p | | u-m | 3 | 10.00-1 | int-g |
| ¶Larrabee ........ U | 3,000 | 2,150 | 138 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 1¾ | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | sq-t | Bosch S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Larrabee ........ CD | 5,000 | 3,000 | 154-172 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 27.20 | b-r | ⅝ | P | sq-t | Bosch S-H | | | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Larrabee ........ AB | 7,000 | 3,950 | 154-172 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅝ | P | | Bosch S-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Larrabee ........ T | 10,000 | 4,750 | 178 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | g | d-p | sel | amid | 4 | 11.25-1 | worm |
| Lenox Amer. Tractor | 8,000 | 4,750 | 192 | | | 60x18 | 60x18 | | | | | | | | | | | | 4 | 5¼x7 | 52.90 | | | P | | Dixie | | | | Carter | | | [illegible] | sel | | | | 4-w |
| Lenox Amer. Tractor | 3,000 | 2,750 | 144 | | | 48x10 | 48x10 | | | | | | | | | | | | 4 | 4½x5½ | 36.10 | | | P | | Dixie | | | | Carter | | | [illegible] | sel | | | | 4-w |
| Lippard-Stewart .... D | 1,500 | 1,900 | 125 | pr-s | p | 35x4½ | 35x4½ | 12 | 12 | 1⅛ | 1½ | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b- | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | none | Zenith | | g | c | sel | amid | 3 | 6.00-1 | worm |
| Lippard-Stewart .... H | 2,000 | 2,250 | 145 | pr-s | s | 36x3 | 36x5 | | | | | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 6.75-1 | worm |
| Lippard-Stewart .... F | 3,000 | 2,750 | 145 | pr-s | s | 36x3½ | 36x3d | 12 | 12 | 2 | 2½ | | | | | Timken | | | 4 | 4½x5½ | 27.20 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 7.75-1 | worm |
| Lippard-Stewart .... G | 4,000 | 3,050 | 158 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2½ | 2½ | | | | | Timken | | | 4 | 4½x5½ | 27.20 | b-l | ⅝ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 9.25-1 | worm |
| ¶L. M. C. ........ 2-20 | 4,000 | 2,950 | 164 | r-o | | 36x4 | 36x4d | | | | | | | | | Russell | | Cont | 4 | 4½x5½ | 27.20 | | | P | | Bosch | R-my | | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 8.80-1 | int-g |
| Lombard ........ | 10,000 | | | | | | | | | | | | | | | | | | | 5½x6¾ | | 2 | | | | | | | | Scheb | | | | | | 3 | | worm |
| Luverne ........ | 4,000 | 1,800 | 136 | c-r | p&s | 34x4 | 34x5 | | | | | | | | | Torb | f-f | G B & S | 4 | 3¾x4½ | 24.00 | b-l | ⅝ | F | cell | Bosch | Dyneto | | | Scheb | 1 | | d | sel | u-m | 3 | 8.00-1 | int-g |
| Loyal ........ | 1,000 | 835 | 110 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Loyal ........ | 1,500 | 950 | 120 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Maccar ........ L | 3,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x5 | 12 | 14 | 2 | 2½ | 9½ | 9½ | 4½ | 3 1/16 | Timken | s-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maccar ........ H | 5,000 | 3,300 | 162 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2½ | 2½ | 9½ | 10¾ | 4½ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 33.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Maccar ........ M | 7,000 | 4,100 | 174 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3 | 13 | 13 | 4¾ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 33.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Maccar ........ U | 11,000 | 5,000 | 186 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | 4 | 13 | 15 | 5½ | 7 1/16 | Timken | f-f | Wisc | 4 | 5.10x5½ | 41.60 | 2-l | ½ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | amid | 4 | 10.25-1 | worm |
| Mack ........ AB | 3,000 | 2,800 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | 12 | 2 | 2½ | | | | | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack ........ AB | 4,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack Tractor .... AB | 10,000 | 3,100 | 120 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | own | d | own | 4 | 4 x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.53-1 | chn |
| Mack ........ AC | 7,000 | 4,600 | 156-168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 7.54-1 | chn |
| Mack ........ AC | 11,000 | 5,250 | 156-168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 8.40-1 | chn |
| Mack ........ AC | 15,000 | 5,500 | 156-168 | pr-s | s | 36x7 | 40x7d | 14 | | 1¾ | 4 | | | | | own | d | own | 4 | 5 x8 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | P | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor .... AC | 14,000 | 4,600 | 119 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x8 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 10.77 | chn |
| Mack Tractor .... AC | 22,000 | 5,250 | 119 | pr-s | s | 36x6 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor .... AC | 30,000 | 5,500 | 119 | pr-s | s | 36x7 | 40x7d | | | | | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 14.10-1 | chn |
| Maibohm ........ | 1,000 | 1,290 | 116 | pr-s | p | 32x3½ | 32x3½ | | | | | | | | | | f-f | Falls | 6 | 3⅛x4½ | 23.44 | h | | T | | At-K | Wagner | | | Stmbg | | v | d-d | sel | u-m | 3 | 4.50-1 | 6 |
| Manly ........ 30 | 3,000 | 2,050 | 156 | pr-s | s | 36x4 | 36x5 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Manly ........ 40 | 4,000 | 2,350 | 156 | pr-s | | 36x4 | 36x6 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Manly ........ 50 | 5,000 | 2,800 | 168 | pr-s | s | 36x4 | 40x7 | | | | | | | | | | s-f | Wauk | 4 | 4 x5¾ | 25.60 | 2-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.50-1 | worm |
| Manly ........ 60 | 6,000 | 3,350 | 168 | pr-s | s | 36x5 | 40x8 | | | | | | | | | own | s-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| ¶Master ........ W | 4,000 | 2,790 | 144 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Master ........ J-I | 3,000 | 1,990 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Master ........ J-W | 3,000 | 2,090 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Master ........ M | 4,000 | 2,490 | 144* | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | M'Canna | Master | 1¼ | | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Master ........ A | 7,000 | 3,890 | 158 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ½ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | P | d-d | sel | amid | 4 | 10.33-1 | worm |
| Master ........ B | 10,000 | 4,890 | 170 | pr-s | s | 36x6 | 40x6d | | steel | wheels | | | | | | Timken | | Buda | 4 | 4½x6 | 32.40 | | | | tube | Eism | | | Pierce | Master | 1½ | g | d-d | sel | amid | | 10.75-1 | worm |
| Master Tractor .... T | 12,000 | 2,650 | 110 | pr-s | s | 34x4 | 36x4d | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | | | McCanna | Master | 1¼ | g | d-d | sel | u-p-p | 3 | 8.00-1 | int-g |
| Maxfer ........ | 2,000 | 1,195 | 130 | | p&s | 34x4 | 34x4 | 12 | 12 | 2 | 2 | | | | | | | | 4 | 3½x5 | 19.60 | l | | T | | Delco | Delco | | | | | g | c | sel | u-m | | | worm |
| Maxim ........ E | 2,000 | 2,200 | 130 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maxim ........ CC-4 | 4,000 | 3,200 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4¼x5½ | 28.90 | b-r | | P | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Maxim ........ L | 7,000 | 4,200 | 160 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x6 | 32.60 | b-r | | T | cell | Eism D | Bijar | 200.00 | Simp | Zenith | 1½ | | d-d | sel | amid | 4 | 10.70-1 | worm |
| ¶Maxwell ........ 25 | 1,000 | 895 | 109 | pr-s | p | 30x3½ | 30x3½ | | | | | | | | | own | ¾-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | Simms | | | Johnson | 1 | g | e | sel | u-m | 3 | 3.58-1 | b |
| ¶Maxwell ........ | 2,000 | 1,185 | 124 | pr-s | s | 32x3 | 32x4 | 12 | 12 | 2 | 2 | 8 | | 1⅛ | | Timken | s-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | | | | Johnson | 1 | g | e | sel | u-m | 3 | 7.25-1 | worm |
| Menominee ........ | 2,000 | 1,890 | | | s | 34x4½ | 34x5 | 12 | 12 | 1¾ | 1¾ | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | b | | T | | Eism S-H | | | Pierce | Stmbg | | g | d | | | 3 | 7.00-1 | worm |
| Menominee ........ H | 3,000 | 2,475 | 130 | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | | | | | Timken | w | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | cell | Eism | Auto | extra | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Menominee ........ D | 4,000 | 2,950 | 144 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | | | Timken | w | Cont | 4 | 4 x5½ | 27.20 | b-l | | P | fin | Eism | | extra | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Menominee ........ G | 7,000 | 3,880 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2 | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ½ | P | fin | Eism | | stock | Pierce | Stmbg | | g | | | amid | 3 | | worm |
| Menominee ........ J | 10,000 | 4,950 | 160 | r-c | s | 36x6 | 40x6d | 12 | 14 | 2½ | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ½ | P | fin | Eism | | stock | Pierce | Stmbg | | g | | | amid | 3 | | worm |
| Metropolitan ........ | | 895 | 115 | pr-s | p | 34x4 | 35x4½ | 14 | 14 | 3 | 4 | | | | | | s-f | | 4 | 3¾x4½ | 20.00 | b-l | | T | fin | S-H | | | | | | | d-d | sel | u-m | | 6.00-1 | b |
| Midland ........ MT | 4,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism F | West | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Midland ........ MS | 5,000 | 3,150 | 150 | pr-s | r | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | | fin | Eism F | West | 150.00 | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Militor ........ M-1 | 10,000 | | 140 | pr-s | s | 40x7 | 40x7 | | | | | | | | | Timken | | | 4 | 4¾x5½ | 36.10 | 2-o | | P | tube | Dixie S-H | | | Pierce | Scheb | 1½ | g | d-d | sel | amid | 4 | 11.30-1 | int-g |
| Myers ........ 55 | 2,000 | 1,495 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Empire | s-f | Lycomg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Myers ........ 75 | 3,000 | 1,750 | 130 | pr-s | s | 35x5 | 35x5 | | | | | | | | | Empire | s-f | Lycomg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | worm |
| Modern ........ 30 | | 1,800 | 122 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | | P | fin | | | | none | Zenith | | v | d-d | sel | u-m | 3 | | worm |
| Moreland ........ 19B | 3,000 | 2,930 | 126 | pr-s | s | 36x3½ | 36x5 | 8 | 8 | 2¼ | 2¼ | 9 | 9 | 1⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4¼x5¼ | 27.30 | b-l | ⅝ | P | cell | Dixie S-H | opt | 150.00 | Pierce | Miller | 1¼ | g | d-d | sel | amid | 4 | 7.00-1 | worm |
| ¶Moreland ........ 19C | 5,000 | 3,775 | 144 | pr-s | s | 36x4 | 36x7 | 8 | 8 | 2¼ | 2¾ | 9 | 10 | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | cell | Dixie D-H | opt | 175.00 | none | Miller | 1½ | g | d-d | sel | amid | 4 | 6.80-1 | worm |
| ¶Moreland ........ 19G | 8,000 | 4,875 | 162 | pr-s | s | 36x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4½ | 7⅛ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ½ | P | cell | Dixie D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 7.80-1 | worm |
| ¶Moreland ........ 19J | 10,000 | 5,350 | 192 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14½ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ½ | P | cell | Dixie D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |

* Price in [illegible]

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | RUNNING GEAR: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | ENGINE: No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING LIGHTING SYSTEM: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | GEARSET: Type | Location | Speeds | Total Gear Reduction High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Muskegon | 4,000 | 2,325 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10½ | 10½ | 5 | 5¾ | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-F | | | Pierce | Stew | 1¼ | v | d-l | sel | u-m | 3 | 9.00-1 | int-g |
| Mutual | 4,000 | 2,885 | 150 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Wisc | | Wisc | 4 | 4½x6 | 30.40 | b | | P | | Bosch S-H | Vesta | | Duplex | Stmbg | | s | d-d | sel | amid | 4 | 7.75-1 | worm |
| Napoleon ... M-9 | 2,000 | 1,285 | 134½ | r-c | s&p | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | 8 | 8 | 4⅛ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅜ | T | tube | Conn | Auto | 75.00 | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.00-1 | int-g |
| ¶Napoleon ... M-11 | 3,000 | 1,485 | 132 | r-c | s&p | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 8½ | 4⅛ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅜ | T | tube | Conn | Auto | 75.00 | | Stumg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Nash ... 2018 | 2,000 | 1,650 | 130 | pr-s | s | 34x3 | 34x4 | | | | | | | | | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 6.83-1 | int-g |
| Nash ... 3018 | 4,000 | 2,175 | 144 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Nash-Quad ... 4017 | 4,000 | 3,250 | 124 | pr-s | s | 36x5 | 36x5 | | | | | | | | | own | d | Buda | 4 | 4⅛x5½ | 28.00 | b-r | ¼ | P | tube | Eism S-H | Bijur | 125.00 | Simplex | Stmbg | 1¼ | g | d-p | ind-c | amid | 4 | 8.50-1 | int-g-4 |
| Nelson & LeMoon ... F1 | 2,000 | on app | opt | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 9 | 1⅝ | 3¾ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Nelson & LeMoon ... F2 | 4,000 | on app | opt | r-c | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Nelson & LeMoon ... F3½ | 6,000 | on app | opt | r-c | s | 36x5 | 36x5d | 14 | 14 | 2¾ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Nelson & LeMoon ... F5 | 10,000 | on app | opt | r-c | s | 36x6 | 40x6d | 14 | 14 | 3¼ | 4 | 12 | 13⅝ | 5½ | 7¾ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅜ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 11.33-1 | worm |
| Netco ... D | 4,000 | 3,000 | 144 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | G & D | 200.00 | none | Zenith | 1¼ | g | d-d | sel | u-m | | 8.50-1 | worm |
| Netco ... H | 5,000 | 3,400 | 168 | | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 9½ | 9½ | 4½ | 5½ | Timken | f-f | Cont. | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism | | | none | Zenith | 1½ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| New York ... M | 3,000 | 2,600 | 144 | r-c | s | 36x3½ | 36x5 | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| New York ... N | 4,000 | 2,800 | 144 | r-c | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| Niles ... B | 2,000 | 1,500 | 124 | pr-s | p | 35x5 | 35x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | sq-t | Eism S-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Niles ... E | 4,000 | 2,400 | 140 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Eism S-H | | | Pierce | Stmbg | | g | d-p | sel | amid | 3 | 8.50-1 | worm |
| Noble ... NW-2 | 5,000 | | 148 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10¼ | 10¼ | 4 | 5 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism H-S | none | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Noble ... NW-4 | 8,000 | | 168 | r-c | s | 36x5 | 36x5d | | | | | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.00 | 2-l | ⅜ | P | sit | Eism S-H | | | Pierce | Strom | 1¼ | v | d-p | sel | amid | 4 | 10.25 | worm |
| Northwestern | 3,000 | 2,400 | 140 | r-c | | 34x3½ | 36x6 | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | | | | P | | Bosch | | | | Stmbg | | | c | sel | | | 7.75-1 | worm |
| Norwalk | 2,000 | | 130 | pr-s | s | 34x4 | 34x4 | 12 | 14 | 1⅝ | 2 | 8 | 9 | 3½ | 3 | Empire | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sel | u-m | | 7.00-1 | worm |
| Norwalk | 3,000 | | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9 | 3½ | 3⅛ | Standard | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sel | u-m | | 7.30-1 | worm |
| ¶Ogden | 4,000 | 2,695 | 160 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | 5⁄16 | P | tube | Bosch S-H | | | Pierce | Rayf | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Ogden ... A-1 | 2,000 | 2,095 | 136 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4⅛ | 3¾ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 5⁄16 | T | tube | Bosch S-H | | | Pierce | Rayf | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| O.K. ... 1½T | 3,000 | 2,450 | 142 | pr-s | s | 36x3½ | 36x3½ | | | | | | | | | Standard | | Ruten | 4 | 4⅛x5¼ | | 2-l | | P | cell | Dixie S-H | | | Pierce | Carter | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| O.K. ... 2T | 4,000 | 2,650 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5¼ | | 2-l | | P | tube | Split S-H | | | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| O.K. ... 3T | 6,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4½x5½ | | b-r | | P | | Eism S-H | | | Pierce | Zenith | 1½ | v | d-d | sel | u-m | 4 | | worm |
| Old Hickory | 1,500 | 995 | 112 | r-c | p | 33x4 | 33x4 | 12 | 12 | 1¼ | 1¼ | | | | | Salis | s-f | Lycmg | 4 | ¾ x5 | 16.92 | b-r | ⅜ | T | cell | Conn S-H | Dyneto | stock | none | Carter | 1 | g | c | sel | u-m | 3 | 6.00-1 | b |
| ¶Old Reliable ... W-15 | 2,500 | 2,350 | 138-150 | pr-s | s | 34x3½ | 36x6 | 14 | 16 | 1¼ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | | P | cell | Bosch H | Vesta | | Mon | Rayf | 1 | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| ¶Old Reliable ... W-25 | 5,000 | 3,250 | 160 | r-c | s | 34x4 | 36x4d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | | P | tube | Bosch H | Vesta | | Mon | Rayf | 1¼ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Old Reliable ... W-35 | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x5d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¾x6 | 36.10 | b-l | | P | tube | Bosch H | Vesta | | Mon | Stmbg | 1½ | v | o-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Old Reliable ... W-50 | 10,000 | 5,000 | 166 | r-c | s | 36x5 | 40x6d | 14 | 16 | 2¾ | 3 | | | | | Sheldon | s-f | Wisc | 4 | 5 1/10 x5½ | 41.60 | 2-o | | P | tube | Bosch H | Vesta | | Duplex | Stmbg | 1½ | v | o-d | sel | amid | 4 | 10.25-1 | worm |
| Old Reliable ... C-70 | 14,000 | 6,000 | 124-136 | r-c | s | 36x6 | 40x7d | 14 | 16 | 3 | 3½ | | | | | Sheldon | dead | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | | P | tube | Bosch H | | | Wauk | Stmbg | 1½ | v | o-d | sel | amid | 4 | 10.88-1 | chain |
| Oldsmobile | 1,500 | 1,250 | 128 | | p | 35x5 | 35x5 | | | | | | | | | Torb | | | 4 | 3⅝x5¼ | 21.70 | b | | P | | Auto | Auto | | | Zenith | | | c | sel | u-m | 3 | | int-g |
| Oneida ... A | 2,000 | 2,290 | 144 | r-c | p&s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2 | | | | | Timken | s-f | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 8.75-1 | worm |
| Oneida ... B | 3,000 | 2,650 | 144 | r-c | p&s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2 | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | se | amid | 3 | 9.25-1 | worm |
| Oneida ... C | 4,000 | 3,000 | 144 | r-c | p&s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 9.25-1 | worm |
| Oneida ... D | 7,000 | 3,700 | 160 | r-c | p&s | 36x5 | 36x5d | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 34.40 | 2-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1⅛ | g | o-d | sel | amid | 3 | 10.33-1 | worm |
| Oneida ... E | 10,000 | 4,750 | 180 | pr-s | p&s | 36x6 | 40x12 | 8 | 10 | 2¼ | 2¼ | | | | | Timker | f-f | Cont | 4 | 5¼x5¾ | 44.20 | 2-l | ⅛ | P | cell | Bosch | Bosch | | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 11.67-1 | worm |
| ¶Oshkosh ... A | 4,000 | 3,500 | 130 | pr-s | p | 36x6 | 36x6 | 14 | 14 | 2 | 2 | 10½ | 10½ | 4 5⁄16 | 4 5⁄16 | own | f-f | Her-Spall | 4 | 3¼x5 | 16.90 | b-r | ¼ | T | cell | N E | N E | stock | Duplex | Zenith | 1¼ | P | d-d | sel | amid | 4 | 8.25-1 | b |
| Overland ... 90 | 800 | 900 | 104 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1¼ | 1¼ | 6 | 6⅞ | 2⅝ | 4 | own | ¾-f | own | 4 | 3⅜x5 | 18.23 | b-r | ⅜ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | v | c | sel | u-x | 3 | 4.33-1 | Sp b |
| Overland ... 83 B, O, E | 1,200 | 1,075‡ | 106 | pr-s | p | 33x4½ | 33x4½ | 12 | 12 | 1⅜ | 1⅜ | 7½ | 8½ | 3¼ | 4 | own | ¾-f | own | 4 | 4⅛x4½ | 27.20 | b-l | ⅜ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | g | c | sel | u-x | 3 | 4.40-1 | Sp b |
| ¶Packard ... 1½-E | 3,000 | 3,000 | 126 | r-c | s | 34x3½ | 34x3½d | 10 | 12 | 2 | 2⅛ | 8¼ | 11⅛ | 4⅝ | 5⅛ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 6.25-1 | worm |
| ¶Packard ... 2-E | 4,000 | 3,400 | 144 | r-c | s | 34x4 | 34x4d | 12 | 12 | 2 | 2¾ | 9½ | 11½ | 6⅛ | 6¼ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 7.25-1 | worm |
| Packard ... 3-E | 6,000 | 4,100 | 156 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7 | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 9.00-1 | worm |
| Packard ... 4-E | 8,000 | 4,450 | 156 | r-c | s | 36x5 | 40x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7⅞ | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.00-1 | worm |
| ¶Packard ... 5E | 10,000 | 5,150 | 156 | r-c | s | 36x6 | 40x6d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8⅛ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | P | d-d | sel | amid | 4 | 10.66-1 | worm |
| ¶Packard ... 6E | 12,000 | 5,400 | 156 | r-c | s | 36x6 | 40x7d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8⅛ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ⅛ | P | cell | Dixie D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packet | 600 | 320 | 100 | pr-s | p | 28x3 | 28x3 | 12 | 12 | 1⅛ | 1⅛ | 6 | | 2½ | | own | d | own | 4 | 2¾x4 | 12.08 | b-r | ⅜ | T | fin | At-K S-A | | | none | Carter | 1 | g | c | fric | u-j | 3 | 4.25-1 | chn |
| ¶Paige ... 50-18 | 5,000 | 2,950 | 150 | pr-s | s | 36x4 | 36x7 | | | | | 9 | 10 | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-r | ⅜ | P | fin | Bosch S-F | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Palmer | 2,000 | 1,685 | 132½ | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | sq-t | Bosch S-F | | | none | Stmbg | | g | d-d | sel | u-m | | | int-g |
| Palmer | 4,000 | 2,495 | 144 | pr-s | s | 36x3½ | 36x3½d | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.75-1 | worm |
| Palmer-Moore ... K | 1,500 | 1,150 | 106 | pr-s | s | 36x3 | 36x3½ | | | | | | | | | | | | 4 | 3½x5½ | 19.61 | b-r | ⅜ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | sel | amid | | 6.83-1 | int-g |
| Palmer-Moore ... M | 2,000 | 1,350 | 126 | pr-s | s | 36x3½ | 36x4 | | | | | | | | | | | | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | sel | amid | | 6.83-1 | int-g |
| Panhard ... A | 2,000 | 1,195 | 130 | r-c | p & s | 32x3½ | 32x3½ | 12 | 12 | 1¾ | 2 | | | | | Torb | f-f | Gray | 4 | 3½x5 | 19.61 | b- | ⅜ | T | cell | Auto | Auto | 50.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Panhard ... B | 3,000 | 1,395 | 130 | r-c | s | 32x3½ | 32x4 | 14 | 14 | 2 | 2 | | | | | Torb | f-f | Gray | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | cell | Auto | Auto L | 50.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Panhard ... E | 5,000 | 2,350 | 150 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¼ | 2½ | | | | | Torb | f-f | Buda | 4 | 4¼x5½ | 28.60 | b | ⅜ | P | cell | Mog H | | | Duplex | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| ¶Parker ... F9W | 4,000 | 3,325 | 150 | pr-s | s | 34x4 | 36x4d | | | | | | | | | own | f-f | Wisc | 4 | 4 x6 | | | | P | tube | Bosch | West | | | Stmbg | 1¼ | | d-d | | | 4 | | worm |
| ¶Parker ... F9C | 4,000 | 3,325 | 150 | pr-s | s | 34x4 | 36x4d | | | | | | | | | own | f-f | | 6 | 3½x5¼ | | | | P | tube | Bosch | West | | | Stmbg | 1¼ | | d-d | | | 4 | | worm |
| ¶Parker ... 9J | 7,000 | 4,150 | 160 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | f-f | Wisc | 4 | 4¼x6 | | | | P | tube | Bosch | West | | | Stmbg | 1¼ | | d-d | | | 4 | | worm |
| ¶Parker ... M9 | 10,000 | 5,225 | 160 | pr-s | s | 36x6 | 40x6d | | | | | | | | | own | f-f | | 4 | 4¾x6 | | | | P | tube | Bosch | West | | | Stmbg | 1½ | | d-d | | | 4 | | worm |
| Patriot | 3,000 | 2,150 | 135 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9⅛ | 4 | 4⅛ | Russel | | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1 | | d-d | sel | amid | 3 | 7.70-1 | int-g |
| Patriot | 5,000 | 3,150 | 156 | pr-s | s | 34x4 | 34x7 | 12 | 14 | 2 | 2¼ | 9 | 13 | 4½ | 7½ | Wisc | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1¼ | | d-d | | amid | 4 | 9.66-1 | worm |
| Penney ... 15 | 1,000 | 935 | 98 | pr-s | p | 30x3½ | 31x4 | | | | | | | | | | | | 4 | 4⅛x5½ | 27.20 | b-r | | T | fin | Dixie S-F | Dyneto | 75.00 | none | Zenith | | g | d-d | sel | u-m | 4 | 4.75-1 | b |
| ¶Pierce-Arrow | 4,000 | 4,300 | 150 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2¼ | | | | | own | | own | 4 | 4x5½ | 25.60 | 2-o | | P | fin | Eism D-H | West | 325.00 | own | own | | p | c | sel | amid | 4 | 7.00-1 | worm |
| Pierce-Arrow | 10,000 | 5,500 | 168 | pr-s | s | 36x5 | 40x6d | 14 | 16 | 2½ | 3½ | | | | | own | | own | 4 | 4½x6 | 38.30 | 2-o | | P | fin | Eism D-H | West | 325.00 | own | own | | p | c | sel | amid | 3 | 7.80-1 | worm |
| Power ... A | 2,000 | 1,985 | 144 | | | 34x3½ | 36x5 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| Power ... B | 4,000 | 2,950 | 150 | | | 36x4 | 36x8 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| Power ... C | 7,000 | 3,785 | 180-204 | | | 36x5 | 40x5d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| Power ... E | 10,000 | 4,800 | 180-216 | | | 36x6 | 40x6d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| ¶Rainier ... R-11 | 1,500 | 1,750 | 125 | pr-s | s | 34x4 | 34x4 | 12 | 12 | 1⅝ | 2 | | | | | Timken | | Cont | 4 | 3½x5 | 19.60 | | 5⁄16 | | | Simms | Bijur | 125.00 | Mon | Zeni | 1⅛ | g | d-p | sel | u-m | 3 | 7.25-1 | worm |
| ¶Rainier ... R-6 | 3,000 | 1,975 | 133 | pr-s | s | 34x4 | 34x4 | 12 | 12 | 2 | 2½ | | | | | Sheldon | | Cont | 4 | 3½x5 | 19.60 | b-l | 5⁄16 | T | cell | Simms | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| ¶Rainier ... R-8 | 4,000 | 2,400 | 147 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Sheldon | | Cont | 4 | 3¾x5 | 22.50 | | 5⁄16 | | | Simms | | | Mon | Zeni | | | d-p | sel | u-m | 3 | | worm |
| Reliance ... 10 | 3,000 | 2,500 | 150 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11⁄16 | Badger | f-f | Buda | 4 | 4½x5½ | 27.20 | b | | P | cell | Bosch S-H | Vesta | Pierce | | Stmbg | 1¼ | | d-p | sel | u-m | 4 | 7.75-1 | ext-g |

‡ Price including body.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires – Kind Tires | Tires – Front Size | Tires – Rear Size | Wheels – No. of Spokes – Front | No. of Spokes – Rear | Width of Spokes – Front | Width of Spokes – Rear | Size of Flange – Front | Size of Flange – Rear | Hub Bore – Front | Hub Bore – Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System – Make | Starting & Lighting System – Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset – Type | Gearset – Location | Gearset – Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Reliance 20 | 5,000 | 3,200 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2½ | | | 4 | 4⅛ | Badger | f-f | Buda | 4 | 4¼x5½ | 28.60 | b-r | ⅝ | P | cell | Bosch S-H | Vesta | | | Stmbg | 1¼ | g | d-p | sel | u-m | 4 | 8.50-1 | ext-g |
| Rennoe | 5,000 | 2,895 | 144 | s | s | 36x5 | 36x7 | | | | | | | | | Wise | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅝ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Rennoe Tractor | 16,000 | 2,895 | 116 | s | s | 36x5 | 36x7 | | | | | | | | | Wise | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅝ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Reo F | 1,500 | 1,350 | 128 | pr-s | p | 34x4½ | 34x4½ | | | | | | | | | own | f-f | own | 4 | 4⅛x4½ | 27.20 | 2-r-b | ⅝ | P | fin | Remy S-H | Remy | stock | none | Johns | 1 | g | d-d | sel | amid | 3 | 4.30-1 | sp-b |
| Republic 10 | 2,000 | 1,535 | 124 | pr | s | 34x3 | 34x4 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-F | Jacox | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Republic 11X | 3,000 | 1,885 | 144 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-F | Jacox | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Republic 19 | 4,000 | 2,395 | 144 | pr s | s | 36x4 | 36x7 | | | | | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Bosch S-F | Jacox | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Republic 20 | 7,000 | 3,450 | 165 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Torb | f-f | Cont | 4 | 4¼x5½ | 28.90 | b-l | ¼ | P | cell | Eism S-H | Jacox | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Reya | | | 117 | | | | | | | | | | | | | Peru | | | 4 | 3¾x4½ | 23.50 | | | | | Dixie-5 | Dyneto | | | | | | | | | | | |
| Riker | 6,000 | 4,600 | 150-190 | pr-s | s | 36x5 | 36x5d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Riker | 8,000 | 4,700 | 150-190 | pr-s | s | 36x5 | 36x6d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Rowe CDW | 4,000 | 3,000 | 142 | r-c | s | 34x4 | 36x3½d | 12 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe CDW | 5,000 | 3,250 | 164 | r-c | s | 34x4 | 36x4d | 14 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe GW | 6,000 | | 170 | c | p | 38x7 | 42x9 | | | | | | | | | Sheldon | | Her-Spill | 8 | | | | | | | At-K | West | | | Zenith | | | d | sel | | 3 | | worm |
| Rowe DEW | 7,000 | 3,800 | 156 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | | | | 4 | 4x6 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe FW | 10,000 | 4,900 | 171 | r-c | s | 36x6 | 36x6d | 14 | 14 | 3 | 3½ | | | | | | | | 4 | 4¾x5½ | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Royal | 2,000 | | 124 | r-c | s | 34x4 | 34x5 | | | | | | | | | Sheldon | | Wise | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 5,000 | | 132 | r-c | s | 36x4½ | 36x6 | | | | | | | | | Sheldon | | Wise | 4 | 4 x6 | 25.60 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 7,000 | | 158 | r-c | s | 36x5 | 38x5d | | | | | | | | | Timken | | Wise | 4 | 4¼x6 | 29.00 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 10,000 | | 168 | r-c | s | 36x6 | 40x6d | | | | | | | | | Timken | | Wise | 4 | 4¾x5½ | 36.15 | 2-o | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | o-d | ind-c | amid | | | worm |
| Royal | 12,000 | | 158 | r-c | s | 36x6 | 40x6d | | | | | | | | | Sheldon | | Wise | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind c | amid | | | worm |
| Royal | 14,000 | | 158 | r-c | s | 36x7 | 40x7d | | | | | | | | | Sheldon | | Wise | 4 | 5¼x7 | 44.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind-c | amid | | | chn |
| Rush F | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | own | | Lycmg | 4 | 3¼x5 | 16.92 | b-r | ⅝ | T | fin | Conn S-H | Split | stock | | Carter | 1 | g | d-d | sel | u-m | | 4.42-1 | b |
| Sandow G | 2,000 | 1,795 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅝ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| Sandow CG | 2,500 | 2,090 | 134 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅝ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| Sandow SPL | 4,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Torl. | f-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅝ | P | fin | Eism S-H | | | none | Stmbg | 1 | g | d-d | sel | u | 3 | 9.25-1 | int-g |
| Sandow J | 4,000 | 2,975 | 165 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 9.25-1 | worm |
| Sandow K | 7,000 | 3,995 | 175 | chan | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | u | 3 | 10.33-1 | worm |
| Sandow L | 10,000 | 4,775 | 175 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timekn | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Sanford W25 | 5,000 | 3,000 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | 10¼ | | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch S H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Sanford W35 | 7,000 | 3,975 | 174 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3¼ | | 12 | | 4½ | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | 2-t | ⅝ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Sanford W50 | 10,000 | 4,750 | 174 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2⅝ | 3⅝ | | 15 | | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | | | ⅝ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.75-1 | worm |
| Saurer L | 10,000 | 4,800 | 153½ | pr-s | s | 36x5 | 42x5d | | | | | | | | | own | | own | 8 | 4⅜x5½ | 30.60 | 2 | | | | Mag | | | | own | | | c | se | | 4 | | chain |
| Saurer M | 13,000 | 5,800 | 156½ | pr-s | s | 36x5 | 42x6d | | | | | | | | | own | | own | 4 | 4⅜x5½ | 30.60 | 2 | | P | | Mag | | | | own | | | c | sel | | 4 | | chain |
| Schleicher | 6,000 | 3,500 | 150 | r-c | s | 34x4½ | 34x3½d | | | | | | | | | | | | | 4¼x5½ | 29.00 | 2-r | ¼ | P | sq-t | Bosch D-H | | | opt | Stmbg | | g | | | | | | chn |
| Schleicher | 10,000 | 4,500 | 150 | r-s | s | 34x5 | 34x4d | | | | | | | | | b-b | b | | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | sq-t | Bosch D-B | | | | Stmbg | | g | c | sel | amid | | 5.00-1 | chn |
| Schwarts H | 3,000 | 2,175 | 140 | pr-s | | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b | ⅝ | T | za-t | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Schwarts C | 5,000 | 2,675 | 146 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | | Cont | 4 | 4⅛x5¼ | 27.00 | b | ⅝ | P | | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | se | u-m | 3 | 8.00-1 | int-g |
| Selden Alden Spec. | 3,000 | 2,185 | 140 | cl'tb | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Selden JWBL | 4,000 | 3,050 | 162 | blk | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.25- | worm |
| Selden NL | 7,000 | 3,850 | 164 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.33- | worm |
| Selden DL | 10,000 | 5,000 | 170 | pr-s | s | 36x6 | 40x12 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 13.66- | worm |
| ¶Seneca | 1,000 | 1,050‡ | 108 | pr-s | p | 30x3½ | 30x3½ | 12 | 12 | 1¼ | 1¼ | 7 | 8 | 3⅝ | 4⅞ | Peru | f-f | Le Roi | 4 | 3⅛x4½ | 15.63 | b-l | ⅝ | T | cell | Conn | Al-Ch | Stock | | Scheb | 1 | v | d-d | sel | amid | 3 | 4.50-1 | bev |
| Service 31 | 3,000 | | 150 | pr-s | s | 36x3½ | 36x6 | 14 | 14 | ¾ | 2½ | 7 | 9 | 3⅝ | 3⅝ | Tron | | Buda | 4 | 4 x5½ | 25.60 | b-r | ¼ | p | fin | Eismsh | West | 140.00 | Simp | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.55-1 | worm |
| Service 220 | 2,000 | 2,100 | 137 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | | Buda | 4 | 3½x5⅛ | 19.61 | b-r | ⅝ | T | fin | Eism S-H | West | 120.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Service 51 | 4000 | 3,000 | 160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 5⅛ | 5⅓ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Service 71 | 7,000 | 3,900 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4⅞ | 7⅛ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Service 76 | 7,000 | 4,200 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4⅞ | 7⅛ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.8-1 | worm |
| ¶Service 101 | 10,000 | 5,000 | 171½ | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 10.25 | worm |
| Shaw M-2 | 1,500 | 1,700 | 116½ | pr-s | p | 32x4 | 32x4 | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | | | | g | d-p | | u-m | 3 | 4.45-1 | 6 |
| Shaw M-4 | 2,500 | 1,850 | 130 | pr-s | p | 34x4½ | 43x4½ | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | none | Zenith | | g | d-p | | u-m | 3 | 7.20-1 | worm |
| Shaw M-3 | 6,000 | 2,950 | 153 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | | b | | P | tube | Bosch S-F | | | Pierce | Zenith | | g | m-d | | u-m | 3 | 8.50-1 | worm |
| Shelby S35 | 1,500 | | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | | | | 4 | 3½x4½ | 19.60 | b-l | | T | | Dixie | Dyneto | | | Zenith | | | d-d | | | | | int-g |
| Sheridan | 1,000 | 490 | 104 | | | 31x3½ | 31x3½ | | | | | | | | | | f-f | | 4 | 3⅛x4 | | | ⅝ | T | | Bosch | | | | Carter | | | d | sel | | | | b |
| Signal F | 2,000 | 2,400 | 144 | pr-s | s | 34x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 1⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Signal H | 3,000 | 2,700 | 144 | pr-s | s | 34x4 | 36x6 | 12 | 12 | 2 | 2½ | 9 | 10 | 1⅝ | 5⅝ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal J | 4,000 | 3,100 | 150 | pr-s | s | 34x4 | 36x8 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅛ | 5⅓ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal M | 7,000 | 4,100 | 168 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Signal R | 10,000 | 5,100 | 180 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-F | | | Cont | Stmbg | | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Southern | 2,000 | 1,395 | 130 | pr-s | p-s | 34x4 | 34x4 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.00 | worm |
| Southern | 3,000 | 1,695 | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.75-1 | worm |
| ¶Standard 56 | 2,000 | 1,900 | 134 | pr-s | s | 34x3½ | 34x4 | 12 | 12 | 1¾ | 2 | 9 | 7½ | 4¼ | 3 | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-h | ¼ | P | T | Eism S-A | | | own | Stmbg | 1 | g | d-d | sel | u-p | 3 | 7.20-1 | worm |
| Standard 76 | 4,000 | 2,800 | 140 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | 9½ | 10 | 4⅓ | 5⅓ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Eism S-F | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Standard 66 | 7,000 | 3,675 | 160 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4⅞ | 6⅓ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 10.33-1 | worm |
| Standard 86 | 10,000 | 4,650 | 160 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¾ | 5½ | 7⅜ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Steele C | 4,000 | 2,250 | 115 | r-c | s | 38x5 | 40x4d | | | | | | | | | own | d | own | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | | o-d | ind-c | u-j | 3 | 9.51-1 | chn |
| Steele B | 6,000 | 3,000 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele BA | 8,000 | 3,500 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele A | 10,000 | 4,000 | 127 | r-c | s | 38x7 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.58-1 | chn |
| Sterling | 5,000 | 3,300 | 156 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2¾ | | | | | Sheldon | s-f | own | 4 | 4¼x5¾ | 29.00 | 2-r | ¼ | P | cell | Eism S-H | | | Wauk | Ray | 1½ | v | d-d | sel | u-m | 3 | 7.70-1 | worm |
| Sterling | 7,000 | 4,325 | 162 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | Timken | f-f | own | 4 | 4¼x6¾ | 29.00 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | amid | 3 | 8.75-1 | worm |
| Sterling | 10,000 | 5,100 | 168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | Timken | f-f | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | amid | 3 | 8.80-1 | worm |
| Sterling | 14,000 | 5,600 | 168 | pr-s | s | 36x6 | 40x7d | 10 | 12 | 3 | 5 | | | | | own | d | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | jack | 3 | 10.64-1 | chn |
| ¶Stewart 11 | 1,500 | 1,195 | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | Clark | | Le Roi | 4 | 3⅛x4½ | 15.63 | b-r | ⅝ | T | v-t | Eism | | | Le Roy | Zenith | | g | d-d | sel | u-m | 3 | 5.80-1 | int-g |
| ¶Stewart 7 | 4,000 | 2,575 | 156174 | pr-s | p | 34x4 | 34x4d | | | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.23 | b-r | ⅝ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 3 | 9.60-1 | int-g |
| ¶Stewart 8 | 2,000 | 1,650 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Cllark | | Cont | 4 | 3½x5 | 19.60 | b-r | ⅝ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| Stewart 9 | 3,000 | 1,975 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.P. | Cylinders how Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Starting & Lighting System: Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stewart 10 | 7,000 | 3,500 | 165-185 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Clark | | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Sullivan F | 3,000 | 2,350 | 129 | r-c | s | 36x3 | 36x5 | | | | | 10½ | 10 | 5 | 5½ | Timken | f | Buda | 4 | 3¾x4½ | 22.50 | b-r | ⅝ | T | fin | Bosch S-F | none | | | Stmbg | 1 | g | c | sel | amid | 3 | 8.50-1 | worm |
| Sullivan E | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x6 | | | | | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | fin | Bosch S-F | | | | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Superior A | 2,000 | 1,600 | 124 | pr-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | 9 | | 5 | | Torb | | own | 4 | 3⅛x5 | 19.61 | b-h | ⅝ | T | sq-t | Eism S-F | | | Mon | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Superior E | 4,000 | 2,275 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10½ | 8½ | 4⅝ | 5¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b | — | P | sq-t | Eism S-F | | | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Taylor | 2,000 | 1,750 | 134 | pr-s | s | 34x4 | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.60 | | ⅝ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 3 | 7.80-1 | worm |
| Taylor | 3,000 | 2,200 | 142 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 7.80-1 | worm |
| Taylor | 5,000 | 2,900 | 145 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅝ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 7,000 | 3,650 | 156 | pr-s | s | 36x5 | 40x10 | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ⅝ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 10,000 | 4,600 | 160 | pr-s | s | 36x6 | 40x14 | | | | | | | | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | | ½ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 10.20-1 | worm |
| ¶Texan T-39 | 3,000 | 1,550 | 130 | pr-s | | 34x4 | 34x4 | 12 | 14 | 1⅝ | 1⅞ | 6 | 7½ | 2¾ | 3 | Chicago | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dymeto | | | Carter | 1 | g | d-d | | u-m | 3 | 9.66-1 | worm |
| Tiffin GW | 3,000 | 2,125 | 135 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2 | | | | | Sheldon | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Tiffin MW | 5,000 | 2,850 | 148 | pr-s | s | 36x4 | 36x3½d | 12 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l. | ⅝ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | | 7.75-1 | worm |
| Tiffin PW | 7,000 | 3,760 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅝ | P | fin | Bosch S-H | West | 152.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | 3 | 11.70-1 | worm |
| Tiffin RW | 10,000 | 5,000 | 168 | r-l | s | 36x5 | 40x5d | 4 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅝ | P | fin | Bosch S-H | West | 125.00 | Pierce | Scheb | 1½ | g | d-p | se | amid | 3 | 11.70-1 | worm |
| Tiffin SW | 12,000 | 5,200 | 168 | r-l | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅝ | P | fin | Bosch S-H | West | 125.00 | Pierce | Schebg | 1½ | | d-p | sel | amid | 3 | 13.00-1 | worm |
| Titan | 7,000 | 4,300 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 3 | 8.00-1 | int-g |
| Titan | 12,000 | 5,150 | 156 | pr-s | s | 36x5 | 40x6d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 3 | 11.00-1 | int-g |
| Tower | 4,000 | 2,975 | 146 | pr-s | s | 36x4 | 36x7 | | | | | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4⅛x5½ | 27.23 | b-l | | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Tower | 7,000 | 4,100 | 165 | ch-s | | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5 | 32.40 | | | | tube | Bosch | | | Pierce | | | | d-d | sel | u-m | 4 | | |
| Traffic | 4,000 | 1,395 | 133 | ch-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | 8½ | 9⅛ | 3¾ | 4⅛ | Russell | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | cell | Mag. S-H | none | | none | Carter | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| Transport 30 (Mt. Pleasant, Mich.) | 2,000 | 1,950 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | T | cell | Eism | none | | Simplex | Stmbg | 1 | | d | sel | u-m | 3 | 7.60-1 | int-g |
| ¶Transport 50 | 5,000 | 2,585 | 150 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅝ | P | cell | Eism | none | | Duplex | Stmbg | 1¼ | | d | sel | u-m | 4 | 8.00-1 | int-g |
| Transport Tractor T | 10,000 | 2,750 | 80 | r-c | s | 34x3½ | 34x4d | | | | | | | | | | | Cont | 4 | 3¾x5 | 19.61 | b-r | | T | cell | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | | worm |
| Triangle A | 3,000 | 2,185 | 144 | r-c | s | 34x3½ | 34x6 | 14 | 14 | 1¾ | 2½ | | | | | Clark | | Wauk | 4 | 3¾x5¼ | 22.50 | b-b | ¼ | P | tube | Eism | | | Wauk | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| Triangle B | 5,000 | 2,850 | 151 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Clark | | Ruten | 4 | 4⅛x5½ | 27.20 | 2-r | | P | tube | Eism | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Trustor A | 10,000 | | 93 | r-s | s | | 36x4 | | | | | | | | | own | | | 4 | 3¾x5½ | 22.50 | | | P | | Eism S-H | opt | | | Schb | | g | d-d | sel | u-m | 4 | 3.40-1 | int-g |
| Twin City 4-W-D-B | 10,000 | 5,250 | 140 | pr-s | s | 36x7 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Twin City 4-W-D-C | 7,000 | 4,750 | 130 | r-c | s | 36x6 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Union B | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Russel | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | fin | Eism | | | Dup | Scheb | 1¼ | g | o-d | sel | u-m | 3 | 7.75-1 | int-g |
| United AX | 3,000 | 2,095 | 145 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-l | | P | tub | Dixie | opt | | Simplex | Stmbg | | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| United BX | 5,000 | 2,800 | 165-171 | pr-s | s | 36x4 | 36x8 | | | | | | | | | Clark | s-f | Buda | 4 | 4¼x5½ | 29.00 | b-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 8.15-1 | worm |
| United CX | 7,000 | 3,400 | 157-177 | pr-s | s | 36x5 | 36x5 | | | | | | | | | Clark | s-f | Buda | 4 | 4½x5½ | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 10.00-1 | worm |
| United VX | 10,000 | 4,700 | 160-185 | pr-s | s | 36x6 | 40x6 | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 12.50-1 | worm |
| United F. W. D. | 6,000 | 4,500 | 130 | r-c | s | 36x7 | 36x7 | | | | | | | | | own | | Beav | 4 | 4⅝x6 | 34.30 | | ⅝ | P | fin | Eism D-H | Bijur | | Ray | Duplex | | g | | ind-c | amid | 3 | 9.00-1 | bev |
| ¶U. S. N | 3,000 | 1,995 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | | P | tube | Eism | | | none | Stmbg | 1 | | d-d | sel | u-m | 3 | 7.85-1 | int-g |
| ¶U. S. E | 5,000 | 2,800 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10¼ | 1⅞ | 1⅞ | own | d | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.16-1 | chn |
| U. S. H | 5,000 | 3,250 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10¼ | 4⅞ | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 7.75-1 | worm |
| U. S. D | 7,000 | 3,500 | 162 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 7¼ | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.01-1 | chan |
| U. S. J | 7,000 | 3,950 | 162 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 4½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| ¶U. S. K | 10,000 | 4,850 | 168 | r-c | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | 12 | 14¼ | 7½ | 7½ | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | D | v-t | Eism | | | Wauk | Stmbg | | g | d-d | ind-c | amid | 3 | 10.25-1 | worm |
| Universal G | 3,000 | 2,175 | 133 | r-c | s | 34x3½ | 34x5 | | | | | | | | | own | f-f | own | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | T | fin | Berling | opt | | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.25-1 | worm |
| Universal D | 4,000 | 2,800 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | own | d | own | 4 | 4⅓x5½ | 29.86 | 2-l | ⅝ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 9.16-1 | chn |
| Universal A | 6,000 | 3,700 | 132 | r-l | s | 36x5 | 36x5d | | | | | | | | | own | d | own | 4 | 4⅓x5½ | 29.86 | 2-o | ⅝ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 10.29-1 | chn |
| Velie 25B | 4,000 | 2,950 | 150½ | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 10 | | 5½ | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 6.00-1 | worm |
| Velie 26B | 7,000 | 3,900 | 173½ | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2¾ | 3½ | 13 | | 7⅛ | | Timken | f-f | Cont | 4 | 4½x5¼ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 10.30 1 | worm |
| Vim 21 | 1,000 | 945 | 108 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅝ | T | fin | Dixie S-H | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| Vim 26 | 1,000 | 1,200 | 127 | pr-s | p | 32x4½ | 32x4½ | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅝ | T | fin | Dixie S-H | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| Vim 25 | 2,000 | 2,195 | 120 | pr-s | s | 35x5 opt 34x4 | 35x5 opt 34x4 | 12 | 12 | 1⅜ | 1⅜ | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅝ | P | fin | Dixie S-H | West | none | none | Zenith | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Vim 22 | 4,000 | 3,150 | 142 | pr-s | s | 34x4 | 36x4 | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅝ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Vim 23 | 6,000 | 3,950 | 150 opt 175 | pr-s | s | 36x4 | 36x4 dual | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅝ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 8.50-1 | wo m |
| Vim 24 | 10,000 | | 150 | pr-s | s | 36x5 | 40x5d | 8 | 10 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅝ | P | fin | Dixie S-H | | none | Duplex | Zeni | | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Walter C | 10,000 | 5,500 | 132 | pr-s | s | 40x6 | 40x6 | | | | | | | | | own | | | 4 | 4½x6 | 30.65 | b-l | | P | fin | Eism S-A | | | own | H & N | 1½ | g | c | sel | u-m | 4 | 8.50-1 | int-g |
| Walter B | 15,000 | 5,750 | 162 | pr-s | s | 40x6 | 40x6d. | | | | | | | | | own | | | 4 | 4½x6 | 30.65 | b-l | | P | fin | Eism S-F | | | own | H & N | 1½ | g | c | sel | u-m | | 7.85-1 | int-g |
| Watson Tractor | 10,000 | 4,050 | 80 | r-s | s | 34x4 | 36x5d | 12 | 14 | 2¼ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | cell | Bosch D-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| ¶Ward La France | 4,000 | 3,350 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅛ | 5½ | | f-f | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| ¶Ward La France | 6,000 | 3,750 | 166 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2¼ | 3½ | 10½ | 12 | 5 | 4½ | | s-f | | 4 | 4⅛x5¼ | 27.20 | b-l | — | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | | g | d-p | sel | amid | 4 | 10.00-1 | worm |
| ¶Ward La France | 7,000 | 3,900 | 170 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2¼ | 3½ | 10¼ | 12 | 5 | 4¾ | Timken | s-f | | 4 | 4 x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | 1½ | g | d-p | sel | amid | 4 | 9.00-1 | worm |
| Western | 14,000 | 4,600 | 146 | r-c | s | 36x7 | 40x7d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.10 | | | P | | Bosch S-H | Vesta | 75.00 | Simplex | Stmbg | | v | d-d | sel | amid | 4 | 13.60-1 | chn |
| ¶White GBBE | 1,500 | 2,400 | 133½ | pr-s | p | 34x4½ | 34x4½ | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1¼ | g | d-p | sel | amid | 4 | | b |
| White TBC | 4,000 | 3,300 | 145½ | pr-s | s | 36x4 | 36x7 | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1¼ | g | d-p | sel | amid | 4 | | d-red |
| White TJ | 6,000 | 4,300 | 174 | r-l | s | 36x5 | 40x5d | 8 | 10 | | | | | | | own | f-f | own | 4 | 3¾x5¾ | 22.50 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | d-red |
| White TG | 10,000 | 5,000 | 174 | r-l | s | 36x6 | 40x6d | 8 | 10 | | | | | | | own | f-f | own | 4 | 4¼x5¾ | 29.00 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | l-red |
| White Hickory H | 4,500 | 2,400 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | cell | Eism S-F | | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Wichita L | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Sheldon | | own | 4 | 3½x5 | 19.60 | b-l | | T | cell | Mag S-A | | | none | Stmbg | | g | c | sel | amid | 3 | 7.80-1 | worm |
| Wichita M | 4,000 | 2,750 | 144 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.66-1 | worm |
| Wichita R | 5,000 | 2,950 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.33-1 | worm |
| Wichita O | 7,000 | 3,750 | 165 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Sheldon | | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | | P | cell | Mag S-H | | | Waulk | Stmbg | | g | c | sel | amid | 4 | 11.75-1 | worm |
| Wichita S | 12,000 | 5,400 | 165 | pr-s | s | 36x6 | 40x6d | | | steel | | | | | | own | | Beaver | 4 | 4½x6 | 32.40 | 2-o | | P | cell | Mag S-H | | | Duplex | Stmbg | | g | c | sel | amid | 4 | 14.00-1 | d-red |
| Wilcox A | 2,000 | 2,100 | 130 | pr-s | p | 35x5 | 35x5 | 14 | 14 | 1¾ | 1¾ | | | | | Sheldon | | Buda | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | Bosch S-H | | stock | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Wilcox B | 3,000 | 2,775 | 144 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2 | | | | | Sheldon | | own | 4 | 4½x5 | 29.00 | 2-r | ½ | P | cell | Bosch S-H | | stock | Pierce | Ray | | g | c | sel | amid | 3 | 7.75-1 | worm |
| Wilcox C | 5,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x3½d | 14 | 14 | 2 | 2½ | | | | | Sheldon | | own | 4 | 4½x5 | 29.00 | 2-r | ½ | P | cell | Bosch S-H | | stock | Pierce | Ray | | g | c | sel | amid | 3 | 8.75-1 | worm |
| Wilcox D | 7,000 | 3,950 | 154 | pr-s | s | 36x5 | 36x7 | 14 | 14 | 2½ | 3 | | | | | Sheldon | | own | 4 | 4½x5 | 29.00 | 2-r | ½ | P | cell | Bosch S-H | | stock | Pierce | Ray | | g | c | sel | amid | 3 | 11.75-1 | worm |
| Wilcox W | 10,000 | 5,000 | 162 | pr-s | s | 36x5 | 40x6d | 10 | 12 | 3 | 3½ | | | | | Sheldon | | Wauk | 4 | 4¾x6¾ | 36.15 | 2-r | | P | fin | Bosch S-H | | stock | Wauk | Stmbg | | g | c | sel | amid | 4 | 8.75-1 | worm |

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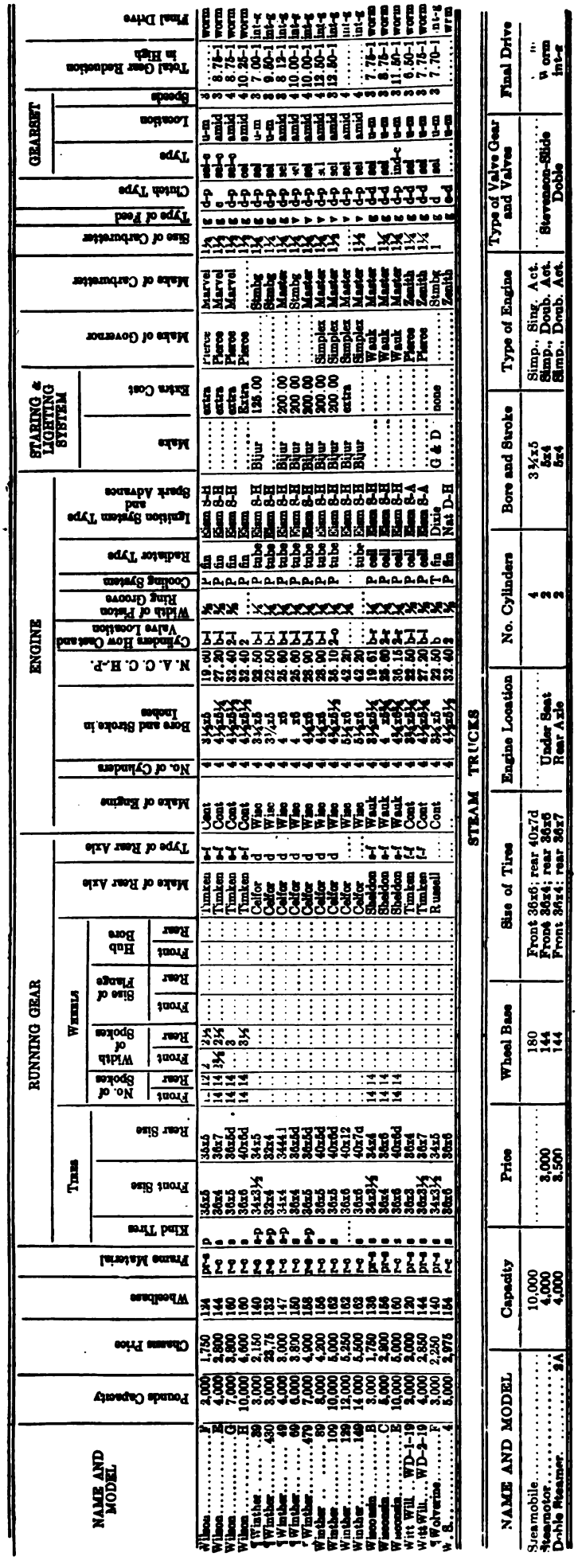

STEAM TRUCKS

| NAME AND MODEL | Capacity | Price | Wheel Base | Size of Tires | Engine Location | No. Cylinders | Bore and Stroke | Type of Engine | Type of Valve Gear and Valves | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|
| Steamobile | 10,000 | | 180 | Front 36x6; rear 40x7d | | 4 | 3¼x5 | Simp., Sing. Act. | Stevenson-Slide | worm |
| Roamer | 4,000 | 3,000 | 144 | Front 36x4; rear 36x6 | Under Seat | 2 | 5x4 | Simp., Doub. Act. | Double | int-e |
| Doble Steamer | 4,000 | 3,500 | 144 | Front 36x4; rear 36x7 | Rear Axle | 2 | 5x4 | Simp., Doub. Act. | | |

## New Olds Eight Shows Refinement

Many refinements will be incorporated in cylinder Oldsmobile for 1920, according to an ment of the Olds Motor Works, Lansing, M

The most important change in the car is in suspension, the frame horn being extended ceptionally long, flat rear spring provided. base has been increased 2 in. and is now 1 radiator is larger and the frame more rigid, now having a depth of 7 in. and a width of 2 creased rigidity has been gained throughout fender supports, headlamp brackets, wider s longer spring bolts.

The steering gear parts have been c strengthened, a larger wheel being employe with larger bearing surfaces on the steering nuts. A caster type of front axle with Tir ings is used.

Other changes include the use of Spicer swivel block engine mountings, a biplane ty and Goodyear non-stretchable fan belt.

The body has a leather-covered bevel body buffed leather, improved windshield, door p the side curtains, a door tool carrier, and a gasoline tank in place of the 14-gallon form The price of the car has been increased by $ now $1,895.

## Benner Joins Federal Rubber

The Federal Rubber Company of Illinois the appointment of Harry D. Benner as man accessory sales department.

Mr. Benner formerly was manager of the e trict of The Federal Rubber Company, v quarters in New York. As manager of acce he will be located at the general offices of th in Cudahy, Wisconsin, but will travel the e tory periodicaly.

Mr. Benner enjoys a wide experience in t accessory business, and an extensive acquai among the trade.

## Champion Spark Plug Plans Big Increase in I

The Champion Spark Plug Co., Toledo lined a production program for 1919 wh tended to surpass all previous records, ac an announcement of R. A. Stranahan, pres

The program calls for the manufactu 000,000 spark plugs, 10,000,000 more than v by this concern in 1918 and 11,000,000 mor record for 1917. With this increase in p the company will continue to market 65 p all the spark plugs produced in this country,

To provide for this increase in output pany has enlarged its present factory buil added to its factory equipment. Plans no derway for still further additions

## L. F. Seaton Made Production Manager

Announcement has just been made that F Seaton, for the past several years in charge partment of mechanical engineering of the of Nebraska, has joined the staff of the He Co., Lincoln, Neb., as manager in charge of p

General offices of the Bull Tractor Co. moved to Anderson, Ind., from Minnea have become a part of the Bull Tractor Corp.

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# TRADE GOSSIP

E. A. White has resigned as head of the division of agricultural engineering at the University of Illinois to become research engineer for the Holt Manufacturing Co., Peoria.

B. L. Combs has been placed in charge of the experimental laboratory of the Oakes Co., Indianapolis. Combs comes to the Oakes Co. after nearly two years' service as an officer in the Signal Corps, A. E. F., and for two years previous to entering the army was assistant instructor in physics at the University of Wisconsin.

F. George Walker is in charge of the newly opened New York office of Fuller & Sons Mfg. Co., automobile parts builders.

J. Murray Page, until recently manager of the Chicago branch of the Locomobile Co. of America, has been appointed western district sales manager of the company. He will continue to make his headquarters in Chicago. C. B. Amorous, formerly director of Locomobile sales, succeeds Mr. Page as manager of the Chicago branch.

B. F. Kelly has assumed charge of the sale of Weidely Bulldog motors. Kelly for a number of years was district sales representative for the National Acme Co. and more recently became a partner in the Bernard E. Griffey Motor Supply Co., Indianapolis, in which firm he retains an interest. The Weidely Motors Co. product is sold largely to the tractor trade.

Lucious French, advertising manager of the National Motor Car & Vehicle Corp., has resigned to become secretary of the Western Oil Refining Co., Indianapolis. Mr. French was the first advertising manager of the Cole Motor Car Co. ten years ago and held a similar position for the past five years with the National company.

Charles G. Guild has been named successor to Clayton O. Griffin as secretary and service manager of the Wayne Oil Tank & Pump Co. Guild comes from the Burlington Wheel Co., Burlington, Iowa, where he was manager.

George H. Miller, superintendent of the milling division of the Reo Motor Car Co., has resigned and goes with the Holt Manufacturing Co., Peoria, Ill., as general superintendent. Miller joined the Reo organization in 1910.

R. M. Stetson, formerly with the Packard and Maxwell companies as Detroit representative, has been appointed Detroit representative of the Xardell Brothers Co., Utica, N. Y., builder of gasoline tanks for automobiles.

George D. Bailey, formerly with the Brown-Lipe Gear Co., Syracuse, N. Y., has been appointed sales manager of the Hinkley Motors Corp. He will take up his new duties Aug. 1.

Ralph D. Webster, general sales manager of the Wire Wheel Corp., Buffalo, has resigned and has joined the forces of the Fred E. Castle Co., distributer for the United States of the Hayes Wheel Company.

Fred W. Jones, formerly with the advertising department of the International Harvester Co., has been made advertising manager for the Holt Mfg. Co., Peoria.

Mark Havenhill has been appointed regional agricultural director for the southwestern territory, with headquarters at Oklahoma City, for the Cleveland Tractor Co. He was formerly professor of farm engineering at the University of Kentucky and is a graduate of, and formerly instructor at, the University of Iowa at Ames.

Col. Fred Glover has been made assistant general manager of the Timken-Detroit Axle Co. He was formerly vice-president of the Emerson-Brantingham Co. of Minneapolis.

R. C. Duffus will be in charge of a sub-branch of the Detroit branch of the Packard Motor Car Co. in Kalamazoo, for Kalamazoo and Calhoun counties. A building will be erected at 523-527 West Main Street.

Earl W. Gookin has resigned as vice-president of the M. V. Kelly Co., advertisting agent of New York and Toledo, and will go to Detroit to represent the Macbeth-Evans Glass Co., manufacturer of lenses.

The Mason Tire & Rubber Co. has opened a branch at 450 Jackson Street, Milwaukee. E. E. Gessert, formerly with the Racine Auto Tire Co., has been appointed branch manager.

The San Francisco branch office of Walden-Worcester, Inc., has moved to larger quarters at 487-91 Monadnock Building. The branch manager is L. A. Raasch, with whom is associated R. K. Flanagan.

Construction has been begun on the new buildings for the Perfect Rubber Co., Mansfield, Ohio. John H. Link, formerly chief chemist for the Faultless Rubber Co., of Ashland, will be associated with the new concern.

The Milburn Wagon Co. has added 40,000 sq. ft of floor space to its present factories.

*(Continued on page 136)*

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# Technical Specifications of Truck Units—1919

## For Converting Passenger Cars into Trucks

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS—CARS UNIT WILL CONVERT—F., Ford., U., Universal (will convert nearly all cars into trucks): C., Cadillac: D., Dodge Bros.: O., Overland. PRICE OF UNIT—† Indicates price with body. REAR AXLE—Reinf., Original axle reinforced by special member: Bev. g., Bevel gear: Int-g., Internal gear: R., Roller: B., Ball. BRAKES—Ext-r-w., Externa lcontracting on rear wheels: Int-r-w., Internal expanding on rear wheels: Int-J., Internal expanding on jackshaft: Ext-j., External contracting on jackshaft. ORIGINAL REAR AXLE—Rear ax., Rear axle of truck: Takes Torque, means original axle is used as that part of the internal gear axle which transmits the torque but does not carry the wheel on the truck: Alt., Altered: Unalt., Unaltered. DRIVE AND TORQUE—S., Springs: T., Tube: A., Arm: R., Radius Rods or Arms. REAR TIRES—S., Solid: R., Pneumatic. WHEELS—W., Wood: S., Steel: Sq., Square: Ov., Oval: R-d., Round Spokes. SPRINGS—Sem., Semi-Elliptic: F. El., Full Elliptic: Patl., Platform. FRAME—Ch-s., Channel Section Steel: Pr-s., Pressed Steel: R-S., Rolled Steel. ORIGINAL FRAME—Alt., Altered: Unalt., Unaltered.

| NAME OF UNIT | Cars Unit Will Convert | Pounds Capacity | Price of Unit | Wheelbase | Tread | REAR AXLE | | | | BRAKES | | ORIGINAL REAR AXLE | | DRIVE & TORQUE | | REAR TIRES | | WHEELS | | SPRINGS | | | | FRAME | | | Original Frame Altered or Unaltered | Weight of Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Make | Final Drive | Total Gear Reduction | Type of Bearings | Hand | Foot | Use Made of | Altered or Unaltered | Truck Drives Through | Torque Taken by | Type | Size | Material | Shape of Spokes | Type | Length | Width | Number of Leaves | Material | Length | Width | | |
| Affordable | F | 2000 | 185 | | | Ford reinf | Bev g | | B | | | Rear Ax | Unalt | | | | | | Sq | | 44 | 2¼ | | Ch-s | 113 | 34 | Unalt | 333 |
| All-Car | U | 2500 | 410 | 112-124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 2½ | 12 | | 140 to 168 | 34 | Alt | 1100 |
| All-Car | U | 4000 | 510 | 112-124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 3 | 15 | | 140 to 168 | 34 | Alt | 1200 |
| Ameston | U | 3000 | 475 | 134 or more | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2¼ | 10 | Ch-s | 150 | 33½ | Unalt | 1175 |
| Ameston | F | 3000 | 425 | 120 | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 148 | 33½ | Unalt | 1100 |
| Ameston | U | 3000 | 475 | 120 to 170 | 56 | Empire | Worm | 7.02 | B | Int-r-w | Int-r-w | Not Used | | | | | 32x4 | W | Sq | Semi | 46 | 2½ | | | | 33½ | Unalt | 1200 |
| Axleford | F | 1500 | 65 | 100 | 56 | Ford reinf | Bev g | 3.63 | R | Ford | Ford° | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Semi | 44 | 2½ | 4 | Ford | | | Unalt | 130 |
| Axleford | F | 2000 | 165 | 124 | 56 | Ford reinf | Bev g | 3.63 | R-B | Ford | Ford | Rear Ax | Unalt | T | T | P | 32x3½ | Ford | Ford | Semi | 44 | 2½ | 7 | Ford | 143 | 36 | Unalt | 165 |
| Barber Tractor A | U | 6000 | 500 | | 25 | Own | Worm | 6.50 | R | Ext-r-w | Int-r-w | Not used | | T | A | S | 32x3½ | W | Sq | F El | 30 | 2¼ | 8 | | | | | |
| Barber Tractor B | | 14000 | On app | | 25 | Own | Worm | 9.00 | R | Ext-r-w | Int-r-w | Not used | | T | A | S | 34x6 | W | Sq | F El | 40 | 3 | 10 | | | | | |
| Champion | F | 3000 | 400 | 125 | 64 | | Chain | 7.00 | | | | | | | | | 32x3½ | W | Sq | Semi | 42 | 2½ | 10 | | 164 | | | 1000 |
| Champion | U | 3000 | 375† | 125 | 56 | | Chain | 7.00 | | Ext-r-w | Ford | Jackshaft | | | | | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | | | | Unalt | 1100 |
| Comdelear (Longford) | F | 1500 | 125 | 136 | 56 | Ford | Bev g | | R | Ford | Ford | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Ford | | | | | 135½ | | Unalt | 270 |
| Camelford | F | 2000 | 40† | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Semi | | | | Ford | | | | 90 |
| Camelford | F | 2000 | 50† | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Ford | | | | | | | | 100 |
| Dearborn | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1000 |
| Dearborn | F | 4000 | 500 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1400 |
| Dearborn | U | 2000 | 450 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1100 |
| Dearborn | U | 4000 | 550 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 34x5 | W | Ov | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1500 |
| Detroit | F | 2500 | 400-430 | 112 to 170 | | Russel | Int-g | 6.80 | R | Int-r-w | Ext-r-w | Not used | | | | S | 34x3½ | W | | | 47 | 2½ | | S | 170 | 34 | | 1200 |
| Detroit | U | 4000 | 500-530 | 112 to 136 | | Russel | Int-g | 7.70 | R | | Ext-r-w | Not used | | | | S | 34x4 | W | | | 47 | 2½ | | S | 170 | 34 | | 1400 |
| Detroit | U | 6000 | 675 | | | Russel | Int-g | 9.40 | R | Ford | Ext-r-w | Not used | | | | S | 34x3 dual | W | | | 47 | 2½ | | S | 170 | 34 | | 1800 |
| E. & W. | U | | | | | Torbenson | Int-g | | | Ford | | | | | | | | | | | | | | | | | | |
| Giant Convert-A-Car | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Semi | 42 | 2½ | 10 | Ch-s | 168 | 32 | Unalt | 1030 |
| Graham Brothers | F | 2000 | 300 | 125 | 56 | Hess | Chain | 7.64-1 | R | Int-r-w | Trans | Jackshaft | Unalt | R | R | S | 32x3½ | W | R | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1005 |
| Graham Brothers | F | 2000 | 425 | 125 | 56 | Torbenson | Int-g | 6.50-1 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Unalt | 1070 |
| Graham Brothers | F | 6800 | 550 | 110 | 56 | Torbenson | Int-g | 8.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 32 | Unalt | 1160 |
| Graham Brothers | D | 2000 | 450 | 139 | 56 | Torbenson | Int-g | 6.50-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | D | 3000 | 550 | 139 | 56 | Torbenson | Int-g | 7.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1160 |
| Graham Brothers | D | 5000 | 715 | 139 | 56 | Torbenson | Int-g | 9.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1560 |
| Graham Brothers | D | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1340 |
| Graham Brothers | U | 2000 | 450 | 140 | 56 | Torbenson | Int-g | 6.50-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | U | 3000 | 550 | 140 | 56 | Torbenson | Int-g | 7.00 1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1180 |
| Graham Brothers | U | 5000 | 732 | 140 | 56 | Torbenson | Int-g | 9.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1570 |
| Greb | F | 1000 | 70 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 110 |
| Greb, P. B. B. | F | 2000 | 125 | 124 and 136 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 290 |
| Grebford | F | 1000-1800 | 75-85 | 112 to 136 | 56 | Ford | Bev.g | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ | W | | Ford | | | | | | | Unalt | 125 |
| Guaranty, O. | U | 2500 | 420 | 114 to 138 | 56 | Russel | Int-g | 5.50-7.70 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 49½ | 2½ | 12 | Ch-s | 150 to 174 | | Unalt | 1200 |
| Guaranty, A. | U | 4000 | 520 | 126-160 | 56 | Russel | Int-g | 7.70-8.20 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 49½ | 2½ | 15 | Ch-s | 150 to 174 | | Unalt | 1450 |
| Guaranty, U. | U | 6000 | 720 | 126 to 160 | 56 | Russel | Int-g | 8.20 | R | Extr-w | Int-r-w | Not used | | S | S | S | 34x6 | W | Sq | Semi | 49 | 3 | 15 | Ch-s | 168 | | Unalt | 1650 |
| Hay-Dee | F | 1500 to 2000 | 55 to 60 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | | 30x3½ | W | | | | | | | | | | |
| Iowa, E. | U | 2000 | 490 | 130 | 56 | Russel | Int-g | 5.50 to 6.50 | R-B | Ford | Ext-r-w | Not used | | S | | S | 32x3½ | W | Sq | Semi | 54 | 2½ | 10 | Ch-s | 144 | 53 | Alt | 1200 |
| [illegible] | U | 4000 | 575 | 140 | 56 | Russell | Int-g | 7.00 to 8.00 | R-B | Ford | Ext-r-w | Not used | | S | | S | 34x4 | W | Sq | Semi | 54 | 3 | 12 | Ch-s | 144 | 53 | Alt | 1400 |

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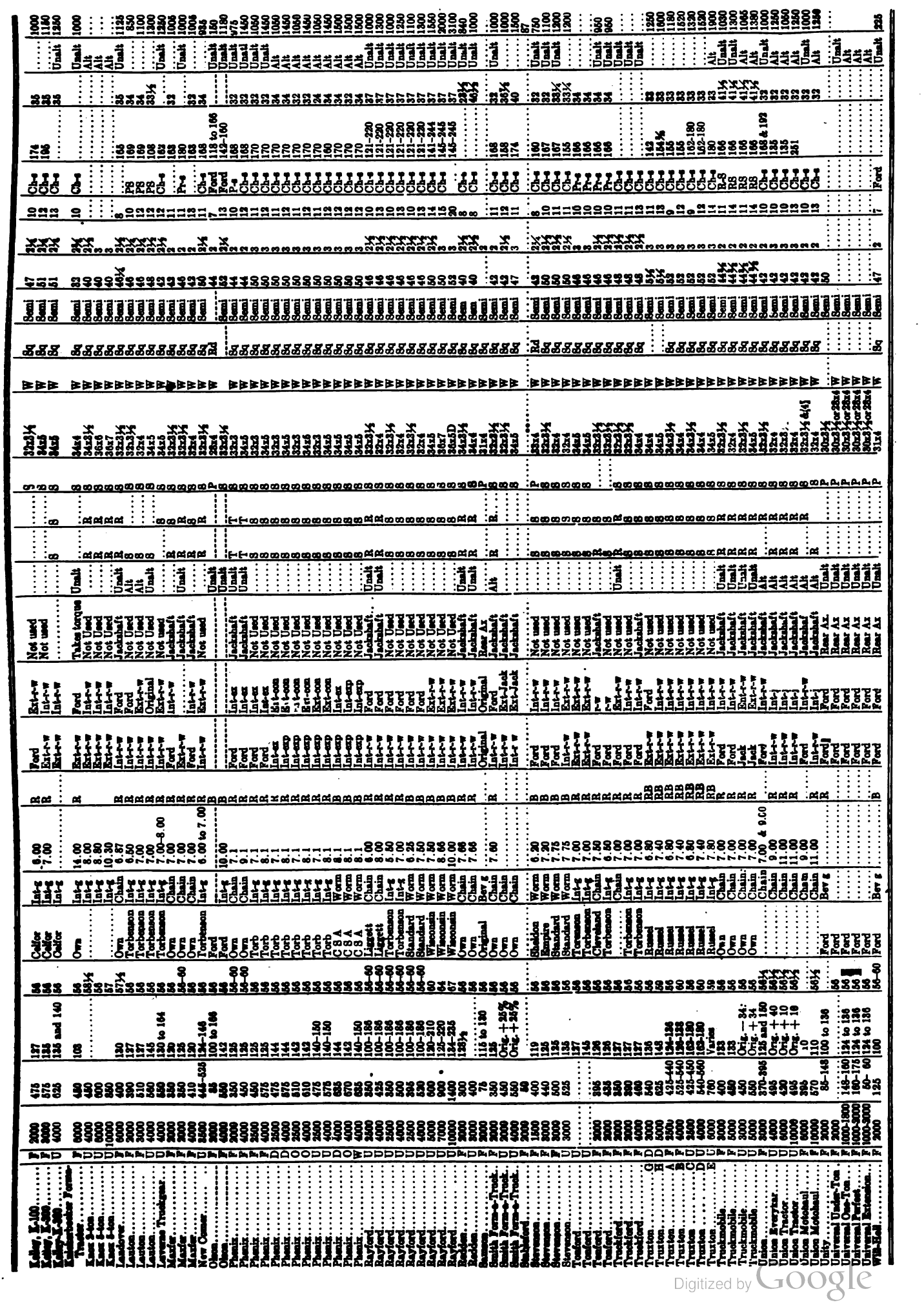

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# MANUFACTURERS' NOTES

The Bean Spray Pump Co., San Jose, Cal., manufacturing two Track Pull tractors, one for field and one for orchard work, will introduce its product in the middle west this season.

The Stearns Motor Manufacturing Co., Ludington, Mich., has succeeded the Gile Tractor & Engine Co. The company is bringing out a tractor of 3 and 4-plow capacity of the frameless type, with a rating of 36 hp. on the belt. Another new product will be a heavy duty engine, known as model "AU," designed especially for tractors.

The Interstate Tractor Co. has been purchased by L. C. Stearns, Minot, N. D., and the business will be revived under the name of the Plowman Tractor Co. It is understood the old Plowman tractor, made by the original company, will be redesigned and brought up to date, without, however, fundamentally changing the characteristic features.

The National Wire Wheel Works, Inc., has moved from its factory at Geneva, N. Y., to its new plant at Hagerstown, Md. New quarters afford facilities for the manufacture of 1,000,000 wheels a year. General sales offices of the company have been transferred from Geneva, N. Y., to the Book Building, Detroit.

The J. I. Case Threshing Machine Co., of Racine, Wis., has purchased the property of the defunct Mutual Brewery Co., St. Louis., at the southeast corner of Forest Park Boulevard and Boyle Avenue, 400 by 192 ft. 8 in.

A new building at Akron, Ohio, which will be the largest of the 84 in use by the B. F. Goodrich Co., will soon be under construction. It will be 170 by 300 ft., eight stories high. The warehouse will be built next to railroad siding and will have an unloading platform and seven special elevators.

The F. W. D. Auto Co. has opened a branch office, salesroom and service station at 452 Jackson Street, Milwaukee, under the management of G. B. Megran.

The Establishments Bergougnan, one of the world's largest tire producers, has announced the opening of an American factory at Trenton, N. J., where pneumatic tires are already in production and plans are in the making for turning out solid tires. The Bergougnan company has its main plant at Clermont-Ferrand, France.

The Yuba Manufacturing Co., Marysville, Cal., maker of the Yuba Ball Tread tractor, will have distribution in the middle west.

The Economy Carbureter Co., Milwaukee, has been organized with a capital stock of $50,000 to manufacture a carbureter designed by Eugene Drahonovsky.

The general offices and sales department of the Fulton Motor Truck Co. have been moved from the factory at Farmingdale, L. I., to 1710 Broadway. F. W. Melhuish, president of the company, has resigned to become chairman of the board of directors.

A building 60 by 200 ft. is being erected for the Van Auken Machine Co., Pontiac, Mich., to be completed within 30 days.

The Reliable Tractor & Engine Co., Portsmouth, Ohio, formerly the Reliable Engine Co., has been incorporated for $2,000,000 by C. Heer, F. E. Adams, George W. Platt, F. N. Tynes and M. Heer.

The Fisher Body Corp., Detroit, has purchased 3¼ acres adjoining its Fort Street plant to provide space for future expansion. The price paid was $18,000 an acre.

The Jackson Cushion Spring Co., Jackson, Mich., is preparing to double its plant capacity and production. Two plants of the Borden Condensed Milk Co. were recently purchased, and are being converted into spring factories. Five hundred men are now at work, but this force will be increased to 1,000.

The Stanwood Rubber Co., recently incorporated, will be in production of tires and tubes by September. Its steel and concrete plant has a floor space of 68,000 sq. ft. and occupies a 7-acre site. Equipment is being installed.

Ownership of 57 per cent of the stock and control of the Peerless Truck & Motor Corp. returned to Cleveland when new directors and officers were elected. Cleveland now has ten directors and New York three.

The Nordyke & Marmon Co.'s expansion project by which more than 300,000 sq. ft. of floor space will be added to the plant at Indianapolis and the production doubled, is being financed by a 1 to 10 year serial note issue for $2,500,000.

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The Keystone Tire & Rubber Co., New York, has declared a 15 per cent dividend, payable Sept. 15. Shareholders of record of July 21 will be permitted to subscribe one share of new stock for every three shares now held at $40 each.

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The Cole Storage Battery Co., Chicago, Ill., has completed improvements to a new addition to its plant which gives 14,000 square feet of additional floor space. Additional ground has also been purchased on which the company will build in the near future.

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Plans for a plant at Indianapolis to cost $100,000 are being drawn for the Van Briggle Motor Device Co. The new structure will be 108 by 208 ft., and will be located at 429 North Capitol Street.

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The capital stock of the Triangle Motor Truck Co., St. Johns, Mich., has been increased from $100,000 to $200,000. An enlargement of the company's factory has been reported.

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The Auto Parts Corp. of America, Chicago, Ill., has changed its name to the Continental Auto Supply Co.

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The Rubber Products Co., Barberton, Ohio, announces that it is in the process of developing a manufacturing program which will double its output within 30 to 60 days.

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The United Brass & Aluminum Mfg. Co., Port Huran, is erecting a gray iron foundry addition. The proposed foundry will be 72 by 100 ft. and will be ready within 90 days.

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The Ashland Tire & Rubber Co., of Ashland, Ohio, with temporary offices in Cleveland, announce that plans have been prepared for the erection of a modern tire plant in Ashland, costing approximately $150,000.

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Ground soon will be broken for a $26,000,000 rubber and cotton plant for the Goodyear Tire & Rubber plant at Ascot Park, Cal. A plot covering 550 acres will be developed with tire and cotton plants. The plant, which is to employ about 3,500 men, is to be completed this year.

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The Sayers & Scovill Co., Cincinnati, Ohio, manufacturers of the Sayers Six, report that they are making plans to increase production to keep up with increased sales. Emil E. Hess, general manager, who visited Sayers Six distributors in St. Louis, Kansas City, and other Western points recently reports dealers everywhere have a good business and that there is a shortage of all makes of cars.

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Increased capitalization and enlarged plant space have been announced by the Root & Van Dervoort Engineering Co., East Moline, Ill. The stock has been increased from $1,346,200 to $7,500,000 and the purchase of 61 acres of land, adjoining the present plant, for the erection of new buildings, has been completed.

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The Electrical Sales Engineers, Inc., have been succeeded by Paul W. Koch & Co., 19 South Wells St., Chicago, Ill.

### John N. Willys Prepares to Market New Light and Power Plant

A modern electric lighting and power plant for farms, rural schools, and churches, suburban homes, etc., is to be manufactured by one of the John N. Willys companies, the Electric Auto-Lite Corp. of Toledo, Ohio.

The new system will be known as Willys Light. It will be marketed by the Willys Light Division of the Electric Auto-Light Corp. through distributors and dealers. The formation of the sales organization is now underway. It will extend throughout the United States and eventually throughout the world.

The new system is operated by a Willys-Knight sleeve-valve engine.

The complete plant consists of a Willys-Knight engine, a directly connected generator, a simple control box and a storage battery. The engine burns kerosene at approximately one-half the cost of gasoline, it is stated. It is air-cooled, self-cranking, self-running, and self-stopping. The control is semi-automatic.

The generator is shunt wound for 32 volts. It delivers 750 watts. The armature of the generator, the engine fly wheel and crank shaft are constructed in practically one piece, thus eliminating separate generator bearings and reducing friction.

The battery consists of 16 cells with nine plates to the cell. These are enclosed in sealed glass jars. They have a capacity of 160 ampere hours.

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### Rube E. Allmart Killed in Railroad Accident

Rube E. Allmart, eastern district sales manager of the Wescott Motor Car Co., was killed in the recent New York Central Railroad wreck at Dunkirk, N. Y.

Mr. Allmart was thirty-five years old, single and his permanent home was in Detroit. He had had many years of automobile experience in a wholesale way and enjoyed a large circle of friends in the industry. He has been located in the eastern territory for several years.

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### Peerless Wins Yosemite Valley Economy Run

A Peerless eight won the recent Camp Curry-Yosemite Valley economy run averaging 17 miles to the gallon of gasoline over 374½ miles of mountainous trail and consuming but one and one-half pints of oil or an average of 1,994 miles to the gallon. The car which made the run was a standard seven-passenger model. It weighed 4,900 pounds and carried five passengers together with a quantity of luggage.

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### New Black & Decker Catalog

The Black & Decker Mfg. Co., Baltimore, Md., has brought out a new catalog describing in detail its portable electric tools, air compressors and special machinery. The book is handsomely illustrated.

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### Jordan Distributes Premiums

The Jordan Motor Car Co. has distributed $25,000 to its employees as premiums, 15 per cent of previous year's wages, being given to each one in the company's service two years or more, 12 per cent to those there from one to two years, and 10 per cent to those in the company's employ less than a year.

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# The SPARK That NEVER FAILS

For *Dependability*—NATIONAL BIG POWER Spark Plugs cannot be equalled.

When life depends upon the Spark Plugs—in Air, Land or Water service—the ONE INCH FIRING SURFACE of NATIONAL Spark Plugs insures SAFETY.

It gives a fiery *shower* of Hot, Fat, resolute sparks—every time—that ignite every charge of every cylinder—without fail—steady, sure, dependable.

National

## BIG POWER SPARK PLUGS

are equipped with big "Spark Power" oversize electrodes of extra heavy wire. They give 10 hot, fat, crackling sparks instead of only one—give MORE POWER with LESS FUEL. Heat-proof, oil-proof, trouble-proof—practically unbreakable—cannot warp out of adjustment. Sold by all reliable dealers. Booklet mailed on request.

*PRICES: Standard sizes, $1 each; Tractor Special, $2 each.*

***DEALERS—Write for Catalog of Sizes, Prices, etc.***

**NATIONAL SPARK PLUG COMPANY, ROCKFORD, ILLINOIS**

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# Technical Specifications of Tractors—1919

## REVISED MONTHLY

ABBREVIATIONS: **TYPE**—2-w., Two-wheel; 3-w., Three-Wheel; 4-w., Four-Wheel; Creepr., Creeper; c or w., either tracks or wheels furnished; **DRIVEN BY**—rw., Rear Wheel; rw-s., Rear Wheel Single; rw-d., Rear Wheel Double tw-s., Front Wheel Single; fw-d., Front Wheel Double; **ENGINE MAKE**—Overl'd., Overland; Imp., Imperial; Wauk., Waukesha; Buff., Buffalo; H-Spill., Herschel Spillman; Twin Cy., Twin City; Auto., Automatic; Kerm., Kermath; Herc., Hercules; Wisc., Wisconsin; **TYPE AND NUMSER OF CYLINDERS**—v., vertical; h., Horizontal; o., Opposed; **POSITION OF ENGINE**—c., Crosswise of Tractor; l., Lengthwise of Tractor; **MAKE OF RADIATOR**—Sp. With., Sparks Withington; Cand., Candler; **COOLING STYSEM**—p., pump; t-s., Thermo Syphon; **MAKE OF CARBURETOR**—Kings., Kingston; Scheb., Schebler; Buck., Buckeye; Stnbg., Stromberg; **MAKE OF AIR CLEANER**—Donald., Donaldson; **TYPE OF IGNITION**—Mag., Magneto; Bat., Battery; **MAKE OF IGNITION SYSTEM**—Eise., Eisemann; Sumpter; Berl., Berling; **TYPE OF LUBRICATION**—f., Force Feed; s., Splash; f-s., Force and Splash; **FUEL USED**—k., Kerosene; g., Gasoline; d., Distillate; a., Alcohol; **TYPE OF CLUTCH**—co-bnd., Contracting Band; exp. sh., Expanding Shoe; fr. plate, Friction Plate; d.d., Dry Disc.; d-p., Dry Plate; m-d., Multiple Disc.; ext. co., External Contracting; int.-exp., Internal Expanding; **TYPE AND MAKE OF TRANSMISSION**—frict., Friction; Foote, Foot Starter; sel., Selective; Nil. enc., Nilson enclosed; spr. B bev., Spur and Bevel; **MAKE OF BEARINGS**—Hy., Hyatt; Tim., Timken; Guern., Guerney; New Dep., New Departure; Faf., Fafuir; **FINAL DRIVE**—b, B S., Bevel and Spur; bev., Bevel; int., Internal; w., Worm; **SPRINGS**—spir., Spiral; elip., Eliptic; s-elip., Semi-eliptic; susp., Suspension; **DRAWBAR TYPE**—hor. adj., Horisontal Adjustable; adj., Adjustable; lat. adj., Lateral Adjustment; vert. adj., Vertical Adjustment; sEwing., Swinging; float, Floating.

| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H.P. | Engine: R.P.M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings in Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axle | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | 2250 | Creepr | r-w | 90 | 6000 | 3 | 12 | 2600 | Beaver | 24 | 850 | v-4 | 4½x6 | c | Eureka | p | Kings | Donld | Mag | K-W | ¼ | f | k-g-d | exp sh | Own | Tim&Hy | 2 | 2½-3½ | ext spr | Own | Own | Own | Own | ..... | hor adj | 14 | 7 | 36 | 54 | 144 | 76 | ... | 17 |
| Allis-Chalmers | 6-12 | 850 | 2-w | rw-d | ---- | 1800 | 1 | 6 | 1000 | LeRoy | 12 | ---- | v-4 | 3⅛x4½ | v | Own | t-s | Kings | Bennet | Mag | Eise | ⅞ | s | g | frict | Own | Guern | 1 | 1½-2½ | spur | ----- | ----- | ----- | ----- | ----- | swing | 10 | 5½ | 48 | ... | 174 | 60 | 28 | 28 |
| Allis-Chalmers | 18-30 | ..... | 4-w | rw-d | 81 | 5300 | 3-4 | 15 | 3000 | Own | 30 | ---- | v-4 | 4¾x6½ | v | Own | t-s | Kings | Bennet | Mag | K-W | ⅞ | f-s | k-g | exp sh | Own | Hyatt | 2 | 2½-2½ | spur | Own | Hyatt | Own | Own | coil | swing | 15 | 7½ | 36 | 50 | 132 | 68 | 26 | 15 |
| Allis-Chalmers | 10-18 | ..... | 3-w | rw-d | 96 | 4800 | 2 to 3 | 10 | 1650 | Own | 18 | 720 | o-2 | 5¼x7 | l | Own | p | Kings | Bennet | Mag | Kings | ⅞ | f-s | k-g | exp sh | Own | Own | 1 | 2½ | int | Own | Own | Own | Own | ..... | swing | 14½ | 6½ | 32 | 56 | 140 | 68 | 9 | 27 |
| Adams | ...... | 850 | 4-w | rw-d | 100 | 5000 | 2 | 9 | .... | Here | 13 | .... | h-1 | ...... | l | Hopper | .. | ...... | ...... | Mag | ...... | .. | .. | ...... | ...... | Own | Plain | 1 | ..... | chain | ..... | ..... | ..... | ..... | coal | ....... | 18 | 8 | 28 | 36 | 144 | 72 | ... | 17 |
| Adams | ...... | 1000 | 4-w | rw-d | .... | 6000 | 3 | 12 | .... | ...... | .. | .... | b-1 | ...... | l | Hopper | .. | ...... | ...... | Mag | ...... | .. | .. | ...... | ...... | Own | Plain | 1 | ..... | chain | ..... | ..... | ..... | ..... | coal | ....... | 22 | 10 | 36 | 50 | ... | ... | ... | ... |
| All-Steel Oil | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 1500 | Bates | 25 | .... | v-4 | 4½x5½ | l | Bates | p | Bates | Bates | Mag | Sumpt | ½ | f | k | ...... | Own slid | ........ | 3 | 6 | int & w | Bates | Bates | Bates | Bates | coil | ....... | 10 | 7 | 30 | 50 | ... | ... | 10 | 16 |
| Allwork | 14-28 | 1575 | 4-w | rw-d | 80 | 5000 | 3 | 14 | 3000 | Own | 28 | 800 | v-4 | 5x6 | c | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | .. | k | fr plate | Own | Own | 2 | 3 | spur | Own | Own | Own | Own | ..... | box adj | 12 | 7 | 32 | 48 | 125 | 76 | 24 | 14 |
| American | 15-30 | 1895 | 4-w | rw-d | 93 | 5200 | 3 to 4 | 15 | 3000 | Beaver | 30 | 555 | v-4 | 4¾x6 | l | S. J. | p | Holley | Bennet | Mag | Bosch | ⅞ | f | k-g | s-p | Foote | Hyatt | 2 | 3½ | int | Own | Own | Own | Own | ..... | swing | 18 | 8 | 32 | 52 | 126 | 75 | 10 | 14 |
| Andrews | 12-25 | 1000 | 3-w | rw-s | 110 | 5250 | 2-3 | 12 | 1900 | Veerac | 20 | 900 | h-4 | 4x5 | l | Air | .. | Krice | None | Mag | Bosch | ½ | f | g | d-d | friction | Own | 5 | 4-5 | chain | ..... | ..... | ..... | ..... | spiral | lat adj | 12 | 7 | 36 | 48 | 176 | 90 | 24 | 14 |
| Appleton | 12-20 | 1650 | 4-w | rw-d | 96 | 4000 | 2-3 | 12 | 2000 | Buda | 20 | 825 | v-4 | 4½x5½ | l | Perfex | p | Scheb | Bennet | Mag | Bosch | ⅞ | f | k-g | d-d | Nuttall | Hyatt | 2 | 2½-3½ | b & s | Own | Hyatt | Own | Plain | spiral | lat adj | 12 | 7½ | 36 | 54 | 152 | 67½ | 10 | 16 |
| Aultman & Tay | 15-30 | ..... | 4-w | rw-d | 99 | 7800 | 3 to 4 | 15 | 2900 | Wauk | 30 | 450 | v-4 | 4¾x6¾ | l | Hooven | p | Kings | Bennet | Mag | Eise | ⅞ | s | k-g | int-ex | Own | Hyatt | 1 | 2½ | Spur | Own | Own | Own | ..... | bel | swing | 20 | 8 | 36 | 70 | 150 | 80 | ... | 17 |
| Aultman & Tay. | 22-45 | ..... | 4-w | rw-d | 102 | 12800 | 4-6 | 22 | 4000 | Own | 36 | 600 | h-4 | 5½x8 | c | Hooven | p | Kings | ...... | Mag | Eise | ½ | f-s | k-g | friction | Own | Own | 2 | 2.93 | spur | Own | Own | Own | ..... | ..... | ....... | 20 | 10 | 36 | 70 | 166 | 105 | 15 | 20 |
| Aultman & Tay. | 30-60 | ..... | 4-w | rw-d | 136 | 25250 | 8-11 | 30 | 7000 | Own | 60 | 500 | h-4 | 7x9 | c | Hooven | p | Kings | None | Mag | Eise | ½ | f | k-g-d | exp | Own | Own | 1 | 2.2 | spur | Own | Own | Own | Own | ..... | angle adj | 24 | 11 | 44 | 90 | 220 | 131 | 17 | 22 |
| Austin | 12-20 | ..... | Creepr | ..... | ..... | ..... | 2-3 | 12 | 2000 | Buff | 28 | 1000 | v-4 | 4x5 | l | Modine | p | Bennet | Oren | Mag | K-W | ⅞ | f | kgda | d-d | Own | Hyatt | ¼ | 2½-3½ | int | Own | Hyatt | Own | Own | elip | swing | 8 | 6 | ... | ... | 99 | 54 | 12 | 13½ |
| Austin | 20-40 | ..... | Creepr | ..... | ..... | ..... | 4-6 | 20 | 3200 | Auto | 45 | 800 | v-4 | 5¼x7 | l | Modine | p | Bennet | Oren | Mag | K-W | | f | kgda | exp | Own | Hyatt | ¼ | 1-3 | chain | Own | Hyatt | Own | Own | elip | swing | 20 | 6 | ... | ... | 151 | 73 | 12 | 17 |
| Auto Tiller | 1919 | 490 | 2-w | rw-d | .... | 1000 | 1 | .. | 900 | Own | 11 | 180 | v-2 | 5x7 | .. | Own | p | Stmbg | Own | Mag | At-K | ⅞ | s | k-g | cone | Enclosed | Own | 1 | 1 1-6 | worm | Own | Own | Own | Own | none | v. adj | 9 | 8 | 42 | ... | 75 | 36 | ... | ... |
| Avery | 5-10 | ..... | 4-w | rw-d | 78 | 2600 | ..... | 5 | 800 | Own | 10 | 1200 | v-4 | 3x4 | v | Own | t-s | Kings | none | Mag. | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 | 1½-4½ | spur | Own | Hyatt | Own | Own | none | swing | 12 | 5½ | 28 | 38 | 135 | 50 | 10½ | 17 |
| Avery | 8-16 | ..... | 4-w | rw-d | 90 | 4900 | 2-3 | 8 | 1800 | Own | 16 | 600 | h-2 | 5½x6 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 | 1½-3 | spur | Own | Own | Own | Own | none | swing | 18 | 7 | 30 | 50 | 130 | 56 | 11 | 18 |
| Avery | 12-25 | ..... | 4-w | rw-d | 95 | 7500 | 3-4 | 12 | 2800 | Own | 25 | 570 | h-2 | 6½x7 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own sld | Own | 2 | 1½x2½ | spur | Own | Own | Own | Own | none | swing | 19½ | 7 | 30 | 56 | 164 | 80 | 14 | 18 |
| Avery | 14-28 | ..... | 4-w | rw-d | 96 | 6800 | 3-4 | 14 | 2000 | Own | 28 | 650 | h-4 | 4½x7 | c | Own | t-s | K. D. | nohe | Mag. | K-W | ½ | s | kgd | m-d | Own shd | Own | 2 | 2-3 | spur | Own | Hyatt | Own | Own | none | swing | 16 | 7½ | 36 | 60 | 152 | 68 | 12 | 16 |
| Avery | 18-36 | ..... | 4-w | rw-d | 97 | 9250 | 4-5 | 18 | 3500 | Own | 36 | 650 | h-4 | 5½x6 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 | 2-3 | spur | Own | Own | Own | Own | none | swing | 18 | 8 | 35 | 65 | 152 | 84 | 14½ | 15 |
| Avery | 25-50 | ..... | 4-w | rw-d | 114 | 12500 | 5-6 | 25 | 4800 | Own | 50 | 500 | h-4 | 6½x7 | c | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 | 2-3 | spur | Own | Own | Own | Own | none | swing | 22 | 8½ | 38 | 69 | 176 | 90½ | 20 | 16 |
| Avery | 40-80 | ..... | 4-w | rw-d | 138 | 22000 | 8-10 | 40 | 7600 | Own | 80 | 500 | h-4 | 7¾x8 | c | Own | t-s | K. D. | none | Mag | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 | 1½-2½ | spur | Own | Own | Own | Own | none | swing | 26 | 10 | 42 | 87½ | 215 | 111 | 20½ | 20 |
| Avery | Motor Cult. | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l | Own | t-s | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 | 1½x1½ | spur | Own | Own | Own | Own | None | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| Avery | Motor Plant | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l | Own | t-s | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Ownshd | Hyatt | 3 | 1½x4½ | spur | Own | Own | Own | Own | none | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| Bates Steel Oil. | d | ..... | Creepr | 2 crwl | 80 | 4300 | 3-4 | 12 | 3000 | Erd | 20 | 735 | v-4 | 4x6 | l | Modine | p | Bennet | Bennet | Mag | Eise | ¾ | f | k-g-d | d-p | enclosed | Timken | 2 | 2.4-3½ | spur | Own | Tim | Own | Tim | coil.. | adj | 12 | 10 | 30 | ... | 105 | 62 | 15 | 14 |
| Bates Steel Oil.. | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 1500 | Bates | 25 | | v-4 | 4½x5½ | l | Bates | p | Bates | Bates | Mag | Sump | ½ | f | k | periph | Own slid | ........ | 3 | 6 | int & w | Bates | Bates | Bates | Bates | coil | ....... | 10 | 7 | 32 | 50 | ... | 10 | 10 | 16 |
| Bean Track Pull | ...... | 1375 | Creepr | track | .... | 3200 | 2 | 6 | 1500 | LeRoi | 10 | 1200 | v-4 | 3½x4½ | .. | Perfex | p | Mayer | Donld | Mag | Bosch | ⅞ | s | d | ...... | Own | New Dep | 1 | ..... | int | ..... | ..... | ..... | ..... | ..... | lat adj | 12 | 5 | ... | ... | 102 | 60 | 10 | ... |
| Beeman | f | 285 | 2-w | fw-d | 17 | 550 | 1-7 | 2 | .... | Own | 4 | 230 | v-1 | 3½x4½ | .. | U.C.-J | t-s | Kings | Donld | Mag | Heinze | ½ | s | gas | special | Special | ........ | 1 | ½-3 | gear | ..... | ..... | ..... | ..... | ..... | ....... | 4½ | 3¼ | 25 | 9 | 86 | 17½ | 6 | 7¾ |
| Belt-Rail | b | ..... | 2w&c | Creep | .... | 4500 | 2-3 | 12 | 2000 | Wauk | 20 | 950 | v-4 | 3½x5½ | l | Sp With | p | Kings | Bennet | Mag | ...... | ⅞ | s | g-d | d-d | Own | Hyatt | 2 | 3½ | int | ..... | ..... | ..... | Tmken | ..... | double | 10 | 6 | 36 | ... | 110 | 72 | 18 | .. |
| Besser | 15-30 | 1695 | ...... | ...... | 76 | 4500 | ...... | .. | ...... | ...... | .. | .... | v-4 | 4x6 | l | ...... | .. | Kings | ...... | Mag | Kings | .. | .. | ...... | ...... | Nuttall | Timken | .. | 2¼-4 | ...... | ..... | ..... | ..... | ..... | ..... | ....... | ... | ... | 40 | 54 | 124 | 77 | ... | ... |
| Besser | ...... | 1895 | ...... | ...... | 76 | 4500 | ...... | .. | ...... | ...... | .. | .... | v-4 | 4½x6 | l | ...... | .. | Kings | ...... | Mag | Kings | .. | .. | ...... | ...... | Nuttall | Timken | .. | 2¼-4 | ...... | ..... | ..... | ..... | ..... | ..... | ....... | ... | ... | 4 | 54 | 124 | 77 | ... | ... |
| Boring | ...... | 1485 | 3-w | ..... | 100 | 3550 | 2 | .. | .... | Wauk | 20 | 1000 | v-4 | 4½x5½ | l | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | s | k-g | int exp | Own | Hyatt | 2 | 3½ | chain | Own | Hyatt | Own | Hyatt | ..... | ....... | 12 | 6 | 54 | 24 | 150 | 84 | 15½ | 33 |
| Buckeye | 40 | 5500 | Creepr | ..... | .... | 21000 | .... | 16 | .... | Auto | 30 | .... | v | 6½x8 | .. | ...... | .. | ...... | Bennet | ...... | ...... | .. | .. | ...... | ...... | ...... | ...... | .. | ..... | chain | ..... | ..... | ..... | ..... | ..... | ....... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Buckeye | 60 | 6500 | Creepr | ..... | .... | 25000 | .... | 12 | .... | Auto | 45 | .... | v | ...... | .. | ...... | .. | ...... | Bennet | ...... | ...... | .. | .. | ...... | ...... | ...... | ...... | .. | ..... | chain | ..... | ..... | ..... | ..... | ..... | ....... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Bull | 1918 | 1200 | 3-w | rw | 107 | 4870 | 2-3 | 12 | 2000 | Toro | 24 | 750 | o-2 | 5½x7 | l | Own | p | Kings | Donld | Mag | K-W | .. | f | k-g-d | ext co | Own 3spr | ........ | 1 | 2.4-2.7 | spur | Own | Hyatt | Fixed | ..... | ..... | v adj | 12 | 6½ | 30 | 60 | 163 | 78 | 13 | 14 |
| Bullock Cr. Grip | c | 2400 | Creepr | rw-d | .... | 7200 | 3-4 | 18 | 3000 | Wauk | 30 | 900 | v-4 | 4½x6½ | l | Modine | p | Bennet | Bennet | Mag | Dixie | ⅞ | .. | k-g | exp sh | Own | ........ | 2 | 2½ | Chain | ..... | ..... | ..... | ..... | ..... | swing | 12 | 8 | ... | ... | 108 | 81 | 12½ | 16 |
| Case | 10-18 | 1200 | 4-w | rw-d | 72 | 3400 | 2 | 10 | 2100 | Own | 23 | 1050 | v-4 | 3½x5 | c | Own | p | Kings | Own | Mag | Kings | .. | s | k-g-d | exp sh | Own slid | Hyatt | 2 | 2½-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 14½ | 5½ | 30 | 42 | 101 | 56 | 22 | 13½ |
| Case | 10-20 | 1325 | 3-w | rw-d | 76 | 5325 | 3 | 10 | 2650 | Own | 25 | 900 | v-4 | 4½x6 | c | Own | p | Kings | Own | Mag | Kings | ⅞ | f-s | k-g | cone | Own slid | Hyatt | 1 | 2½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 17 | 6½ | 30 | 52 | 150 | 67 | 11½ | 11 |
| Case | 15-27 | 1600 | 4-w | rw-d | 76½ | 5600 | 4 | 15 | 3000 | Own | 27 | 900 | v-4 | 4½x6 | c | Own | p | Kings | Own | Mag | K-W | ¾ | f | k-g | exp sh | Own slid | Hyatt | 2 | 2½-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 16 | 6½ | 32 | 52 | 127 | 72 | 27 | 14 |
| Case | 20-40 | 3000 | 4-w | rw-d | 114 | 14380 | 5-6 | 20 | 4200 | Own | 61 | 475 | o-2 | 8½x9 | .. | Own | t-s | Kings | ...... | Mag | K-W | .. | f-f | k-g | exp sh | Own slid | Own | 2 | 2-3 | spur | Own | Own | Own | Case | ..... | lat adj | 24 | 8½ | 40 | 66 | 177 | 100 | 20½ | 24 |
| Case | 30-60 | 3500 | 4-w | rw-d | 126 | 28000 | 8-12 | 30 | 6000 | Own | 80 | 365 | h-2 | 10x12 | .. | Own | p | Kings | ...... | Mag | Sump | .. | f-f | k-g | exp sh | Own slid | Own | 1 | 2 | spur | Own | Own | Own | Case | ..... | lat adj | 32 | 12½ | 42 | 72 | 216 | 105 | 28 | 28 |
| Chase | 9-18 | ..... | 3-w | ..... | .... | 4700 | 3 | .. | .... | Buda | 20 | 1000 | v-4 | 3½x5½ | c | Prefex | p | Holley | Bennet | Mag | Kings | ⅞ | f-f | k-g-d | Own | Own | Hyatt | 2 | 2½-3 | int | Chase | Chase | Chase | Chase | coil | adj | 12 | 8 | 36 | 48 | 138 | 66 | 13 | 18 |
| Cletrac | 12-20 | 1585 | Creepr | ..... | .... | 3800 | 2 | 12 | 1500 | Weidely | 20 | 1200 | v-4 | 3½x5½ | l | McCord | p | Kings | Clevel | Mag | Eise | ⅞ | f-f | k-g-d | d-p | Clevelnd | ........ | 2 | 3½ | int | Own | Tim | ..... | Tim | s elip | fixed | 8 | 6 | ... | ... | 96 | 50 | 12 | 12 |
| C. O. D. | 13-25 | 1395 | 4-w | rw-d | 108 | 6500 | 3 | 13 | 2400 | Own | 25 | 550 | h-2 | 6½x7 | l | S. J. | p | Kings | ...... | Mag | At-K | .. | f-f | k-g | Own | Own | Own | 1 | 2½ | bevel | Own | Own | Own | Own | ..... | lat adj | 18 | 8 | ... | 70 | 156 | 78 | 11 | .. |
| Coleman | ...... | ..... | 4-w | rw-d | .... | 4800 | 3 | 16 | 3000 | Climax | 30 | 750 | v-4 | 5x6½ | l | Perfex | p | Stmbg | Own | Mag | Dixie | ⅞ | f | k | int exp | worm | Hy&Tim | 1 | 4 | worm | Own | Hyatt | Own | Hyatt | elip | ....... | 12 | 7 | 34 | 44 | 126 | 78 | 8½ | 6 |
| Common Sense | 8 | 2300 | 3-w | rw-s | 108 | 6000 | 4 | 20 | 3000 | H-Spill | 40 | 1200 | v-8 | 3½x5 | .. | Todd | p | Kings | Bennet | Mag | K-W | ⅞ | f | g | ...... | ...... | Hyatt | 2 | 2½-3½ | chain | ..... | ..... | ..... | ..... | ..... | lat adj | 22 | 8 | ... | 62 | 179 | 90 | 32 | ... |

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| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H. P. | Engine: R. P. M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings and Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axles | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning, Ctr. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | ..... | 1750 | 4-w | rw-d | 77 | 4500 | 3 | 15 | 3000 | Buda | 60 | 1050 | v-4 | 4½x5½ | l | Modine | p | Zenith | Bennet | Mag | Split | ½ | f | g | o-d | Fuller | ..... | 3 | 1½x2½ | spur | Own | Guer | Own | Tim | semi | spring | 12 | 6½ | 28 | 40 | 125 | 56 | 20 | 10½ |
| Depue-A | 20-30 | 2500 | 4-w | rw-d | 100 | 6500 | 3-4 | 20 | 6000 | Buda | 30 | 800 | v-4 | 4½x6 | l | Perfex | p | Stmbg | Bennet | Mag | Bosch | ½ | s | g | b & b | Own slid | Timken | 3 | 1½-5 | bevel | Own | Tim | Own | Tim | ..... | adj | 12 | 10 | 40 | 40 | 116 | 56 | 16 | 12 |
| Dill | ..... | 2480 | w | ..... | ..... | 4400 | ..... | 20 | 600 | ..... | ..... | ..... | ... | 4½x5½ | .. | ..... | ..... | ..... | Donld | ..... | K-W | ½ | ... | ..... | ..... | ..... | ..... | ... | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... |
| Eagle | 12-22 | 1400 | 4-w | rw-d | 81 | 6000 | 3 | 12 | 2500 | Own | 22 | 450 | h-2 | 7x8 | .. | Perfex | p | Linga | Bennet | Mag | Dixie | .. | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | ..... | lat adj | 20 | 8½ | 28 | 48 | 132 | 65 | 13 | 14 |
| Eagle | 16-30 | 1850 | 4-w | rw-d | 88 | 7100 | 4 | 16 | 3300 | Own | 30 | 450 | h-2 | 8x8 | .. | Perfex | p | Linga | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | ..... | lat adj | 24 | 10 | 32 | 52 | 141 | 70 | 14½ | 16 |
| Ebert | 12-20 | 775 | 2-w | ..... | ..... | 2600 | 2 | 12 | 2000 | Reliable | 20 | 700 | h-2 | 6x6 | .. | Modine | p | Kings | ..... | Mag | K-W | ½ | f-e | k-g | ..... | ..... | ..... | 1 | 3-6 | rollers | ..... | Hyatt | ..... | Hyatt | ..... | adj | 16 | 6 | ... | 44 | 86 | 59 | 12 | ... |
| Elgin | 12-25 | 1385 | 4-w | rw-d | 87 | 3500 | 2 to 3 | 10 | 2000 | Erd | 25 | 900 | v-4 | 4x6 | l | Spire | p | Kings | Own | Mag | Sump | ½ | f | k-g-d | frplate | Own | Hyatt | 6 | 2-6 | chain | Own | Tim | Own | Tim | s elip | swing | 9 | 8 | 30 | 42 | 122 | 54 | 22 | 19 |
| E-B | 9-16 | ..... | 4-w | rw-d | 81 | 4260 | 2 | 9 | 1500 | Own | 16 | 800 | v-4 | 4½x4½ | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | g | cone | Own | Hyatt | 2 | 1.72-2.33 | sliding | Own | Hyatt | ..... | Own | ..... | ..... | 12 | 6 | 36 | 54 | 150 | 72 | 27 | 16 |
| E-B | 12-20 | ..... | 4-w | rw-d | 93 | 6500 | 3 | 12 | 2000 | Own | 20 | 850 | v-4 | 4½x5 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Hyatt | 3 | 1.64-3.4 | sliding | Own | Hyatt | ..... | Own | ..... | ..... | 12 | 8 | 40 | 60 | 164.50 | 81½ | 30 | 16 |
| E-B (S. A. E.) | 12-20 | ..... | 4-w | rw-d | 87 | 4355 | 3 | 12 | 2500 | Own | 20 | 900 | v-4 | 4½x5 | l | Modine | p | ..... | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Hyatt | 2 | 1.81-2.33 | sliding | Own | Hyatt | ..... | Own | ..... | ..... | 12 | 6½ | 36 | 54 | 121.75 | 55 | 25 | 14 |
| E-B | 20-35 | .... | 4-w | rw-d | 125 | 9700 | 5 | 20 | 3300 | Own | 35 | 700 | v-4 | 5x7 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Hyatt | 2 | 1.71-2.26 | sliding | Own | Hyatt | ..... | Own | ..... | ..... | 16 | 9 | 42 | 72 | 152 | 81½ | 38 | 20 |
| E-B (Reeves) | 40-65 | .... | 4-w | rw-d | 136 | 23000 | 8-10 | 40 | 10-000 | Own | 65 | 500 | v-4 | 7½x9 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | int | Own | Own | 1 | 2 | sliding | Own | Hyatt | ..... | Own | ..... | ..... | 22 | 10 | 44 | 90 | 192 | 111 | 23½ | 24 |
| Fageol Walk T | 8-16 | 1295 | 4-w | rw-d | 66 | 3000 | 2 | 6 | 1200 | Overld | 15 | 950 | v-4 | 3½x5 | l | Flexo | p | Tlston | Own | Mag | Dixie | ½ | f-e | g-d | exp | Own | Tim&Faf | 1 | ..... | spur | Own | Tim | Own | Tim | ..... | adj | 8 | 6 | 26 | 48 | 110 | 53 | 14 | 10 |
| Fair-Mor | 10-20 | ..... | 4-w | rw-d | 77 | 3800 | 2 | 10 | 1750 | Own | 20 | 600 | h-2 | 6x7 | c | Own | p | Own | None | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 1 | 2½ | spur | Own | Own | Own | ..... | adj | 18 | 6½ | 27 | 48 | 116 | 55 | 17 | 12 |
| Farm Horse | 15-30 | 1485 | 4-w | rw-d | 96 | 4950 | 3-4 | .. | ..... | Climax | 34 | 800 | h-4 | 5x6½ | c | Modine | p | Kings | Bennet | Mag | Dixie | ½ | f-e | k | exp | Sel | Own | 2 | 3½ | chain | Own | Own | Own | Own | ..... | swing | 14 | 8 | 32 | 48 | 128 | 80 | 25 | 14 |
| Farquhar | 15-25 | ..... | 3-w | rw-d | 90 | 6000 | 3-4 | 15 | 2800 | Buda | 25 | 900 | v-4 | 4½x6 | .. | Perfex | p | Kings | Bennet | Mag | K-W | ..... | f-e | k-g | cone fr | ..... | ..... | 2 | 1-4 | ext spr | Own | ..... | Own | Hyatt | coil | ..... | 14 | 7 | 36 | 54 | 161 | 74 | ... | 17 |
| Farquhar | 18 | ..... | 4-w | rw-d | 132 | 16000 | 4-5 | 18 | 3600 | Own | .. | 550 | v-4 | 6x8 | .. | Own | p | Kings | ..... | Mag | K-W | ½ | f-e | k-g | friction | ..... | ..... | 2 | 1-2.3 | ext spr | Own | ..... | Own | Own | coil | ..... | 32 | 9 | 48 | 84 | 216 | 98 | ... | 24 |
| Farquhar | 25 | ..... | 4-w | rw-d | 132 | 19000 | 6-7 | 25 | 5000 | Own | .. | 550 | v-4 | 7x8 | .. | Own | p | Kings | ..... | Mag | K-W | ½ | f-e | k-g | friction | ..... | ..... | 2 | 1.2.3 | ext spr | Own | ..... | Own | Own | coil | ..... | 32 | 9 | 48 | 84 | 216 | 106 | ... | 24 |
| Fitch 4-Drive | t | 2500 | 4-w | 4w-d | 86 | 6000 | 4 | 20 | 3200 | Climax | 36 | 800 | v-4 | 5x6½ | l | Spirex | p | Kings | own | Mag | Dixie | ½ | f | k | d-d | Cotta | Tim | 3 | 1½-4 | b-s | Own | Tim | Own | Tim | ..... | vert adj | 14 | 8 | 36 | 42 | 130 | 69 | 9 | 11½ |
| Flour City Jr | 14-20 | ..... | 4-w | rw-d | ..... | ..... | 3 | 14 | ..... | Own | 20 | ..... | v-4 | 5x5 | .. | Modine | p | Scheb | ..... | Mag | K-W | ½ | .. | k | ..... | enclosed | ..... | 2 | 2-3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 24 | 6 | ... | 60 | ... | ... | ... | ... |
| Flour City | 20-35 | ..... | 4-w | rw-d | ..... | ..... | 5-6 | 20 | ..... | Own | 35 | 350 | v-4 | 5½x6 | .. | ..... | .. | Scheb | ..... | Mag | K-W | ..... | .. | k | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 26 | 8 | ... | 72 | ... | ... | ... | ... |
| Flour City | 30-50 | ..... | 4-w | rw-d | ..... | ..... | 6-8 | 30 | ..... | Own | 50 | 275 | v-4 | 6½x7 | .. | ..... | .. | Scheb | ..... | Mag | K-W | ½ | .. | k | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 32 | 9 | ... | 84 | ... | ... | ... | ... |
| Flour City | 40-70 | ..... | 4-w | rw-d | ..... | ..... | 8-10 | 40 | ..... | Own | 70 | ..... | v-4 | 7½x9 | .. | ..... | .. | Scheb | ..... | Mag | K-W | ½ | .. | k | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 34 | 10 | ... | 96 | ... | ... | ... | ... |
| Fordson | 22 | 750 | 4-w | rw-d | 63 | 2700 | 2 | 13 | 1800 | Own | 22 | 1000 | v-4 | 4x5 | .. | ..... | t-s | Holley | Holley | Mag | Own | ½ | s | k-g | d-p | Sel | Guern | 3 | 1-7 | worm | Own | Guern | Own | Tim | ..... | ..... | 31 | 6½ | 30 | 42 | 102 | 62 | 21 | 13 |
| Four-in-One | 20-35 | 2250 | 3-w | rw-d | 104 | 6100 | 3 | 20 | 2500 | Wauk | 35 | 900 | v-4 | 4½x5½ | .. | Eureka | p | Bennet | Bennet | Mag | Dixie | ½ | f-e | g | exp sh | enclosed | Hyatt | 2 | 3 to 8 | chain | Own | Own | Own | Hyatt | spiral | hor adj | 24 | 8 | 60 | 30 | 156 | 84 | 10 | 6 |
| Frick | 12-25 | 1650 | 4-w | rw-d | 92 | 5800 | 3 | 12 | 2440 | Erd | 25 | 900 | 4 | 4x6 | c | Perfex | p | Kings | Bennet | Mag | Kings | ..... | s | k-g | friction | Sel slid | Hyatt | 2 | 2.3-3.8 | ..... | ..... | ..... | ..... | ..... | ..... | adj | 13 | 7 | 46 | 60 | 158 | 77 | 25 | 15½ |
| Fulton | 12-22 | ..... | 3-w | fw-d | 107 | 2500 | 2 | 12 | 2300 | Wauk | .. | ..... | v-4 | 3½x5½ | .. | Own | p | Kings | Own | Mag | ..... | ½ | .. | k-g | friction | gearless | ..... | ..... | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16½ |
| Gile | q | ..... | 4-w | rw-d | 95 | 6500 | 4 | 18 | 4000 | Gile | 36 | 875 | v-4 | 4½x6½ | .. | Modine | p | ..... | ..... | Mag | ..... | ½ | f | k-g | frplate | enclosed | S K F | 2 | 2½-3½ | spur | Own | S K F | Own | Tim | coil | lat adj | 16 | 8 | 38 | 60 | 150 | 72 | 12 | 12 |
| Grain Belt | 15-35 | 2250 | 4-w | rw-d | ..... | 7200 | 4 | 15 | ..... | Wauk | 35 | 900 | v-4 | 4½x6½ | .. | ..... | p | Bennet | Bennet | Mag | Dixie | ½ | f-e | k-g | fr'ct on | enclosed | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | ..... | adj | 18 | 12 | 40 | 60 | 132 | 97 | 16 | ... |
| Gray | 18-36 | ..... | 3-w | rw-s | 106 | 6250 | 4 | 18 | 3300 | Wauk | 36 | 900 | v-4 | 4½x6½ | .. | S. J. | p | Bennet | Bennet | Mag | Bosch | ½ | f-e | g | friction | enclosed | Hyatt | 2 | 2-2½ | chain | ..... | ..... | ..... | Tim | ..... | adj | 11 | 8 | 40 | 54 | 174 | 81 | ... | ... |
| Hackney | ..... | 1250 | 4-w | rw-d | 84 | 3000 | 2-3 | 12 | 1800 | Field | 20 | 850 | h-4 | 3½x5 | c | Own | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g-d | friction | Own | Hyatt | 1 | 3-4 | int | Own | Own | Own | Own | ..... | adj | 14 | 8 | 30 | 48 | 118 | 68 | ... | 32 |
| Hart Parr | 30 | 1395 | 4-w | rw-d | 90 | 5200 | 3 | .. | 3000 | Own | 30 | 750 | h-2 | 6½x7 | l | Perfex | p | Dray | Own | Mag | K-W | ½ | f-e | k-d | co-bnd | Own | S K F | 2 | 2-3 | int | Own | Own | Own | Own | ..... | swing | 14 | 8½ | 28 | 52 | 141 | 71 | 26 | 17½ |
| Heider | d | 1070 | 4-w | rw-d | 90 | 4000 | 2 | 9 | 1500 | Wauk | 16 | 800 | v-4 | 4½x5½ | .. | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | a | k-g | friction | friction | U S. | 7 | 4 | spur | Own | Own | Own | Own | coil | lat adj | 12 | 6 | 30 | 54 | 130 | 68 | 25 | 20 |
| Heider | c | 1395 | 4-w | rw-d | 96 | 6000 | 3 | 12 | 2000 | Wauk | 20 | 750 | v-4 | 4½x6½ | l | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | a | k-g | friction | friction | U. S. | 7 | 4 | spur | Own | Own | Own | Own | co l | adj | 14 | 7 | 30 | 57 | 144 | 74 | 25 | 20 |
| Hoke | 12-24 | 1195 | 4-w | rw-d | ..... | 3600 | 2-3 | 12 | 1200 | Wauk | 24 | ..... | v-4 | 4½x5½ | .. | Perfex | p | Kings | Bennet | Mag | ..... | ½ | f-e | g | ..... | enclosed | Bower | 1 | ..... | spur | ..... | Bower | ..... | ..... | ..... | adj | 10 | 7 | ... | 61 | 192 | 72 | 12 | ... |
| Hollis | 15-25 | 1375 | 4-w | fw-d | 54 | 2750 | 3 | 15 | 3000 | Light | 25 | 1600 | v-4 | 3½x4½ | c | Bremer | p | Zenith | Bennet | Mag | Dixie | ..... | f-e | k-g | Cone | Own | Own | 3 | 1½x7 | Bevel | Own | Hyatt | Own | Hyatt | coil | adj | 14 | 8 | 30 | 48 | 136 | 76 | 4½ | 12 |
| Holt | ..... | ..... | Creepr | ..... | ..... | 9400 | ..... | ..... | ..... | ..... | ..... | ..... | v-4 | 4½x6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 124 | 63 | ... | 12 |
| Holt | ..... | ..... | Creepr | ..... | ..... | 18600 | ..... | ..... | ..... | ..... | ..... | ..... | v-4 | 6½x7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 146 | 80 | ... | 12 |
| Holt | ..... | ..... | Creepr | ..... | ..... | 26500 | 12 | ..... | ..... | ..... | ..... | ..... | v-4 | 7½x8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 252 | 104 | ... | ... |
| Holt | ..... | ..... | Creepr | ..... | ..... | 25200 | 8-12 | ..... | ..... | ..... | ..... | ..... | v-4 | 7½x8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 240 | 104 | ... | ... |
| Huber | Light 4 | ..... | 4-w | rw-d | 91 | 5000 | 3 | 12 | 2500 | Wauk | 25 | 900 | v-4 | 4½x5½ | c | Perfex | p | Kings | Bennet | Mag | Kings | ½ | s | k-g | exp | Own sel | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | ..... | swing | 13 | 7 | 46 | 60 | 150 | 74 | 24 | 16½ |
| Hudson | k | 1985 | 4-w | rw-d | 92 | 5800 | 3-4 | 20 | 300u | Buda | 35 | 1000 | v-4 | 4½x6 | l | Cand | p | Rayfld | ..... | Mag | Dixie | ..... | s | g | d-p | Own | Tim&Hy | 2 | 2½-4½ | spur | Own | Tim | Own | Tim | ..... | float | 24 | 6 | 36 | 60 | 164 | 56 | 12 | 16 |
| Hudson | L | ..... | 4-w | rw-d | 92 | 5300 | 3-4 | 20 | 3500 | Buda | 35 | 100 | vz4 | 4½x6 | l | Perfex | p | Rayfld | ..... | Mag | Dixie | ..... | .. | k-g | d-p | Own | Tim | 2 | 2½x4½ | spur | Own | Tim | Own | Tim | ..... | float | 24 | 6 | 36 | 60 | 164 | 36 | 12 | 16 |
| I. H. C | 6-12 | ..... | 4-w | rw-d | 72 | 3400 | ..... | 6 | ..... | LeRoi | 12 | 1000 | v-4 | 3½x4½ | .. | Own | t-s | Own | Own | Mag | Dixie | ..... | f-e | g | d-d | enclosed | ..... | 1 | 2½ | bevel | ..... | ..... | ..... | ..... | ..... | rigid | 8 | 8 | ... | 36 | 120 | 84 | 38 | ... |
| Illinois | c | 2375 | 4-w | rw-d | 90 | 5000 | 4 | 18 | 4000 | Climax | 30 | 800 | v-4 | 5x6½ | l | Modine | p | Stmbg | Bennet | Mag | Dixie | ..... | f | k | d-d | Foote | Hyatt | 2 | 3½ | ..... | Foote | Hyatt | Own | Hyatt | ..... | swiv | 14 | 8½ | 34 | 54 | 142 | 72 | 22 | 16 |
| Imperial Forty | e | 4500 | 4-w | rw-d | 137 | 20800 | 10-12 | 40 | 7000 | Imp | 70 | 400 | o-4 | 7½x9 | c | Own | p | Kings | Bennet | Mag | Dixie | ..... | f | k-g-d | exp | Own | ..... | 2 | 1.5-3 | spur | ..... | ..... | ..... | ..... | ..... | swing | 30 | 12 | 60 | 96 | 215 | 110 | 30 | 18 |
| International | 8-16 | ..... | 4-w | rw-d | 85 | 3300 | ..... | 8 | ..... | ..... | ..... | ..... | v-4 | 4x5 | l | ..... | t-s | ..... | ..... | ..... | ..... | ..... | f-e | g | friction | ..... | ..... | ..... | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12½ | 8½ | 32 | 40 | 64 | 65½ | ... | ... |
| International | 15-30 | 1900 | 4-w | rw-d | 86 | 8700 | 4 | 15 | 2350 | Own | 30 | 575 | h-4 | 5½x8 | .. | Own | p | Own | Own | Mag | K-W | ½ | f | k-g-d | ..... | enclosed | ..... | 2 | 1.8-2.4 | chain | ..... | ..... | ..... | ..... | ..... | ..... | 18 | 9 | ... | 66 | 160 | 80 | 19 | ... |
| J. T | U.C. | 1800 | Creepr | ..... | 74 | 6500 | 3-4 | 16 | 32 | Chief | 40 | 1000 | v-4 | 4½x6 | l | McCord | p | Own | Bennet | Mag | K-W | ½ | f | k | m-d | Covert | Ball& Hy | 3 | 1½-2½ | -5 spur | Own | Tinn | Own | Hyatt | ..... | floating | 10 | 8 | 29 | 36 | 126 | 60 | 12 | 17 |
| Kardell Utility | 8-16 | 1250 | 4-w | rw-d | ..... | 2700 | 2-14 | 8 | 1600 | Wisc. | 10 | 1000 | v-4 | 3½x4½ | .. | Eureka | .. | Bennet | Bennet | Mag | Dixie | .. | f-e | k-g | flex | Own | Gurney | 2 | 2½x5 | spur | Own | Hyatt | Own | Tim | coil | adj | 9 | 6 | 30 | 48 | 98 | 56 | 15 | 17 |
| KeckGonnerm'n | 12-24 | 1500 | 4-w | rw-d | 88 | 6500 | 3 | 12 | 2000 | Own | 24 | 650 | h-2 | 6½x8 | .. | Own | p | Scheb | Bennet | Mag | Bosch | ½ | f-e | k-g | co bnd | enclosed | Hyatt | ..... | ..... | spur | Own | Own | Own | Plain | coil | lat adj | 12 | 8 | ... | 61 | 150 | 78 | 15 | 17 |
| Kenison | 12-24 | ..... | 4-w | rw-d | ..... | ..... | ..... | ..... | ..... | Wauk | .. | ..... | ... | 4½x5½ | .. | Perfex | ..... | ..... | ..... | ..... | ..... | ½ | .. | k-g | shol | enclosed | Hyatt | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| La Crosse | G | 1250 | 4-w | rw-d | 91 | 4000 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c | Modine | p | Kings | Bennet | Bat | At-k | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Hyatt | ..... | swing | 11 | 7½ | 36 | 56 | 135 | 82½ | 9½ | 14½ |
| La Crosse | F | 1150 | 3-w | rw-d | 106 | 3800 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c | Modine | p | Kings | Own | Bat | At-K | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Own | ..... | swing | 11 | 7½ | 31 | 56 | 150 | 82½ | 8½ | 14½ |
| Lang | ..... | 1485 | 3-w | rw-d | 116 | 4200 | 3 | .. | 3000 | Climax | .. | 800 | v-4 | 5x6½ | l | ..... | p | Stmbg | Bennet | Mag | Dixie | ½ | f | k | c | ..... | Tim | 1 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 | 8 | 30 | 30 | 116 | ... | 12 | 18 |
| Lauson | 15-25 | 1985 | 4-w | rw-d | 86 | 6000 | 3-4 | 15 | 2900 | Beaver | 25 | 950 | v-4 | 4½x6 | l | Perfex | p | Kings | Own | Mag | Dixie | ..... | f-e | k | int exp | own slid | Hy&Tim | 2 | 1½x2½ | spur | Own | Hyatt | Own | Tim | ..... | rigid | 18 | 8 | 54 | 32 | 136 | 74 | 20 | ... |
| Leader | o-18-36 | 2250 | Creepr | track | 94 | 6500 | 4 to 6 | 18 | 4000 | TwinCy | 36 | 700 | v-4 | 5x7½ | l | Eureka | p | Kings | ..... | Mag | K-W | ½ | f | k-d | cone | Own | Modern | 2 | 1.8- | chain | Own | Hyatt | Own | Own | coil | swing | 14 | 9 | 38 | ... | 153 | 64 | 50 | 18 |
| Leader | b-12-18 | 1000 | 4-w | rw-d | 81 | 4800 | 2 to 3 | 12 | 2000 | Own | 24 | 800 | o-2 | 6½x6 | l | Eureka | p | Kings | Own | Mag | Kings | ½ | f | k-d | exp sh | Own | Modern | 2 | 2½-3½ | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 48 | 129 | 60 | 30 | 12 |
| Leonard | 20-30 | 1650 | 4-w | 4w-d | 98 | 5000 | 3-4 | 20 | 4000 | Beaver | 30 | 800 | v-4 | 4½x6 | .. | Long | p | Zenith | Own | Mag | Dixie | ..... | f-e | k-g | ..... | enclosed | Bower | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | adj | 16 | 8 | 30 | 50 | 136 | 72 | 8½ | ..... |
| Liberty | d | 2250 | 4-w | rw-d | 97 | 5775 | 4 | ..... | ..... | Climax | .. | 800 | u-4 | 5x6½ | l | S & J | .. | Stmbg | Bennet | Mag | Dixie | ..... | f-e | ..... | exp | own sel | Hyatt | 2 | 2½x4½ | ..... | Own | ..... | Own | Own | Cross | ..... | 11½ | 8 | 34 | 48 | 131 | 66 | 20 | 14 |
| Line Drive | 15-25 | ..... | 4-w | fw-d | ..... | 5400 | 3 | 18 | ..... | Wauk | 25 | 900 | v-4 | 4½x5½ | .. | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f-e | k-g | ..... | enclosed | Hyatt | 2 | 1-4½ | spur | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 6½ | 66 | ..... | 164 | 91 | 14 | ... |
| Lion | 8-16 | 795 | 3-w | fw-d | ..... | 3500 | 2 | 8 | ..... | ..... | 16 | 750 | o-2 | 5x6½ | .. | Bennet | ..... | ..... | ..... | ..... | ..... | ..... | f | g | ..... | ..... | ..... | 1 | 2½ | int | ..... | ..... | ..... | ..... | ..... | ..... | 12 | 6 | 60 | ... | 123 | 78 | ... | ... |
| Little Giant | B | 1950 | 4-w | rw-d | 87 | 5200 | 3-4 | 16 | 2200 | Own | 22 | 900 | v-4 | 4½x5 | l | S. J. | p | Kings | Own | Mag | Kings | ..... | f-e | kgda | cone | enclosed | Hyatt | 3 | 1½-3-6 | spur | Own | Hyatt | Own | Hyatt | coil | lat adj | 9 | 7 | 30 | 54 | 144 | 52 | 30 | 10½ |
| Little Giant | A | 2900 | 4-w | rw-d | 102 | 8700 | 5-6 | 26 | ..... | Own | 35 | 750 | v-4 | 5½x6 | l | Perfex | p | Kings | Own | Mag | Kings | ..... | f-e | kgda | cone | Own | Hyatt | 3 | 1½-3-5 | spur | Own | Hyatt | Own | Hyatt | coil | spring | 13 | 9 | 36 | 66 | 168 | 75 | 35 | 13½ |
| Lombard | ..... | ..... | Creepr | ..... | ..... | ..... | ..... | ..... | ..... | Wisc | ..... | ..... | ... | 5½x7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d-p | ..... | ..... | ..... | ..... | worm | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Louisvi M. t. w | ..... | ..... | 3-w | rw-s | ..... | 5000 | 2 | 10 | 2250 | Own | 20 | 675 | o-2 | 5½x7 | l | Perfex | ep | Kings | Bennet | Mag | K-W | ½ | f | k | exp | ..... | ..... | 1 | 2½ | spur | Own | ..... | ..... | ..... | ..... | positive | 12 | 10 | 60 | ..... | 156 | 84 | ..... | ..... |

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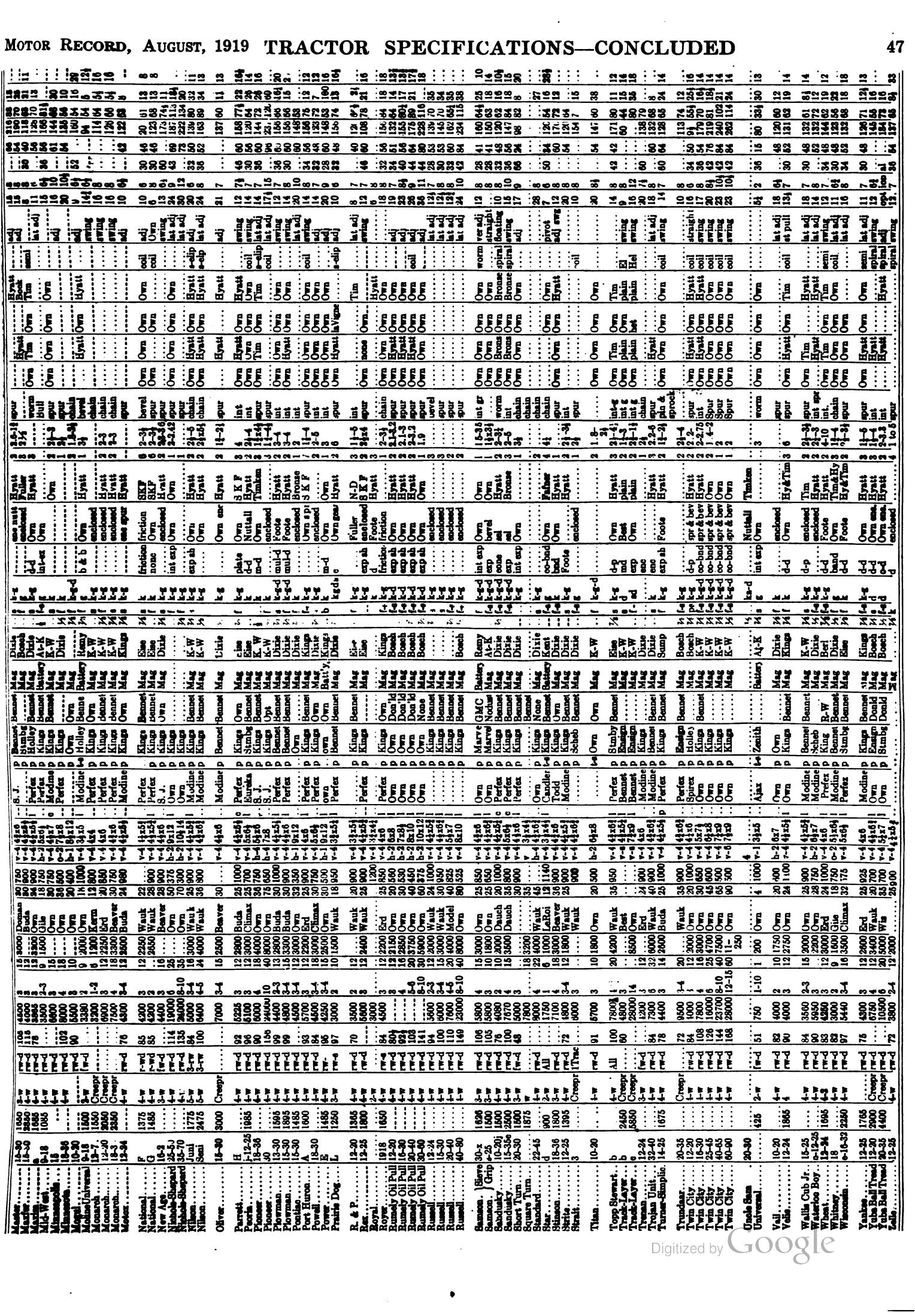

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### Security Theft-Signal

The Security automobile "theft-signal" is an extremely strong red enameled malleable iron shackle designed to be locked around the tire and rim on the right front wheel of the automobile where it is always in plain sight.

It is made with a large pointed projection at the top, which extends beyond the tire so that if necessity demands the car can be moved, but any attempt

to run or tow the car will result in a terrific thumping which will signal to everyone in the vicinity that the car is being stolen.

The device bears a brass plate certifying that the manufacturer will pay $100 reward for the arrest and conviction of anyone operating a car so equipped, or tampering with the device while it is protecting a car. It is made in sizes to fit tires from 3 to 5 in.

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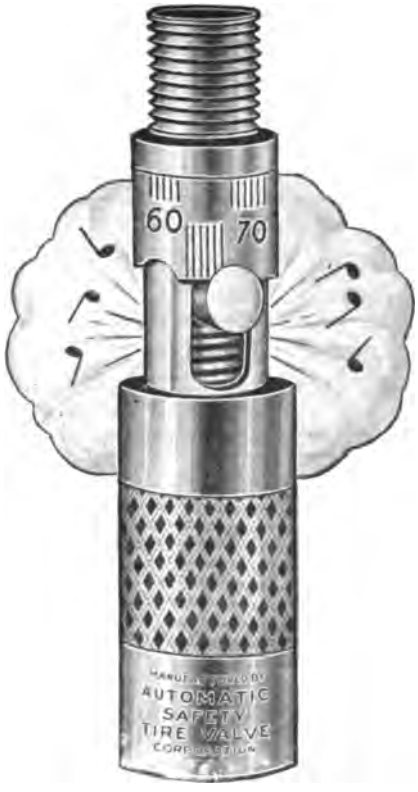
### Automatic Safety Tire Valve

A large proportion of all tire troubles are directly due to improper inflation. Realizing this the Automatic Safety Tire Valve Corp., Long Island City and 1765




Broadway, New York City, has developed and placed on the market the Automatic Safety Tire Valve. The device is screwed on the tire valve, after which the collar is set to the pressure desired. When the tire is inflated and the desired pressure reached, the air will exhaust, giving warning, and no more air can be put in the tire.

### Shanklin's Automobile Lock

Shanklin's automobile lock, manufactured by the Shanklin Mfg. Co., Springfield, Ill., is designed to lock the steering wheel so it cannot be turned. It can be

installed in about 15 minutes and will fit all cars having 1⅜-in. and 1¾-in. steering columns, with controlling levers above the steering wheel. It is strongly made of rigid materials, and is nickel plated.

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### Mayo No. 2 Portable Pump

The Mayo No. 2 portable electric pump is intended especially for garage and service station use. The outfit is manufactured by the Mayo-Skinner Mfg. Co., Chicago, Ill., and consists of a Mayor No. 10 compressor driven by a one-quarter horsepower electric motor through a silent chain.

The pump rests on a steel tank 3 by 5 inches,

fitted with a combination pet-cock and electr[illegible] switch attachment, providing the outfit with a ne[illegible] tral air chamber between the starting motor and tire already under pressure. This permits the pu[illegible] and motor to obtain full speed before operati[illegible] against tire pressure resistance and disposes of a[illegible] liability of burning out the motor.

It is stated that by actual test the pump infla[illegible] a 35 by 4½-inch tire from flat to 90 pounds press[illegible] in 3 minutes 20 seconds, and pumping against pr[illegible] sure continuously consumes only ⅓ of a kilowatt hour per hour, or 3 cents in value.

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### Hill Spark Plug

With the poor grades of gasoline now on the market carbon forms more rapidly in the cylinders of the engine, with the result that spark plugs are more apt to become fouled than formerly. The Hill 3-A spark plug, manufactured by the Hill Insulating & Mfg. Co., 511 West 42nd Street, New York City, has been designed to perform satisfactorily under these abnormal conditions. The shell is of one-piece steel construction carefully machined and is furnished with a knurl and cooling flanger to prevent pre-ignition. It is copper-plated and oxidized to keep rust away. The insulating material is mica, split thin and formed into a taper tube 3/32-in. thick, which is forced into the shell by and with the electrode under a pressure of 3,000 lbs. The electrode cap is stamped from a thin sheet of special alloy. The conical form where the spark takes place is claimed to insure a hot energizing spark. The porcelain top on the plug serves as a base for the terminal connections but has no electrical function.

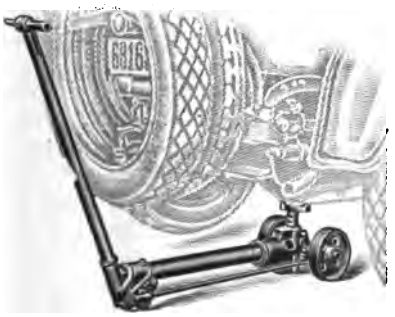
### Luxar Top Material

Realizing the demand for a dependable top and curtain material of the rubber type selling at a price permitting its all around use for new and repair work, the Du Pon Fabrikoid Co., Wilmington, Del., has placed such a material on the market under the name of Luxar.

The material is made in both single texture and double texture for tops and in a comparable single texture for curtains. In every type the fabric base is of sufficient weight and strength and the coating of ample thickness and quality to render Luxar proof against all weathers, it is stated.

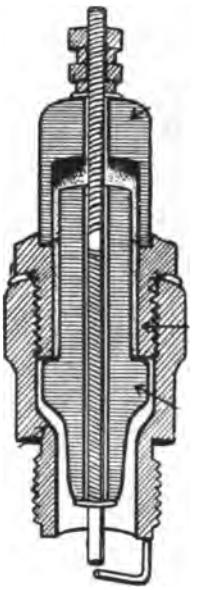
### Weaver New-Way Jack

The Weaver New-Way Jack is offered by the Weaver Mfg. Co., Springfield, Ill., as a handy means of shifting cars or trucks about quickly. Owing to the fact the overall length of the jack is only 40 inches, it is easily manipulated in cramped quarters. An advantageous and distinguishing feature of the jack is the fact that the wheels pivot and are guided and controlled by the handle. The leverage is such that one man can lift 5,000 lb. with ease, it is stated.



### Tipco Spark Plug

Special features are incorporated in the Tipco spark plug, manufactured by the Ignition Plug Co., Louis, ville, Ky. Two porcelain insulators are used, one external and one internal. The external insulating cap protects the main insulator from the outside air, saving it from extreme temperature changes, it is claimed. The internal insulator is cemented into a collar nut. This collar nut has an external thread and screws into the main shell. A metal to metal joint between the collar nut and shell with a washer in between ensures a gas-tight fit. The advantage of this construction is that there is no donger of cracking the porcelain when replacing it after cleaning as screwing the nut down hard throws no strain on it.



### Johnson's Valve Grinding Compound

Johnson's valve grinding compound is one of the latest offerings of S. C. Johnson & Son, Racine, Wis. It is a uniform mixture for removing pits and foreign substance from the valves and a special feature claimed for it is that it will not gum and stop cutting, so that it is not necessary to lift the value up for wiping and another application as is usually the case. As it can be left on the valve throughout the grinding operation, considerable time is saved. The compound may also be used for lapping cylinders and general polishing. It is furnished in two-ounce boxes containing both course for roughing and fine for finishing.

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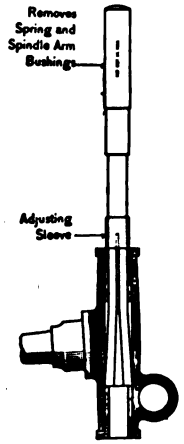
### Continental Engine Stand

,The Continental engine stand can be securely locked at any desired position or angle, and changed and locked as desired.

This permits the mechanic to place the engine in the position where he can obtain the best light and reach the part he is working on with the greatest ease. It is a universal stand and will handle all types of engines. The stand is made by the Continental Auto Parts Co., Kingstown, Ind.

### Mosco Bushing Remover

The Mosco Jiffy bushing remover, manufactured by the Motor Specialties Co., Waltham, Mass., is built to remove bushings from steering knuckles, spindle arms and springs in the shortest possible time. It is fitted with a sleeve which keeps the split end of the tool compressed until properly located, when it is automatically released. The tool is made of steel, case hardened, and will fit the Ford, Dodge, Overland, Chevrolet, Maxwell, Saxon, Dort and all cars and trucks using ½-in. spindle bolts.




The accompanying illustration shows how the device is used in removing a bushing from the steering knuckle.

### Lee Knight Lens

The Lee Knight headlight lens is being placed on the market by the Lee Knight Lens Co., Rochester, N. Y. The lens is of the prism type and throws a broad wide light below the 42-inch dead line. When applying the lens the corrugated or prism surface goes on the inside and the mirrors on the outside. The mirrors stand straight up and down when locked in the headlight. The Sampson grip edge built in the lens holds it securely in place in the trame, thus keeping it from turning.

Harold C. Bement has been placed in charge of the electric furnaces at the new plant of the Onondaga Steel Co., Inc., Eastwood, N. Y. He was formerly melter foreman at the government arsenal at Watertown, Mass.

### Fords Buy Minority Stock

Exclusive ownership of the Ford automobile interests will pass into the hands of Henry Ford, his son, Edsel, and James Couzens, mayor of Detroit, and one of the pioneers in the Ford development, through a $75,000,000 transaction consummated in Detroit recently for purchase of minority stock holdings.

Edsel B. Ford, president of the Ford Motor Co., is purchaser of all of the minority stock in the company, with the exception of 2,180 shares held by Couzens.

Details of the sale, financed by a syndicate loan, were made public by Frank L. Klingensmith, vice-president and treasurer. Edsel Ford, previous to the sale, held 300 shares of Ford stock. There were 8,300 shares held by outside interests. Henry Ford owned 11,000 shares. Approximately $12,500 a share was paid for the minority holdings, as follows:

| | | |
|---|---|---|
| Horace H. Rackham | 1,000 shares, | $12,500,000 |
| John Dodge | 1,000 shares, | 12,500,000 |
| Horace Dodge | 1,000 shares, | 12,500,000 |
| John Anderson | 1,000 shares, | 12,500,000 |
| David Grey | 525 shares, | 6,562,500 |
| Paul Grey | 525 shares, | 6,562,500 |
| Phillip Grey | 525 shares, | 6,562,500 |
| Alice Kales | 525 shares, | 6,562,500 |
| Mrs. A. P. Hauss | 20 shares, | 250,000 |

Added to the price paid for the stock it is estimated that close to $17,000,000 will go to the government in excess profit taxes.

Acquisition of the minority interest stock is for the purpose of reorganizing the Ford Motor Co., although there is to be no change in the personnel of the officers and department heads.

Through the reorganization plan it is the ultimate desire to make the new company a co-operative one. That is, the employees of the firm would technicaly succeed the minority stockholders of the old company, as stockholders in the new corporation.

### Acme Motor Truck Employees Hold Picnic

The second annual picnic of the employees of the Acme Motor Truck Co., Cadillac, Mich., was held recently on the banks of Lake Mitchell, near Cadillac.

Families of the hundreds of employees gathered at a given point and were conveyed to the picnic grounds in Acme trucks. An old-fashioned, un-Hooverized picnic dinner was served on the grounds. Then came a full afternoon of water sports of many kinds, taken part in by Acme employees and executives, the winners of the various events being rewarded with cash prizes, candy, cigars and many other worth-while prizes, all provided by the company.

A feature of the day was the impromptu "police court," presided over by a judge, prosecuting attorney and the usual court room hangers. Acme employees by the score were arrested and brought before "His Honor," where fines were laid on the offenders in proportion to the seriousness of the offense, the money so raised being turned over to the manager of the Acme baseball team to defray expenses incidental to a ball team. This feature of the day provided much enjoyment and produced a substantial sum of money for the ball team.

Martin K. Whalen has joined the force of the International India Rubber Co., South Bend, Ind., as its southern representative. He has been acting as special representative for the Century Plainfield Tire Co.

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### Training a Boon to Many Concerns

The practical value of industrial education in manufacturing plants finds abundant evidence in a bulletin entitled, "How Training Departments Have Bettered Production," which has just been issued by the U. S. Training Service. This publication contains a symposium of experiences in seventeen American factory training departments, together with valuable suggestions as to how to carry on instruction. A variety of industries are represented among the concerns listed. In each case an attempt has been made to indicate just the manner in which training has been applied, the approximate length of training, the benefits derived, the cost, etc. Among the concerns whose experience is recorded are a manufacturer of electric machines, adding machine makers, and photographic supply company, a large tool works, an automobile motor builder, a large electric machine plant, a maker of gear cutting machinery, manufacturer of farm implements, and gun-making plant.

The pamphlet shows that each concern employed practical production men, possessing ability as instructors, to study the various operations performed in the plant and determine just how each one should be taught. In most cases a separate room was set aside for the training department in which representative machines were installed. On these machines selected workers are trained.

Reports show that on the average the learning time is approximately one-half that ordinarily required for "breaking in" an employee by the old haphazard method. In some cases the training work here discussed was instituted during the war where the emergency required that special attention be given to training new employees. In other plants, however, training was adapted to more normal times and was maintained to upgrade old employees, as well as to "break in" new employees.

The Training Service considers that under normal conditions helping old employees is the chief task for a training department. The concluding pages of the pamphlet are devoted to a plan for organizing a training department and indicate in detail what should be taught and how to teach it. This bulletin is one of a series which has been published by the U. S. Training Service for free distribution. All requests should be addressed, U. S. Training Service, care of Department of Labor, Washington, D. C.

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### Murray Sees Bright Future for Truck Business

Developments of the day all point to a splendid increase in the motor truck manufacturing business. Arthur T. Murray, president of the Bethlehem Motors Corp., is an optimist at all times when contemplating the future of the industry, but has never been more optimistic than at present. In discussing the future, Mr. Murray says:

"Spending a half-billion dollars in good roads within the coming year will benefit the manufacturer of commercial cars more than any other class of manufacturer in the automotive field. Spending a billion-and-one-quarter in road building within the next few years will bring this industry to a point hardly contemplated by even the most optimistic today. The latter amount is in sight of Federal aid, state aid and from other sources, and road work will go on uninterrupted now.

"The motor truck business has grown amazingly, of course, but its start has been small as compared to what the future has in store. With trunk lines completed criss-crossing America, and providing first-class highways from large city to large city, and with such 'trunks' crossing every state of the Union, there will be provided an opportunity for the development of a great national system of truck deliveries of merchandise.

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### New Phase of Industrial Education Portrayde

An intimate glimpse of a new phase of industrial education possession far-reaching possibilities for American industry is contained in an illustrated bulletin recently issued by the U. S. Training Service of the Department of Labor, under the title, "Efficient Training in a Large Plant." The system of imparting trade knowledge and skill to industrial workers set forth in these pages, is in operation in an Eastern plant employing at times as many as 10,000 persons. This department has trained beginners so that they learn the right way of performing their task in about half the itme ordinarily required for "breaking in.". Today more than 350 plants have training departments similar in principle to this one.

To any person alive to the social problems so acute in these days, this form of practical education will be a source of much interest. The booklet recites the steps taken in training employees in this plant. The first is the giving of a lecture interpreting the spirit of the plant to the workers, explaining the purposes of the training courses, giving knowledge of safety regulations, etc. Following the address the employees are divided into groups of five or six each under an instructor, and assigned to the 80 machines, which constitute the equipment of the training department. The instructors are provided with mimeographed sheets which indicate in detail the steps to be taken in teaching the operation of the different machines. To train the workers requires a few days or weeks, according to the work being taught.

Of equal importance with the training of beginners is the upgrading of old employees that their work may be raised to standard or that they may be fitted for promotion.

This booklet is one of a series dealing with various phases of industrial training which will be sent free to any address. Requests should be sent to the U. S. Training Service of the Department of Labor, Washington, D. C.

Fred W. Thomas has opened an office in Cleveland, Ohio, as consulting engineer. He was formerly chief engineer of the Olympian Motors Co., Pontiac, Mich.

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Capt. Wakeman Hackett, recently released after 20 months in service, has become associated with the Oshkosh Motor Truck Mfg. Co., Oshkosh Wis., as factory representative covering the Middle West.

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H. H. Lotz, for many years with Lowe Bros. Co., has joined the sales force of the Hilo Varnish Corp. He will cover southern Ohio, with headquarters at Dayton.

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William J. Lane, for six years purchasing agent of the Maxwell Motor Co., Detroit, has resigned and is now associated with the selling force of the Trumbull Steel Co., with offices in Detroit.

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# THE ELECTRIC STORAGE BATTERY CO.

The Giant Battery Backed By 31 Years of Specialized Experience.

## The "Exide" Starting & Lighting Battery

"The Giant that Lives in a Box"

is the battery known as the "giant that lives in a box." It has earned this title by its mighty performances in providing real "punch and pep" to automobile starting and lighting all over the country. Ever since the first starting-crank was consigned to the tool box it has been giving motorists a power service that is **right.** From positive plate to case handles it is a quality product—one that you can be proud to sell—one that you can unqualifiedly recommend.

## THE ELECTRIC STORAGE BATTERY CO.

**The largest maker of storage batteries in the world.**

**1888 PHILADELPHIA, PA. 1919**

**New York Boston Chicago Pittsburgh Washington Minneapolis Denver Kansas City San Francisco Detroit St. Louis Rochester Cleveland Atlanta**

**Special Canadian Representatives—Charles E. Goad Engineering Co., 105 Bond Street, Toronto**

***Batteries are made by this Company for every storage battery purpose***

# THE ELECTRIC STORAGE BATTERY CO.


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# Storage Battery Replacements, Lighting System, Headlight Lens, Spark Plug, Piston Ring, Brake Lining and Electric Lamp Data for all Cars 1912 to 1919

## REVISED MONTHLY

**HOW TO USE THIS TABLE.**—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired; turn to price list of storage batteries, look for the serial number, which will give you a description of the battery with the price, F.O.B. Home Office.
**BASE CONTACT**—D. C. means Double Contact; S. C. means Single Contact.

| | Year | Model | Electrical System | STORAGE BATTERIES: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | LAMPS: Maeda Numbers: Base Contact | Head | Side | Rear | Instrument | LENSES: Headlight: Opening in Rim | Headlight: Outside Diameter | Plug: Size of Spark | BRAKE LINING*: Internal: Width | Internal: Thickness | Internal: Length | External: Width | External: Thickness | External: Length | EXHAUST PIPE: Outside Diameter | PISTON RINGS: Bore | Piston Rings: Width of Groove | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detroit | 1913-14 | 34-40,L,P,K,L | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1373 | 1639 | 1132 | 429 | 2 | 1520 | DC | 166 | 82 | 64 | 64 | | | 5/16 | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-50, E | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 5/16 | | | | | | | 4 1/8 | 1/4 | |
| | 1915 | S Roadster | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | | | | | | | | 5/16 | | | | | | | | | |
| | 1915 | S Touring | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1393 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | | | 5/16 | | | | | | | 3 | 5/16 | |
| | 1916 | 8-80 | A-L | 621 | 512 | 317 | 699 | 888 | 987 | 1319 | 1627 | 1214 | 430 | 3 | 1506 | | | | | | 9 | 10 3/4 | 5/16 | 2 1/4 | 3/8 | 50 | 2 1/4 | 3/8 | 54 | 1 1/2 | 3 1/8 | 1/4 | |
| | 1916-17 | 6-44 | Remy | 598 | 508 | 317 | 821 | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | SC | 171 | 81 | 63 | 63 | 8 1/2 | 9 3/8 | 5/16 | 1 1/4 | 3/8 | 36 | 2 | 3/8 | 36 | 2 | 3 1/8 | 5/16 | |
| | 1918 | 6-44 | Remy | | | | 717 | | 1069 | | 1641 | | | 4 | 1504 | | 125 | 81 | 63 | | | 9 1/2 | | 1 1/4 | 3/8 | 36 | 2 | 3/8 | 36 | 2 1/4 | | | |
| | 1918 | | | | | | | | | | | | | 10 | | SC | | | | | | | | | | | | | | 2 1/8 | | | |
| | 1918 | 1 ton | | | | | | | | | | | | | 1504 | | | | | | | | 5/16 | | | | | | | 2 1/4 | | | 5203-5367 |
| | 1918 | 2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 5/16 | | | | | | | 2 1/4 | | | 1503-1917 |
| | 1918 | 3 1/2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 5/16 | | | | | | | 2 1/2 | | | 8079-8212 |
| Lancia | 1914-15-16 | 35 H-P, A & B | Rush | 576 | 526 | | 705 | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 9 1/4 | | | | | | | | | | |
| | 1917 | 35 H-P, A & B | Rush | 655 | | 337 | | 841 | 1004 | | | 1154 | 385 | 5 | 1533 | | | | | | | 9 1/4 | | | | | | | | 4 1/8 | 1/4 | |
| | 1915 | 6-50, 6-60 | | | | | | | | | | | | | | | 170 | 84 | 64 | 64 | | | | | | | | | | | | |
| | 1913 | 11 | G & D | | | 282 | | 886 | 1117 | | | | | | | DC | | | | | | | 5/16 | | | | | | | 2 1/4 | 4 1/8 | 1/4 | |
| | 1919 | A | | | | | | | | | | | | | | | | | | | | | 5/16 | 2 | | | 2 | | | 2 | 3 1/8 | | |
| | 1913-14 | 40, 37 | A-L | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | 8 1/4 | 7/8 L | 5/16 | 3/8 | 36 | 1 3/4 | 3/8 | 36 | | 3 1/8 | 1/4 | 2000-2753 |
| | 1914-15 | 38, 40 | A-L | 616 | 523 | 289 | 703 | | 1034 | 1353 | | 1210 | 425 | | | | 166 | 82 | 64 | 64 | 8 1/4 | 9 1/2 | 5/16 | | | | | | | | 3 1/8 | 1/4 | |
| | 1915-16 | 33, 34, 35, 37 | West | 611 | 518 | 287 | 299 | 888 | 1029 | 1319 | 1635 | 1205 | 420 | 6 | 1508 | SC | 166 | 82 | 64 | 64 | | 9 1/2 | 5/16 | 1 3/4 | 3/8 | 36 | 1 3/4 | 3/8 | 36 | 1 3/4 | 3 1/8 | 1/4 | 3499-5233 |
| | 1917 | 37 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 8 1/2 | 9 1/2 | 5/16 | 1 3/4 | 3/8 | 36 | 1 3/4 | 3/8 | 36 | 1 3/4 | 3 1/8 | 1/4 | 600 -16000 |
| | 1916 | 36 | Remy | | 518 | | | | 996 | | | 1146 | 362 | | | | | | | | | 9 1/2 | 5/16 | | | | | | | | | | |
| | 1918 | 41 | A-L | | 512 | | 697 | 886 | 987 | 1332 | 1627 | | 362 | | 1510 | DC | 125 | 81 | 63 | 63 | | 9 5/8 | 5/16 | 1 3/4 | 3/8 | 34 3/4 | 2 | 3/8 | 34 3/4 | 1 3/4 | | | 18000 up |
| | 1915 | 4-27 | Remy | 650 | | 332 | | 839 | | 1399 | | 1248 | | 8 | 1593 | | | | | | | 8 3/4 | M | 1 3/4 | 3/8 | 27 3/4 | 1 3/4 | 3/8 | 28 3/8 | | 3 1/8 | 3/8 | |
| | 1916 | C | Remy | 650 | 533 | 331 | 748 | 839 | 987 | 1397 | | 1247 | 493 | 9 | 1593 | | | | | | | 8 3/8 | 7/8 T | 1 3/4 | 3/8 | 27 3/4 | 1 3/4 | 3/8 | 28 3/8 | | | | |
| | 1917 | E-17, F-17 | Al-Ch | 598 | | 317 | | 829 | 1063 | 1308 | | 1160 | 458 | 4 | 1504 | DC | 168 | 82 | 64 | 64 | | 8 3/4 | 5/16 | | | | | | | | 3 1/8 | 3/8 | |
| | 1913-14 | 50 | Peru | | 512 | 344 | | 924 | 1020 | | | 1280 | | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 5/16 | | | | | | | | 4 | 1/4 | |
| | 1913-14 | Scout | Disco | 641 | | 335 | | 912 | 1014 | 1403 | | 1238 | 396 | 11 | | DC | 166 | 82 | 64 | 64 | | | 5/16 | | | | | | | 1 1/4 | | | |
| | 1913-14 | 30 | El-L | | 526 | 322 | | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 5/16 | | | | | | | | 3 | 1/8 | 1-250 |
| | 1916-17 | A-Series I | G & D | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | | 9 | 5/16 | 2 | 5/16 | 14 | 2 | 5/16 | 15 | 1 3/4 | | | 250-800 |
| | 1918 | 30 | | | | | 719 | 831 | 1073 | 1339 | | | 28 | 28 | | | 165 | | 61 | 62 | 9 | 9 1/2 | 5/16 | 2 | 5/16 | 14 | 2 | 5/16 | 15 | 2 1/4 | 3 1/8 | 1/8 | |
| | 1919 | | West | | | | | | | 1338 | | | | | | SC | | | | | 9 | 9 3/8 | 5/16 | 2 | 5/16 | 44 | 2 | 5/16 | 45 | 2 1/4 | 3 1/8 | 1/8 | |
| | 1913-14-15-16 | | G & D | 632 | 527 | 323 | 715 | 902 | 1108 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | | | |
| | 1914-15 | 20 | West | 632 | | 323 | 747 | 886 | 1051 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | 6 3/4 | 5/16 | |
| | 1916-17 | 19 | West | 672 | | 299 | | 981 | | | | 1276 | 445 | 15 | 1554 | | | | | | | | | | | | | | | | | | |
| | 1917 | | West | 632 | | 284 | | 902 | 1108 | | | 1225 | 414 | | | | | | | | | | | | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-45 | G & D | 628 | | | | 900 | 1117 | | | 1223 | 411 | 16 | 1522 | DC | 170 | 82 | 64 | 64 | | | 5/16 | | | | | | | 2 | 4 1/8 | 1/4 | |
| | 1913-14-15 | | G & D | 627 | 516 | | 713 | 900 | 1105 | | | 1222 | 410 | 17 | 1522 | | | | | | | | 5/16 | | | | | | | 2 | 3 3/8 | 5/16 | |
| | 1914 | | | 573 | 520 | | | 892 | 996 | | | 1145 | 374 | 18 | 1512 | DC | | | | | | | M | | | | | | | | 3 3/8 | 5/16 | |
| | 1916 | K, EK | Bosch | 625 | | 294 | | 899 | 1041 | | | 1221 | | 19 | 1521 | | | | | | | | 5/16 | | | | | | | | 3 1/8 | 5/16 | |
| | 1917 | Road., Tour | Bosch | 653 | | 333 | | 839 | | | | 1252 | 498 | 20 | 1531 | | 175 | 89 | 89 | 89 | | | 5/16 | | | | | | | | 3 3/4 | 5/16 | |
| | 1916-17 | 200A-300A | West | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | | (spot | | | | 9 1/2 | 5/16 | 2 1/2 | 5/16 | 47 1/2 | | | | | | | 1000-550 |
| | 1916-17 | AEC6-60 | Jesco | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1518 | | 129 | (light | 63 | 65 | | | | | | | | | | | 4 1/8 | 1/4 | 5500-7800 |
| | 1914 | 4-45, 4-55 | Bijur | 572 | 516 | 305 | | 892 | 1104 | 1355 | 1629 | 1146 | 410 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | 5/16 | 1 5/8 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 4 1/8 | 1/4 | 8000-8500 |
| | 1914 | 6-60, 6-45 | Bijur | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 5/16 | 1 5/8 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | | 4 | 1/4 | 8500-1200 |
| | 1915 | 4-40, 6-48 | West | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 10 | 5/16 | 1 5/8 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 3 3/8 | 1/4 | 12000-1300 |
| | 1916 | All | Bijur | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | 9 | 9 1/2 | 5/16 | 1 5/8 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 3 1/8 | 1/4 | 13000-18000 |
| | 1917 | 6-17, 8-17 | Bijur | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 8 | 5/16 L | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 1/16 | 2 1/4 | 3 3/8 | 5/16 | 17000-19000 |
| | 1918 | All | Bijur | | 508 | | | 829 | 1309 | | | | 450 | | 1504 | | 168 | | 64 | 64 | | | 5/16 | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 1/16 | 1 5/8 | 3 1/4 | 5/16 | 00 |
| | 1917 | 1, 2, 3, 4 | Disco | 565 | | 327 | | 883 | | | | 1294 | 360 | 23 | | | 168 | | 64 | 64 | | | 1/2 | | | | | | | 1 5/8 | | | |
| | 1918 | 25 | Bijur | | | | 819 | | | | | | | | | | 168 | | 64 | 64 | 8 1/4 | 7 3/4 | 7/16 | 2 | 3/8 | 16 | 2 1/4 | 3/8 | 19 1/16 | 1 1/2 | 3 1/4 | 5/16 | 1900 up |
| | 1919 | 8-19 | Bijur | | | | | | 1309 | | | | 450 | | | SC | | | | | 8 1/4 | 7 3/4 | 5/16 | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 1/16 | 1 3/4 | 3 1/4 | 5/16 | |
| | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 82 | 82 | | | | | | | | | | | 4 1/8 | 1/4 | 126-155 |
| Lyons | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | 64 | | | | | | | | | | | 2 | | 0 |
| | 1917 | 1-2, 3-4 | | | | | | | | | | | | | 1501 | | | | | | | | | | | | | | | | | | |
| | 1918 | 18 | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916 | All Models | Disco | | | | | | | | | 1230 | | | | | | | | | 8 | 9 | 1/2 | 1 | 3/8 | 16 | 1 3/4 | 1/2 | 23 1/2 | 1 3/4 | 3 1/4 | 5/16 | 18001 up |
| | 1916 | HW, KW | | 566 | | | | 886 | 1003 | | | 1293 | | 7 | 1506 | | | | | | | | 5/16 | 3 1/2 | 1/4 | 13 1/2 | | | | 2 1/2 | 4 1/8 | 5/16 | 800-1000 |
| | 1918 | KW 2 & 3 1/2 ton | Remy | | | | 697 | | | | | | | 21 | 1518 | | | | | | | | 5/16 | 3 1/2 | 1/4 | 11 3/4 | 3 1/4 | 1/4 | 13 | 2 1/2 | 4 1/8 | 5/16 | 1100-1300 |
| | 1916 | 6 R, 6 C, 6 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 5/16 | 2004-4028 |
| | 1917 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 5/16 | 4029-4398 |
| | 1918 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 5/16 | 4501 up |
| | 1914 | 4-41, 6-46, 34L | Remy | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1627 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 1/4 | 3 1/4 | 1/4 | |
| | 1914 | 4-40 | West | 566 | 526 | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 1/4 | 4 1/8 | 1/4 | |
| | 1914-15 | 4-40, 6-40 | Remy | 577 | 526 | 321 | 697 | 896 | 1003 | 1323 | 1631 | 1152 | 382 | 21 | 1518 | DC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 1/4 | 3 1/8 | 5/16 | |
| | 1915 | 6-40 | Remy | 583 | 508 | 321 | 822 | 963 | 1074 | 1303 | 1641 | 1138 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 1/4 | 3 1/8 | 5/16 | |
| | 1916 | 6-40A | Delco | 589 | 514 | 320 | 822 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 5/16 | 1 3/4 | 3/8 | 39 | 2 | 3/8 | 40 3/4 | 2 1/4 | 3 1/8 | 5/16 | |
| | 1916 | 6-38, 6-38 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1631 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 5/16 | | | | | | | 2 1/4 | 3 1/8 | 5/16 | |
| | 1917 | 6-39 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 5/16 | | | | | | | 2 | 3 1/8 | 5/16 | |
| | 1917 | 6-44 | Delco | 589 | 514 | 320 | 719 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 5/16 | | | | | | | 2 | 3 1/8 | 5/16 | |
| | 1917 | 4-39 | Remy | | 508 | | | | 1061 | | | | 454 | | 1504 | | | | | | 9 | 10 | 5/16 | | | | | | | 2 | | | |
| | 1918 | 6-44 | Delco | | 508 | | 719 | 831 | | 1337 | | | | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 8 5/8 | 9 1/2 | | | | | | | | 2 | 3 1/8 | 5/16 | |
| | 1918 | 6-39B | Remy | | 508 | | 717 | | | 1309 | 1641 | | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | 8 5/8 | 9 1/2 | 5/16 | 1 3/4 | 5/16 | 42 1/2 | 2 | 5/16 | 44 | 2 | 3 1/4 | 5/16 | |
| | 1919 | 6-39 H & K | | | | | | | | | | | | | | SC | 165 | | | | 8 1/2 | 9 1/2 | 5/16 | 1 3/4 | 5/16 | 40 | 2 | 5/16 | 42 1/2 | 2 1/4 | | | |

‡ Conical Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufactures on account of quantity buying.

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# Champion Dependable Spark Plugs

## Champion Dependability Has No Substitute

THE heavy demand for Champion *dependability* made and keeps Champion Spark Plug *production* the largest in the world.

Champion Spark Plugs have kept pace with spark plug requirements that are daily more exacting and varied.

The history of perfecting the internal combustion engine to its present high efficiency is paralleled by the remarkable record of Champion advancement in spark plug reliability, endurance and certainty of performance.

The greater resisting power of our famous number 3450 Insulator to temperature changes, shocks and vibration, together with our patented asbestos gasket construction, are a few of the reasons for Champion dependability.

The world-wide reputation of the Champion Spark Plug Company's engineering and experimental laboratories has long been depended upon by many manufacturers of gasoline motors for the solution of their spark plug problems.

There is a Champion Spark Plug specially designed for every type of engine. Make sure the name "Champion" is on the insulator as well as the world trade mark on the box.

Now is the time for dealers to make sure their stock of Champion Spark Plugs is complete. Go over *your* stock today.

**Champion Spark Plug Company**
**Toledo, Ohio**

*Champion Spark Plug Co., of Canada, Limited,*
*Windsor, Ontario*

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| Car | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| a | 1914 | 77 | Leece N. | 576 | 526 | 323 | | 886 | 1004 | 1380 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | 4½ | ¼ | |
| | 1914-15 | 77, 66 | West. | 577 | 526 | 322 | | 896 | 1003 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | 4½ | ¼ | 1400-6075 |
| | 1915-16 | *48-66, †36-66 | West. | 621 | 529 | 292 | | 898 | 1037 | 1374 | | 1215 | 430 | 3 | 1512 | DC | Spec | | 63 | 63 | | | ⅞ | 3 | ⅜ | 50 | re | rw | hee | 3 | 4½ | ⅜ | F 012-F 1645 |
| | 1917-18 | Highway King | | | | | | | | | 1645 | | | | 1512 | SC | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | 3 | ¼ | 42 | | 2⅞ | ⅜ | |
| | 1919 | Highway | Delco | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | | ¼ | 42 | | 2⅞ | ⅜ | 2492-2863 |
| mr | 1919 | XXI-F | | | | | | | | | | | | | | | | | | | 8 | 7⅝ | ⅞ | 2½ | 1/32 | 52 | 2½ | 1/32 | 65 | 1¾ | 4¾ | ⅜ | |
| Co. | | | | | | | | | 987 | | | | | | | | | | | | | | ⅞ | 2½ | ¼ | 14 | 2½ | ⅛ ⅜ | 16 | | | | 1-1069 |
| | | | | | | | | | | | | | | | | | | | | | 8½ | 9½ | | 1⅛ | ⅜ | 27½ | 1⅛ | | 31⅛ | | | | |
| | 1918 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1919 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | 1/32 | 24 | 2 | 1/32 | 28 | 2½ | | | |
| | 1916 | A-16 | Disco | 566 | 533 | 331 | 728 | 886 | 1009 | 1389 | | 1293 | 380 | 7 | 1527 | SC | | | | | | 9½ | | 1¼ | 1/32 | 24 | 2 | 1/32 | 28 | 2½ | | | 1082 up |
| | 1916 | | | | | | | | | | | | | | 1527 | | 175 | 67 | 67 | 67 | | 9½ | | | | | | | | | 3¼ | ¼ | |
| | 1917 | A-17 | G & D | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | | | | | | | | | 1⅛ | 3½ | ¼ | |
| | 1918 | 18 | | | | | 697 | | | | | | 458 | | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | | | | | | | 1¾ | 3¾ | ¼ | |
| m | 1914 | | | 573 | 520 | | | 895 | 997 | | | 1145 | 374 | 18 | 1512 | | | | | | | | | | | | | | | | | | |
| lr | 1917 | 17 | West. | 592 | 514 | 319 | | 831 | 1073 | | | 1189 | 479 | 28 | 1510 | | | | | | | | | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1918 | 17 | | | | | 719 | | | | | | 480 | | | | | | | | | 9¼ | | 2 | ⅜ | 44 | 2½ | ⅜ | 43 | 2¼ | | | |
| a | 1912-14 | | | | | | | 926 | 1052 | | | | | | | | | | | | | | | Ba | se | | | | | | | | |
| mr | 1915-16 | | | | | | | 892 | | | | 1146 | | | | | 169 | 81 | 63 | 64 | | 9⅜ | | 1⅛ | ⅜ | 36 | 2 | ⅜ | 43 | | | | |
| ham | 1918 | D-2 & E-3ton | G & D | | | | | 831 | | | | | | | | | 129 | 81 | 63 | 64 | 8½ | | | 1¼ | | 28 | 2½ | | 11¼ | 2 | [illegible] | [illegible] | 1001-6000 |
| | 1919 | D, E, F | G & D | | | | | | | | | | | | | SC | | | | | 7½ | 8½ | ⅞ | 2 | ⅜ | 50¼ | 3 | ⅜ | 51⅞ | 2 | 4 | ¼ | |
| l | 1916 | C & D | G & D | | | 324 | | | 987 | 1365 | | | | 29 | | SC | | | | | | | | | | | | | | 2¼ | | | |
| | 1916-17 | D | G & D | 594 | 515 | 324 | | 832 | 1118 | 1365 | | 1172 | 480 | 29 | 1511 | SC | 165-81 | | 63 | 64 | | | | | | | | | | 2¼ | | | |
| | 1917 | D&H Ser. 1917 | | | | | | | | | | | | | 1505 | | | | | | | | | | | | | | | | | | |
| | 1918 | D | | | | | 720 | | | | | | | | | | 165 | | 63 | 63 | | 9⅜ | | | | | | | | 2¼ | | | |
| | 1917 | 4 tons, 4 road | | | | | | | | | | | | | | | 175 | | 67 | 67 | | 9⅝ | | | | | | | | | | | |
| | 1917 | "6 D" Tour. | | | | | | | | | | | | | | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | ⅜ | |
| | 1918 | Super 4 | | | | | | | | | | | | | | | 123 | 81 | 63 | 63 | | | | | | | | | | | 3⅛ | ⅜ | |
| | 1918 | | | | | | | 956 | | | | | | | | | | | | | | 9 | | | | | | | | | | | |
| tic Tr.) avis | 1916-17 | 16 & 17 | G & D | 566 | 514 | 317 | | 979 | 987 | 1323 | | 1134 | 370 | 30 | 1506 | SC | | | | | | | | | | | | | | 2 | 3¼ | ⅜ | |
| | 1918 | 18A & B | | | | | 697 | | | | | | | 30 | | | | | | | | | | | | | | | | 2¼ | 3¼ | ⅜ | |
| g Gr. Co. | 1915-16 | | | | | | | 894 | | | | 1146 | | | | | | | | | | 9⅜ | | | | | | | | | | | |
| r | 1916-17 | 41 | U. S. L. | 658 | 542 | 340 | | 964 | 1100 | 1412 | | 1262 | 505 | 31 | 1519 | SC | 143 | 83 | 63 | 64 | | | | 1¼ | ⅜ | 11½ | 2 | ¼ | 18 | 2½ | 4 | ¼ | |
| | 1918 | | | | | | 752 | | | | | | | 31 | 1539 | | 143 | 83 | 63 | 64 | | | | | | | | | | 2½ | 4 | ¼ | |
| Detroit | 1915-16 | C, C-5 | | | | | | | | | | | | | | | 166-82 | | 64 | 84 | 7½ | 8½ | | 1¼ | ⅜ | 23⅜ | 1¼ | ⅜ | 34⅜ | | | | |
| | 1918 | H | | | | | | | | | | | | | | SC DC | | | | | 7½ | 8½ 8½ 7½ | M | | | | | | | 2¼ | 3¼ | ¼ | |
| | 1914-15 | 14 & 15 | Apelco | 636 | 533 | 331 | 728 | 908 | 1009 | 1389 | 1653 | 1230 | 380 | 32 | 1527 | | | | | | | | | | | | 1¼ | ⅜ | 35 | 1⅛ | | | B 101 to B 4800 |
| | 1915 | 15 | Split'f | 663 | 533 | 295 | 728 | 910 | 1043 | 1389 | 1667 | 1265 | 437 | 33 | 1529 | SC | 167 | 67 | 67 | | 7 | 8 | | 1⅛ | ⅜ | 27⅝ | 1⅛ | ⅜ | 27⅝ | 1½ | 3½ | ¼ | 5001 to 8750 |
| | 1916 | 4-38, 8-38 | Apelco | 634 | 534 | 307 | 728 | 908 | 1012 | 1394 | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | | 64 | 64 | | | | 2 | ⅜ | 10 | 1½ | ⅜ | 27⅝ | 1½ | 3 1/16 | ⅜ | 15001 to 22213 |
| | 1917 | 4-34 | Apelco | 570 | 513 | 325 | 698 | 887 | | 1331 | 1644 | 1144 | 466 | 35 | 1507 | DC | 125 | | 63 | 64 | | | | 1½ | 1/32 | 27¾ | 1½ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅜ | |
| | 1918 | 24 | | | | 513 | | | | 1331 | | 1141 | 478 | | 1507 | SC | 129 | | 63 | 64 | | | | 1 | 1/32 | 27⅝ | 1½ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅜ | 22214 to 31003 |
| | 1918 | T-24 | | | | 513 | | | | | | 1141 | 478 | | | SC | | | | | 8 | 10 | | 1¾ | ¼ | 30 | 2 | ¼ | 39 | 1¾ | | | 31004 |
| | 1919 | 4-24 | | | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1½ | 1/32 | 27⅝ | 1¼ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅜ | |
| le-Atlas | 1915-16 | | | 635 | 533 | | 785 | 908 | 1009 | | | 1232 | | 36 | 1504 | | | | | | | | | | | | | | | | | | |
| ty | 1914-15-16 | | Dyneto | 576 | 526 | 322 | 705 | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | 7⅝ | | | | | | | | 2⅝ | | | |
| | 1918 | | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | | | | |
| L | 1913 | | | | | | | 924 | | | | | | | | | | | | | | 7⅝ | L | 1⅛ | ⅜ | 40⅜ | 1⅛ | ⅜ | 52⅞ | | 4½ | ¼ | |
| | 1914 | | | | | | | 892 | | | | | | | | | | | | | 7½ | 8⅝ | L | 1⅛ | ⅜ | 35 | 1⅛ | ⅜ | 37⅞ | | 3¼ | ⅜ | |
| | 1917 | 50 Ser 700 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| | 1914 | B-24, 25, 36, 37, 54, 55 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 37 | 1507 | SC | 165 165 | 81 | 63 63 | 63 | 8½ | 9¾ | L | 1⅛ | ⅜ | 46½ | 2⅜ | ⅜ | 49⅜ | | 3¼ | ⅜ | |
| | 1915 | C-24, C-25 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 38 | 1507 | SC | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| | 1915 | C-36, 37, 54, 55 & C4 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | | | | | 7½ | 8½ | L | 1⅛ | ⅜ | 35 | 1⅛ | ⅜ | 38½ | 2¼ | 3¼ | ⅜ | |
| | 1916 | D-44, 45, 46, 4 | Delco | 598 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | | | | | | 9½ | L | 1⅛ | ⅜ | 46½ | 2⅜ | ⅜ | 49⅜ | 1⅜ | 3¼ | ⅜ | |
| | 1916 | D-54, 55 | Delco | 601 | 519 | 320 | 822 | 965 | 1075 | 1367 | 1641 | 1179 | 507 | 41 | 1510 | SC | 167 165-81 | | 63 63 | 63 63 | 6¾ | 8 | L | 2 1⅝ | ⅜ 3/16 | 46½ | 2 2⅜ | ⅜ 3/16 | 49⅝ | 2¼ | 3¼ | ⅜ | |
| | 1917 | All Models | Delco | 600 | 508 | 315 | 821 | 967 | 1061 | 1345 | 1641 | 1162 | 467 | 42 | 1504 | SC | 169 165-81 | | 63 63 | 63 63 | 8½ | 9¼ 9¼ | | 2½ | ⅜ | 50 | 2½ | ⅜ | 54 | 2¼ | 3¼ | ⅜ | |
| | 1918 | D-34, 35, 37, E-49 | Delco | | 514 | 315 | 821 | 965 | 1061 | 1345 | 1641 | | 467 | 42 | 1504 | | 125-81 | | 63 | 63 | 8½ 8½ | 9¼ 9¼ | | 2½ | ⅜ | 50 | 2½ | ⅜ | 54 | 1¾ | 3¾ | ⅜ | |
| | 1919 | A, D | Dyneto | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅜ | 40 | 2 | 1/32 | 36 | 2⅜ | 3⅜ | ⅜ | |
| | 1913 | 1913 | Delco | 629 | 528 | 353 | 794 | 971 | 1110 | 1372 | | 1228 | 416 | 44 | 1526 | DC | | | | | 8¾ | 9¼ | | 2½ | ⅜ | 49 | 2½ | ⅜ | 53½ | 1⅜ | 4½ | ¼ | 7500-900, 18 |
| | 1914-15-16 | All Models | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 15 | SC | 167 | Spec | 61 | 61 | | | | 2½ | 3/16 | 51 | 2½ | 3/16 | 53 | 1¾ | 3⅛ 3⅛ | 3/16 3/16 | 91005-99999-A 1-A 38003 |
| | 1917 | All Models | Delco | 626 | 532 | 300 | 793 | 969 | 1119 | 1350 | 1640 | 1219 | 434 | 46 | 1521 | SC | 167 | Spec | 61 | 61 | 7 | 8 | ⅞ | 1¾ | ⅜ | 35⅜ | 1¾ | ⅜ | 36¼ | 1¾ | | | 55-A-1 to 555-2 |
| | 1918 | Type 57 | | | 532 | 300 | 793 | 969 | | 1350 | 1640 | | | 46 | 1521 | SC | 167 | 81 | 61 | 61 | | | S | | | | | | | 1¾ | | | 57-A-1 to 57-Z-1000 |
| | 1919 | Type 57 | Delco | | | | | | | | | | | | | SC | | | | | 8¾ | 9¼ | ⅞ | 2½ | ⅜ | 51 | 2½ | ⅜ | 54 | | 3⅛ | | 57AA-1 up |
| Truck | 1916-17 | 1 ton series B F | G & D | | | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | S | 1⅝ | ⅜ | 36⅛ | 1⅝ | ⅜ | 30⅛ | | | | |
| l | 1918 | "Four" | | | | | | | | | | | 467 | 61 | 1504 | SC | | | | | | | S | 1⅜ | ⅜ | 35 | 1⅜ | ⅜ | 37½ | | 3¼ | ⅜ | |
| r | 1912-13-14 | | | | | 282 | | | 1117 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1913-14 | 5 | Jesco | 677 | 557 | 345 | 756 | 924 | 1021 | 1419 | | 1281 | 407 | 47 | 1557 | DC | 166 | 82 | 82 | 64 | | | | 1⅛ | ⅜ | 41¼ | 1⅛ | ⅜ | 42⅞ | | 4⅛ | ⅜ | |
| | 1914-15 | 7 & 9 | Delco | 589 | 514 | 321 | 788 | 831 | 1074 | 1332 | 1635 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 61 | 61 | | | | | | | | | | | 3½ | ¼ | |
| | 1914 | O, S, M-35 | West. | 622 | 523 | 289 | 705 | 886 | 1035 | 1375 | 1637 | 1211 | 426 | 48 | 1520 | SC | 167 | 51 | 81 | 63 | 7½ | 8½ | | 1⅛ | ⅜ | 40½ | 1⅛ | ⅜ | 40⅜ | | 4¼ | ¼ | 22751-26333 |
| | 1914-15 | 13, 14 | West. | | 529 | 291 | 707 | 898 | 1039 | | 1639 | | 431 | | | | | | | | 7½ | 8½ | | 2 | ⅜ | 40⅝ | 2 | ⅜ | 44⅜ | | | | 26333 |
| | 1914-15 | R | West. | 613 | 518 | 286 | | 888 | 1031 | 1318 | 1635 | 1207 | 422 | 49 | 1508 | SC | 165 | 81 | 63 | 81 | 7¾ | 8¾ | | 1¾ | ⅜ | 40 | 2 | ⅜ | 45 | | 3¼ | ⅜ | |
| | 1916 | T | West. | 608 | 509 | 287 | 696 | 888 | 1027 | 1320 | 1633 | 1202 | 419 | 50 | 1502 | SC | 167 | 81 | 65 | 65 | | | | | | | | | | 2¼ | 3⅜ | ⅜ | 28341-31350 |
| | 1917 | T-17 | A-L | 566 | 512 | 317 | | 831 | 988 | 1327 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | 81 | 65 | 65 | | | M | | | | | | | 2¼ | 3⅜ | ⅜ | 31351-32354 |
| | 1918 | U | | | 508 | 317 | 697 | 886 | | 1327 | 1641 | | 467 | | 1510 | SC | 167 | 81 | 63 | 63 | | | M | | | | | | | 2¼ | 3¼ | ⅜ | 32355-34855 |
| | 1919 | U-19 | West. | | | | | | | 1340 | | | | | | SC | | | | | 8¾ | 9¾ | ⅞ | 1¾ | 1/32 | 40 | 2 | 1/32 | 45 | 2¼ | 3⅜ | ⅜ | 34856 up |
| k | 1913-14 | 19 | West. | 573 | 520 | 286 | 701 | 892 | 997 | | | 1145 | 374 | 52 | 1508 | SC | 169 | 81 | 81 | 63 | | | | | | | | | | | | | |
| | 1914 | | West. | 572 | 520 | 319 | | 892 | | | | | 373 | 22 | 1512 | | | | | | | | | 2 | ⅜ | 42 | 2 | ⅜ | 44 | | [illegible] | [illegible] | |
| | 1914-15-16 | 19 | West. | | | | 701 | 892 | 996 | | | 1146 | | 52 | 1508 | SC | 169 | 81 | 63 | 63 | | | | 2 | ⅜ | 42 | 2⅜ | | 44 | | [illegible] | [illegible] | |
| | 1916 | 21 | | | | | | 892 | 1009 | | | 1232 | | | | | | | | | 9 | 9½ | | 2 | ⅜ | 42 | 2⅜ | ⅜ | 44 | 2½ | [illegible] | | |
| o | 1912-14 | 17, 18, 19 | | | | 277 | 808 | | 1120 | | | | | | | DC | 166 | 82 | 64 | 64 | | | | | | | | | | 2½ | 4¼ | ⅛ | |
| | 1912-14 | 17, 18, 19 | | | | 279 | 804 | | 1121 | | | | | | | DC | 166 | 82 | 64 | 64 | 8½ | 9 | | 2 | ⅜ | 34⅜ | 2⅜ | ⅜ | 37 | | 4¼ | ⅛ | |
| | 1914-15 | 24, 26, 26B, 29 | Chalmers | 591 | 550 | 308 | 804 | 975 | 1114 | 1423 | | 1287 | 449 | 53 | 1576 | DC | 180 | | 72 | 72 | 7¼ | 8¼ 8⅜ | L | 1¾ 2 | ⅜ 3/16 | 35¼ 42 | 1 2⅜ | ⅜ 3/16 | 37⅜ 44 | | 3½ | ⅛ | 38600-41599 |
| | 1915-16-17 | 32 (6-40), 35 (6-30) | West. | 588 | 511 | 303 | 727 | 977 | 1087 | 1344 | 1677 | 1174 | 472 | 54 | 1595 | SC | 165-81 | 81 | 63 | 63 | | 10⅜ | | 2 1⅜ | 3/16 ⅜ | 34¼ 15 | 2⅜ 1⅜ | 3/16 ⅜ | 37⅝ 15 | 2⅜ | 3⅛ | ⅛ | (1916) 41700-49999 |
| | 1916 | 35A | West. | | 511 | | | 977 | 1076 | | | 1185 | | | | | | | | | 9 | 10½ | L | 1⅜ | ⅜ | 43 | 2 | ⅜ | 45⅛ | | | | 45000-45799 |
| | 1918 | 6-30 | West. | | | | 727 | 977 | 1087 | 1344 | | | 472 | | 1595 | | 165 | | 63 | 63 | | | | 1¼ | 3/16 | 41¼ | 1¾ | 3/16 | 43½ | 2⅜ | 3⅛ | ⅜ | 94001-111000 |
| | 1919 | 6-30 | Autos L. | | | | | | | 1344 | | | | | | SC | | | | | 7¾ | 8⅜ | ⅞ | 1⅜ | ⅜ | 41¾ | 1¾ | ⅜ | 43⅜ | 2⅜ | 3¼ | ⅜ | 111001 up |
| o | 1916 | A & B | Split'f | 598 | 508 | 317 | 821 | 829 | 1063 | | | 1160 | 458 | 4 | 1504 | | | | | | 8½ | 9½ | | 1⅜ | ⅜ | 48⅜ | 2 | ⅜ | 43 | | | | |
| | 1912-14-15 | All Models | G & D | 612 | 518 | 286 | 699 | 888 | 1030 | 1321 | 1635 | 1206 | 421 | 52 | 1508 | SC | 165 | 81 | 63 | Spec | | 9½ | | 1¾ | ⅜ | 43 | 2 | ⅜ | 45⅛ | 2 | 3⅜ | | 1-15,000 |
| | 1916 | 17 series, 10000 | G & D | 566 | 512 | 317 | 697 | 886 | 988 | 1309 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | | 63 | 63 | | | | 1¼ | 3/16 | 43 | 2 | 3/16 | 45⅛ | 2 | 3¾ | ⅜ | 15001-35000 |
| | 1917 | Series 18 | G & D | 599 | 512 | 316 | | 886 | | | 1641 | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | | | 1¼ | 3/16 | 43 | 2 | 3/16 | 45⅛ | 2 | | | 35001-61000 35001-61000 |
| | 1918 | | Westand G & D | | | | 717 | 829 | 1061 | 1323 | 1641 | | 467 | 5 | 1504 | | 165 | 81 | 63 | 63 | | 9⅛ | | 1⅝ | ⅜ | 35 | 1⅝ | ⅜ | 35⅛ | | 3¼ | ⅜ | |
| | 1919 | 27 | West | | | | | | | | | | | | | SC | | | | | 8½ | 10¾ | ⅞ | 1¾ | ⅜ | 43 | 2 | ⅜ | 45⅛ | 2 | 3½ | ⅜ | 61001 to |

…delabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# Why don't YOU get thos

## *The average auto lar*
## *Why not cash*

EVERY motorist has to buy auto lamps regularly. If you carry Evere Mazda Auto Lamps you have a department that makes quick sales.

The motoring public is already half sold on these lamps before ente your door. Auto owners know "Mazda" quality and they know "Everea service reliability and satisfactory experience with Eveready automobile electrical products.

By putting in an Eveready Mazda Auto Lamp Cabinet and Lamp Ass ment No. 1 you can automatically make profitable sales to this big market w a small investment and a quick turn-over.

If you already handle the Eveready Mazda Auto Lamps, you can incre the amount of your sales rapidly with the new Cabinet. It is practicall self-acting salesman. If you have not yet seen how these Auto Lamps can in your shop, this is a remarkable opportunity for you to start under most favorable circumstances.

## The New Eveready Mazda Auto Lamp Cabinet

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# IVE Replacements?

## eplaced five times a year this market?

only way to sell lamps *right* is to n Eveready Lamp Cabinet on your r. This new all-steel fixture keeps tock in order. It keeps the bulbs ed for rapid finding; prevents run- hort of any size by showing low it a glance. And it saves breakage andling.

EVEREADY Cabinet is strongly 16¾" high, 22½" long, and 12" It contains four drawers which erforated trays holding an assort- of 345 lamps of various types. On ont of each drawer are reproduc- of the lamps within, data on sizes, es, etc.

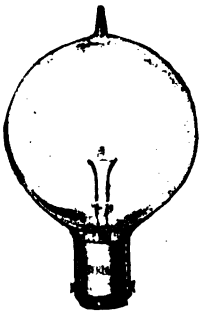
top compartment contains a lamp device which enables you to show ustomer that the lamp is perfect. is an exclusive feature of the EADY Cabinet. There is also a for the indispensable catalog.

cabinet is attractively and strik- enameled in orange and black, draws the customer's attention at

-$7.50 f.o.b. Long Island City, icago, Atlanta, San Francisco

**Eveready Mazda Auto Lamp Assortment No. 1**

This Assortment contains 100 Eveready Mazda Auto Lamps—a selection of sizes which have been found, from experience, to be in greatest demand. All of them are quick sellers, such as Ford Lamps and Mazda "C" headlights, for which there is a constant call.



**LAMPS WHICH COMPRISE STOCK**

| Mazda Number | Quantity of Lamps | Volts | Amperes | Approximate Candle Power | Size Bulb | Base Bayonet Type | |
|---|---|---|---|---|---|---|---|
| **MAZDA C HEADLIGHTS** | | | | | | | |
| Mazda—129 | 15 | 6-8 | 2.5 | 20 | G-12 | Sgl. | Cont. |
| Mazda—130 | 5 | 6-8 | 2.5 | 20 | G-12 | Dbl. | Cont. |
| Mazda—141 | 5 | 12-15 | 1.5 | 30 | G-12 | Sgl. | Cont. |
| **FOR 1915 AND LATER MODEL FORD CARS** | | | | | | | |
| Mazda—138 | 15 | 9 | 2.0 | 27 | G-12 | Dbl. | Cont. |
| **SIDELIGHTS** | | | | | | | |
| Mazda—81 | 10 | 6-8 | .84 | 5 | G-8 | Sgl. | Cont. |
| Mazda—82 | 10 | 6-8 | .84 | 5 | G-8 | Dbl. | Cont. |
| **REAR AND INSTRUMENT LAMPS** | | | | | | | |
| Mazda—63 | 10 | 6-8 | .42 | 2 | G-6 | Sgl. | Cont. |
| Mazda—64 | 10 | 6-8 | .42 | 2 | G-6 | Dbl. | Cont. |
| Mazda—61 | 10 | 3-4 | .84 | 2 | G-6 | Sgl. | Cont. |
| Mazda—62 | 10 | 3-4 | .84 | 2 | G-6 | Dbl. | Cont. |

**Total Retail Price . . $33.35**
**The Price to YOU $20.01**

## AMERICAN EVER READY WORKS

*of National Carbon Company, Inc.*

**200 Thompson Avenue** **Long Island City, New York**

*Also makers of*

Eveready Electric Meters, Eveready Dry Cells, Eveready Tungsten Batteries, Eveready Storage Batteries, Eveready Daylo, *The Light that says: "There it is!"*

## ?nd in Your rder on this Coupon

## DO IT NOW

AMERICAN EVER READY WORKS
300 Thompson Avenue
Long Island City, New York

**Please send me items checked below:**

☐ **Eveready Mazda Auto Lamp Cabinet—Price $7.50**

☐ **Eveready Mazda Auto Lamp Assortment No. 1—Price $20.01 (net)**

**Name** .....

**City** ..... **State** .....

**Distr. Preferred** ..... **Date** .....

804

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*"Costs less per Month of Service"*

# Vesta Dealerships Are Profitable
## Because Vesta Users Are Always Satisfied

"WORD-OF-MOUTH" advertising is the best publicity a dealer can have. Thousands of satisfied Vesta battery users constantly spread the message of Vesta quality and Vesta service to their friends.

This Vesta good-will is one of the big reasons why Vesta dealerships are so profitable.

Year after year the public approval of Vesta grows, insuring a steady and ever increasing volume of business.

Vesta dealers everywhere are associated to build up and strengthen Vesta good-will.

Each Vesta service station is equipped to give prompt and thorough service to motorists, no matter what make of battery they use.

Vesta batteries have four patented features which insure longer battery life. Users soon learn to know these features and ask for them. Only Vesta dealers can supply the demand.

There are still a few openings in our organization for dealers who are prepared to live up to the high standards of Vesta service and of Vesta batteries.

It will pay you to join the "Vesta family" now.

## The Vesta Accumulator Co.
**2100 Indiana Avenue**
**Chicago, Illinois**

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| ar | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serials Number of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | O-172, 173 | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| s. | 1912-13-14 | Little 6, Type C | A-L | | 529 | 291 | 707 | 898 | 1318 | 1373 | | 1215 | | | | | 166 | 82 | 83 | | | | | Em | er | gene | y S | er | vice | | | | |
| | 1914-15 | L, H2, H4 (Baby Grand); H2½ (Royal Mail) | A-L | 572 | 520 | 320 | 701 | 886 | 996 | 1355 | 1627 | 1146 | 373 | 2 | 1512 | DC | 166 | 82 | 82 | | | 9½ | | 1⅝<br>1¼ | ⅜<br>1/32 | 35½<br>27 | 1⅝<br>1¼ | ⅜<br>1/32 | 35<br>28 | 2 | 3⅞ | ⅝ | |
| | 1914-15 | L, H2, H4, H3 Monroe | A-L | | | 317 | 701 | 892 | 987 | 1355 | 1629 | 1293 | 4-9 | 2 | 1512 | SC | 167 | 81 | 63 | | 6¾ | 8 | | 1¼ | ⅜ | 26½ | 1¼ | ⅜ | 27½ | | 3⅞<br>3 | ⅜<br>⅜ | |
| | 1916 | Baby Grand, Amesbury, Royal Mail | A-L | | | | 697 | 886 | 987 | | | 1293 | 362 | 7 | | | | | | | | 8<br>8½ | L | C.<br>1⅝ | B<br>1/32 | as:<br>35 | 1⅝ | 1/32 | 35 | 2 | 3⅞ | ⅜ | |
| | 1916-17 | 4-90 | A-L | 585 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 456 | 56 | 1504 | DC | 166 | | 81 | | | | | 1¼ | 1/32 | 26½ | 1¼ | 1/32 | 27½ | 2¼ | | | |
| | 1917 | Baby Grand | A-L | 566 | 508 | | | 886 | | | | 1102 | 362 | 57 | 1510 | DC | 166 | | 63 | 63 | | | | 1¼ | 1/32 | 34½ | 1¼ | 1/32 | 37⅝ | 2 | 3⅞ | ⅜ | |
| | 1918 | 490 | A-L | | | | | 829 | | 1306 | 1641 | | | | 1504 | | 124 | 41 | 63 | 64 | | | | | | | | | | 2 | 3⅞ | ⅜ | |
| | 1918 | F. A. Baby Gr. | A-L | | | | | 831 | | | 1643 | | 464 | 28 | 1510 | | 124 | 81 | 63 | 64 | | 8½ | | | | | | | | | | | |
| | 1918 | D-8 cyl. | A-L | | 515 | | | 833 | | | | | | | | | 124 | 81 | 63 | 64 | | | ⅞ | | | | | | | 1¾ | 3¼ | ⅜ | |
| | 1919 | 4-90 | Auto-L. | | | | | | | 1303 | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¼ | 1/32 | 26½ | 1¼ | 1/32 | 27½ | 2¼ | 3⅞ | ⅜ | |
| | 1919 | Baby Grand F. B. | Auto-L. | | | | | | | | | | | | | DC | | | | | 7½ | 8½ | | 1¾ | 1/32 | 34½ | 2 | 1/32 | 37½ | 2 | 3⅞ | ⅜ | |
| p. | 1917 | C. | G & D. | | | 320 | | 886 | 987 | | | 1293 | | | | | | | | | | | | | | | | | | 1½ | 3⅜ | ⅜ | |
| | 1918 | G-6-4, G-6-5 | | | | | | | | | | | | | 1506 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | C-6-60, 6-C | G & D. | 566 | | | | 890 | 987 | | | 1293 | 362 | 58 | 1510 | DC | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1913 | 4-40, 4-50, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | 11½ | ⅞ | 2½ | ⅜ | 48¼ | 2½ | ⅜ | 44¼ | 2½ | 4⅛ | ⅜ | 7001-11000 |
| | 1914-15 | 9-4, 9-6, Big 6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | | 169 | 83 | 61 | 62 | | 10½ | | | | | | | | 2½ | 4¼ | ⅜ | 14001-15001 M d.4<br>16001-17012 Mod.6 |
| | 1915 | 10-4, Std. 4, Little 6 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | 165<br>169 | 81<br>83 | 61 | 62 | 8½ | 9 | ⅞ | | | | | | | 2½ | 4¼<br>4¼ | ⅜<br>⅜ | 27001<br>30000 |
| | 1916 | 4-40, 6-66, 8-50 | Delco | 601 | 514 | 320 | 822 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 59 | 1510 | SC | 169 | | 61 | 62 | 8½ | 9 | ⅞ | 2 | ⅜ | 40½ | 2 | ⅜ | 43¾ | 2⅝ | 4¼ | ⅜ | 30001-40000 |
| | 1917 | 8-60, 8-61, 8-62 | Delco | 604 | 508 | 318 | | | 1072 | 1367 | 1643 | 1190 | 479 | 60 | 1510 | SC | 165 | | 61 | 61 | 8¼ | 9¼ | ⅞ | | | | | | | | 3½ | ⅜ | 40001-50000 |
| | 1918 | 870 | Delco | | 508 | | 822 | | | 1346 | 1643 | | 479 | 173 | | SC | 129 | 63 | 61 | 62 | 8½ | 9⅝ | ⅞ | 1¾ | ⅜ | 43½ | 2 | ⅜ | 45 | 2⅝ | 3½ | ⅜ | 50001-52265 |
| | 1919 | Aero 870 | Delco | | | | | | | 1346 | | | | | | SC | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 1/32 | 43½ | 2 | 1/32 | 45 | 2⅝ | 3½ | ⅜ | 52266 up |
| | 1917 | M. | Dyneto. | 598 | | 317 | | | 1063 | | | 1160 | | 4 | 1504 | | | | | | | | | | | | | | | 2⅝ | | | |
| al. | 1917 | 6-35 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| bia. | 1917 | A. | Ward-L. | 599 | 508 | 316 | | | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | 8⅝ | ⅞ | 1½ | ⅜ | 41¾ | 1¾ | ⅜ | 44 | 1¾ | 3¼ | ⅜ | 1-1310 |
| | 1918 | E. | | | | | 717 | | | 1310 | | | | | | | 165 | 81 | 63 | 64 | 8 | 8⅝ | | 1½ | ⅜ | 41½ | 1½ | ⅜ | 44 | 2 | 3¼ | ⅜ | |
| | 1919 | E. | Ward-L. | | | | | | | 1310 | | | | | | SC | 165-81 | | 63 | 64 | 8 | 8⅝ | ⅞ | 1½ | ⅜ | 41¾ | 1¾ | ⅜ | 44 | 2 | 3¼ | ⅜ | |
| | 1917 | | | 619 | | | | | | | | | | | | | | | | | | 8⅝ | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1918 | C-50, C-51 | | | | | | | | | | | | | | SC | | | | | | 9½ | ⅞ | | | | | | | | 3½ | ⅜ | |
| rce. | 1917 | E. | Remy | 586 | | 316 | | | | | | 1161 | | 61 | 1504 | | | | | | | | ⅞ | | | | | | | | | | 10000 up |
| | 1918 | E. | | | | | | | | | | | | 61 | | SC | | | | | | | | 2¼ | ⅜ | 44⅝ | 2½ | ⅜ | 46 | | 3¼ | ⅜ | |
| nwealth | 1918 | 4-40 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| d | 1919 | A & B | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ¼ | | | | | | | | |
| ntal | 1914 | | | | | | | | 1014 | | | 1237 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 30. | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | | | | |
| | 1913-14 | | North-E. | 678 | 548 | 346 | | | 1022 | | | 1282 | | 62 | 1596 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 2¼ | 4 | ¼ | |
| | 1914 | | North-E. | 573 | 520 | 319 | | | 997 | | | 1145 | | 18 | 1512 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 1¾ | 4 | ¼ | |
| | 1917 | C. | North-E. | | | 310 | | | | | | | | | | | | | | | | | | | | | | | | 1¾ | 4⅛ | ⅜ | |
| | 1918 | B & C. | | | | | | | | | | | | | | | | | | | | | ⅞ | 2½ | ¼ | 44 | | | | | 4⅛ | ⅜ | |
| | 1917-18 | 1000lbs.sr.17A | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| d-Cart. | 1916-17 | | Disco | | | | | | | | | 1296 | | | 1510 | | | | | | | 10 | | | | | | | | | | | |
| -Gear | 1918 | All. | | | | | | | | | | | | | | | | | | | | | | 2¼ | ¼ | 42 | | | | | | | |
| | 1913-14 | 3 & 4. | Rush | 576 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | 5. | | 576 | 526 | | | 863 | 1003 | | | 1151 | | 1 | | SC | | | | | | | | | | | | | | | 4¼ | 7/32 | |
| | 1917 | 5. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rd. | 1913-14 | | G & D. | 627 | 514 | 305 | | 831 | 1104 | 1315 | | 1293 | 410 | 17 | 1522 | DC | 186 | 81 | 63 | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1913-14 | 6-50 | G & D. | 566 | 516 | 317 | | 900 | 987 | 1332 | | 1223 | 362 | 58 | 1510 | | | | | | | 9½ | | | | | | | | 2¼ | | | |
| | 1915-16 | 6-35 | West. | 566 | 512 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165-81 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1917 | 6-17-40 | West. | 599 | | 316 | | | | 1309 | 1641 | 1161 | 467 | 55 | 1504 | SC | 165-81 | | 81 | 81 | | 9 | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1918 | | West. | | | | 717 | | | | 1641 | | 467 | 55 | 1504 | | 165 | | 63 | | | 9 | | | | | | | | 2¼ | 3½ | ⅜ | |
| nt. | 1913-1914 | | Jesco | | 547 | | | | 1020 | | | 1280 | | | | | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1914 | | Jesco | | 526 | | | 886 | 987 | | | | | | | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| Elkhart. | 1913-14 | | Bijur | 567 | 512 | | | 896 | 1004 | 1379 | | 1151 | 381 | 64 | | DC | | | | | | | ⅞ | | | | | | | | 4 | ⅜ | |
| | 19 3-14 | D-42 to D-65 inclusive | Emerson | 576 | 526 | 316 | | 886 | 989 | | | 1132 | | 1 | 1506 | DC | | | | | | | ⅞ | | | | | | | | 4<br>3¼ | ⅜<br>¼ | |
| | 1914-15 | | Disco | 566 | 512 | 317 | | 886 | 987 | 1323 | | 1230 | 362 | 7 | 1506 | DC | 166 | | 64 | 64 | | 8¼ | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1916 | CE-30 | Disco | 660 | 533 | 317 | 821 | 908 | 1063 | 1397 | | 1230 | 492 | 65 | 1597 | SC | 175 | 67 | 67 | 68 | 7½ | 8½ | ⅞ | | | | | | | 1¾ | 3½ | ⅜ | |
| | 1916 | CE-30 | Dyneto | 598 | 508 | 317 | 803 | 829 | 1093 | 1308 | | 1160 | 458 | 4 | 1504 | SC | 175 | 67 | 67 | 68 | 7½ | 8⅝ | ⅞ | | | | | | | 1¾ | 3½ | ⅜ | |
| | 1917 | CE-33, CE-35 | Dyneto | 598 | 508 | 317 | | | 106 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | 165-65 | | 63 | 64 | | | | | | | | | | 1¾ | 3½ | ⅜ | |
| | 1918 | 35 | | | | | 717 | | | | 1641 | | | 55 | | SC | 165 | 81 | 63 | 64 | | 10¼ | ⅞ | | | | | | | | | | |
| | 1919 | K-32, 34, 36 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 1/32 | | 2 | 1/32 | | | 3½ | ⅜ | |
| | 1919 | H-42, 44, 46 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 1/32 | | 2 | 1/32 | | | 3⅛ | 1/32 | |
| b'rDuryea | 1917 | | | | | | | | | | | | | | | | 175 | 89 | 67 | | | | | | | | | | | | | | |
| ngham | 1913-14 | | North-E. | 678 | 548 | 346 | | 928 | 1053 | 1420 | | 1282 | 446 | 62 | 1561 | DC | 166 | 84 | 64 | Spec | | | ⅞ | 2½ | ⅜ | 51 | 2½ | ⅜ | 52¾ | 1½ | 4¼ | ⅜ | |
| | 1914 | | G & D. | | | | | | 1037 | 1420 | | 1214 | 447 | 62 | | DC | 166 | 84 | 64 | Spec | | 10¼ | ⅞ | 2½ | ⅜ | 51 | 2½ | ⅜ | 52⅝ | | 4¼ | ⅜ | |
| | 1914-15 | | West. | | | | | | 1022 | 1420 | | 1151 | | 98 | 1514 | SC | 165 | 83 | 81 | Spec | | 10¼ | ⅞ | 2½ | ⅜ | 51 | 2½ | ⅜ | 52⅝ | | 3¼ | ⅜ | |
| | 1915-16 | V. | West. | 615 | 523 | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | 10¼ | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | |
| | 1917 | V, 2nd series | West. | 597 | 523 | 326 | | | 1033 | 1365 | | 1199 | 489 | 66 | 1513 | SC | 169 | 82 | 63 | 64 | 9 | 9⅞ | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | |
| | 1918 | V. | West. | | | | 702 | | | 1365 | | | | | 1513 | | 129 | 81 | 63 | 64 | | 10¼ | ⅞ | 2½ | ⅜ | 53 | 2½ | ⅜ | 53 | 2¼ | 3¼ | ⅜ | |
| g. | 1913-14 | | Jesco | 675 | 557 | 345 | | 983 | 1021 | | | 1281 | 405 | 67 | 1557 | | | | | | | | ½ | | | | | | | 1¼ | | | |
| s. | 1916-17 | A & B | West. | 618 | 524 | 293 | | | 1036 | 1354 | 1638 | 1213 | 427 | 68 | 1515 | SC | 167 | 81 | 63 | 64 | 8½ | 9¼ | ⅞ | 2½ | ⅜ | 43½ | 2½ | ⅜ | 48½ | 1¾ | | | 150-650 |
| | 1916 | A. | West. | 615 | | 293 | | | 1036 | 1354 | 1638 | 1213 | 428 | 68 | 1515 | | | | | | 8½ | 9¼ | ⅞ | 2½ | ⅜ | 43½ | 2½ | ⅜ | 48½ | 1¾ | 3¼ | ⅜ | |
| | 1918 | B. | West | | | | 704 | | 1036 | 1343 | | | 428 | 68 | 1510 | SC | 167 | 81 | 63 | 64 | 8¾ | 9⅝ | ⅞ | 2½ | ⅜ | 43½ | 2½ | ⅜ | 48½ | 1¾ | 3¼ | ⅜ | 650 up |
| | 1916-17 | C & CC. | West. | 566 | 512 | | 697 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3½ | ¼ | 13 | | | | | 4⅛ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | 2½ | | | |
| | 1914 | 6-50 | G & D | 566 | 516 | 317 | | | 987 | 1332 | | 1293 | 410 | 58 | 1510 | DC | 165 | 81 | 63 | 63 | 9 | 10¼ | ⅞ | 1⅝ | ⅜ | 48 | 2⅝ | 1/32 | 49 | | 3¼ | ⅜ | |
| | 1914 | 35J, 35K | West. | 566 | 512 | 317 | | 886 | 996 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 1/32 | 35⅝ | 1¾ | 1/32 | 37¼ | | 3½ | ⅜ | |
| | 1915 | 38A, 38B, 38C | West. | 566 | 513 | 317 | | 887 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 1/32 | 35⅝ | 1¾ | 1/32 | 37¼ | | 3¼ | ⅜ | |
| | 1916 | 6-F, 6-G | Delco | 583 | 508 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 1/32 | 36 | 1¾ | 1/32 | 39 | 2 | 3¼ | ¼ | |
| | 1916 | 6-E | Delco | 580 | 514 | 317 | | 831 | 1077 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 1/32 | 40⅛ | 1¾ | 1/32 | 41⅝ | 2¼ | 3½ | ⅜ | |
| | 1917 | 6-H, 6-I | Delco | 583 | 508 | 317 | | | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1917 | 6-J, 6-K | Delco | 589 | 508 | 317 | | | 1061 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| | 1918 | 6-H, I, K, L. | | | | | | | | | | | | | 1504 | | 167 | | 63 | 62 | | | | | | | | | | | 3¼ | ⅜ | |
| | 1919 | H | Delco | | | | | | | | | | | | | SC | | | | | 8 | 8½ | ⅞ | 1⅝ | 1/32 | 39 | 1¾ | 1/32 | 41½ | 2 | 3¼ | ⅜ | 5500 up |
| Elder | 1916-17 | D E Jr. | Al-Ch. | 572 | | 317 | | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 1⅝ | | | |
| | 1916-17 | D E Sr. | Al-Ch. | 566 | | 320 | | | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | D-E Mod. J. | | | | | | | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| n. | 1913-14 | Stod. Dayton | G & D | 627 | 527 | | | | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 631 | | | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | | | | | | | | | | | |
| on Bouton | 1914 | E Y. | Rush. | 631 | 527 | 322 | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | 9 | M | | | | | | | | | | |
| | 1914-15-16 | E Q | | 576 | 526 | 322 | | | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 10¼ | M | | | | | | | | | | |
| nce. | 1919 | B. | Eism. | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | ⅜ | 42⅛ | 2½ | ⅜ | 45¾ | 2¼ | | ⅜ | |
| alb. | 1916 | Junior | | | 508 | | | | 1066 | | | 1170 | | | | | | | | | | | ⅞ | 2¼ | ¼ | 48 | 2⅝ | ¼ | 48 | 2⅝ | 4⅛ | ⅜ | |
| | 1918 | E-2, E-2½ | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ¼ | 57 | | | | 2⅝ | 4⅛ | ⅜ | |
| | 1919 | E2½, E2 | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ⅜ | 56½ | 3½ | ¼ | 56½ | 2½ | 4⅛ | ⅜ | |

*Candelabra Screw Base. †Miniature Base. §When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# Watch for the Announcement of the "CORD TIRE" Battery

*THE NEW*

PHILADELPHIA DIAMOND GRID BATTERY

**With the PHILCO Slotted Retainer**

These magazines will tell the story:

**Literary Digest**
**August 30th—Outside Back Cover**

**Literary Digest**
**- Automobile Trade Supplement**
**August 30th—Outside Back Cover**

**Saturday Evening Post**
**September 20th—Inside Back Cover**

**Collier's**
**October 18th—Facing First Page of Reading Matter**

AND what a story they will tell! A new battery, with a new feature—a battery that has outlasted and out-performed any battery we could buy or build. A battery that is to all other batteries what the cord tire is to fabric tires.

It will be guaranteed for two years.

It will be advertised. The announcement advertisements listed above are just the beginning of the big smashing campaign that is to follow—more than double the advertising we have ever done before.

The new battery will be easy to sell. In anticipation of the big demand we have increased our manufacturing facilities to care for a large number of new dealers.

***When there is such a thing as a "Cord Tire" Battery do you dare to sell nothing but fabrics?***

*Write for the "Cord Tire" Proposition to-day*

## Philadelphia Storage Battery Co.

**ONTARIO & C STREETS PHILADELPHIA, PA.**

***Sales Offices***

Rochester, N. Y., 30 Carlton Street.
New York, N. Y., 1789 Broadway.
Cleveland, Ohio, 613 Citizens Building.
Columbus, Ohio, 318 First National Bank Building.
Atlanta, Ga., 128 W. Peachtree St.
St. Louis, Mo., 2865 Locust Street.
Los Angeles, Cal., 1105 West Pico Street.
Minneapolis, Minn., 1122 Harmon Place.
Chicago, Ill., 1621 S. Michigan Ave.
Pittsburgh, Pa., 303 Park Building.
Huntington, W. Va., Hotel Huntington.
San Francisco, Cal., 37 Spear Street.
Wilkes-Barre, Pa., 39 Poplar Street. Dorranceton.
Washington, D. C., 2156 Champlain Ave.
Boston, Mass., 96 Brookline Avenue.

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| Car | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1915 | U | Al-Ch. | 577 | 526 | 323 | | | 1117 | | | 1152 | | 21 | 1518 | | | | | | | | ⅞ | 1¾ | ⅜ | 38 | 2½ | ⅜ | 42 | | 3⅛ | ⅜ | |
| | 1916-17 | R | Al-Ch. | 583 | | 317 | | | 1003 | | | 1163 | | 25 | 1504 | | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| | 1918 | 12-13-15 | Bijur | | | | | | | | | | | 28 | 1510 | | | | | | | | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | |
| e | 1917 | 10 | Apelco | 583 | | 317 | | | 1062 | | | 1165 | | 70 | 1504 | | | | | | | | | 2¼ | ⅜ | 44 | 2¼ | ⅜ | 46 | 1⅜ | 3¾ | ¼ | |
| Detroit | 1918 | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| iter | 1913-14-15 | A-5, B-5, C-5, B-6 | Remy | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | | | | ⅞ | | | | | | | 1⅞ | 3⅛ | ⅜ | |
| | 1916 | F | Dyneto | 572 | 520 | 320 | 728 | | 996 | 1355 | | 1146 | 373 | 22 | 1512 | SC | 177 | | 67 | 67 | | 9⅝ | ⅞ | | | | | | | 2 / 2½ | 3¼ | ⅜ | 15000-20000 |
| | 1916 | 6-45 | A-L | 583 | | 317 | 717 | | 1061 | 1303 | | 1163 | | 25 | 1504 | DC | 166 | | 64 | 64 | | 9⅝ | ⅞ | | | | | | | 2½ | 3¼ | ⅜ | 15000-20000 |
| | 1917 | 6-46 | A-L | 583 | 508 | | | | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | DC | 166 | | 64 | 64 | | 9⅝ | | | | | | | | | 3¼ | ⅜ | 20001 |
| | 1918 | 6-45 | | | | | 717 | | | | | | | 55 | 1504 | | 126 | | 61 | | | 8½ | | | | | | | | | 3¼ | ⅜ | |
| it (Com- | 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| mial) | 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| | 1915 | | | 567 | 512 | | | | 989 | | | 1132 | | 64 | 1506 | | | | | | | | | | | | | | | | | | |
| | 1916 | | | | | | | | 1009 | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| w | 1917 | | | 641 | | | | | | | | | | | 1531 | | | | | | | | ⅞ | | | | | | | 2⅛ | 5¼ | ¼ | |
| tch | 16-17 | D, G, H, L, N | U.S.L. | | 533 | 332 | 728 | | 1009 | 1399 | | 1230 | | | 1527 | DC | 176-90 | | 68 | 68 | | | ⅞ ½ | 1½ | ¼ | 20 | | | | | 3¼ | 1/32 | |
| | 1918 | All | U.S.L. | | | | | | | | | | | | 1527 | | 178 | | 68 | 64 | 8⅛ | 8⅝ | | 1½ | ¼ | 20 | ( | 2 | sets) | 2 | 3¼ | 1/32 | |
| | 1916 | 56 | Disco | | | | | | | | | 1230 | | | | | | | | | | 8½ | ⅞ | | | | | | | | 2⅞ | ⅜ | |
| Flyer | 1916 | L | Dyneto | 583 | 533 | 317 | | | 1009 | 1303 | | 1163 | | 25 | 1504 | | | | | | | 8½ | ⅞ | | | | | | | 2⅜ | 3¼ | ⅜ | |
| | 1917 | L | Dyneto | | | 316 | | | | 1303 | | | | | 1504 | DC | 166 | | 62 | 62 | | 8½ | ⅞ | | | | | | | 2⅜ | 3¼ | ⅜ | |
| | 1918 | All | | | | | 717 | | | | | | | 55 | | DC | 166 | | 62 | 62 | 7⅝ | 8⅝ | ⅞ | 1¾ | ⅜ | 35 | 1¾ | ⅜ | 37 | 2⅜ | | | |
| Detroit | 1918 | | | | | | | | | | | | | | 1538 | | | | | | | | | | | | | | | | | | |
| Bros. | 1915-16-17 | | North-E. | 650 | 533 | 331 | 748 | 839 | 1096 | 1397 | 1659 | 1247 | 493 | 9 | 1531 | SC | 175 | | 67 | 67 | 7⅝ | 8¾ | ⅞ | 2 | ⅜ | 16½ | 2¼ | ⅜ | 43¾ | 2 | 3⅛ | ⅜ | 25000-50000-75000 100000-150000-200000 |
| | 1918-19 | All | North-E. | | 533 | | 748 | | | 1397 | 1659 | | 493 | 9 | 1531 | | 175 | | 67 | 67 | 7⅝ | 8¾ | ⅞ | 1¾ | ⅜ | 14¾ | 2¼ | ⅜ | 19¼ | 2 | 3⅛ | ⅜ | 225000-325000 |
| | 1912-14-15 | H | West. | 567 | 512 | 316 | 697 | 886 | 986 | 1324 | | 1132 | 363 | 64 | 1506 | DC | | | | | | 9 | ⅞L | 2½ | 1/32 | 14½ | re | ar | wh. | 3⅛ | 4⅜ | ¼ | |
| | 1913-14-15 | I | West. | 573 | 520 | 316 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | 9 | ⅞L | | | | | | | 2 | 4⅜ | ¼ | |
| | | | | | | | | | | | | | | | | | | | | | | | | Ba | | Dup | \| | | | | 4⅜ | ¼ | |
| | 1916-17 | I-A4, I-A6, I-B6 | West. | 589 | 514 | 320 | 719 | 831 | 1073 | 1322 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | 9½ | ½L | 2¼ | 1/16 | 45½ | 3¼ | ¼ | 12¼ | 2 | 4 | ¼ | |
| | 1918 ... 55 | I-C-6 | | | | | | 831 | | 1332 | | | | 168 | 1510 | | 165-81 | | 63 | | 8½ | 9⅝ | | 2¼ | 1/16 | 48 | 2¼ | 1/16 | 48 | 2 | 4 | ¼ | |
| | 1919 | 6-30 | | | | | 719 | | | 1332 | | | | 168 | | SC | | | | | 8½ | 9⅝ | ⅞ | 2½ | 1/16 | 48 | 2½ | 1/16 | 48 | 2¼ | 4 | ¼ | |
| | 1915 | | Apelco | 937 | 534 | 336 | 821 | 839 | 1013 | 1395 | 1641 | 1235 | 393 | 72 | 1527 | | | | | | | | ⅞ | 1¼ | 1/16 | 28⅝ | 1¼ | 1/16 | 27½ | 2¼ | | | 1001-3076 |
| | 1916 | A | West. | 598 | 508 | 317 | 821 | 829 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | | 63 | | 6¼ | 8½ | ⅞ | | | | | | | 2¼ | | | 3077-12560 |
| | 1917 | 6, 9 | West. | 598 | 508 | 316 | | 829 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | 81 | 81 | 64 | 6¼ | 8½ | ⅞ | 1⅝ | 1/16 | 28 11/16 | 1⅝ | 1/16 | 27½ | 2¼ | 3⅛ | ⅜ | 12565-24165 |
| | 1918 | 11 | West. | | 508 | | 717 | 829 | 1061 | 1303 | 1641 | | 457 | 73 | 1504 | | 165 | | 63 | 64 | 7⅝ | 8½ | ⅞ | 1⅝ | 1/16 | 35 | 1⅝ | 1/16 | 35⅜ | 2¼ | 3½ | ⅜ | 24166-33556 |
| | 1919 | 11 | West | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | ⅜ | | 1¾ | ⅜ | | 2¼ | 3⅛ | ⅜ | 33557 |
| s | 1916-17-18 | B-17 Ser. 500 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1916-(17) | 4-60, (7-60) | Bijur | 611 | 518 | 287 | | 888 | 1029 | | | 1205 | 420 | 6 | 1508 | SC | 165 | 81 | 63 | 63 | | 9 | ⅞ | | | | | | | 2 | 3½ | ⅜ | |
| mond | 1916-17 | B-17 | West. | 583 | | 317 | | 829 | 1061 | | | 1163 | 470 | 25 | 1504 | DC | 166-82 | | 64 | 65 | | 9½ | ½ | | | | | | | | 3 | ¼ | |
| | 1917 | E | | | 526 | 327 | | 832 | | | | | | 25 | | | | | | | | | ⅞ | | | | | | | | | | |
| ny | 1917 | G-36 | Disco | 568 | | 319 | | 886 | 1072 | | | 1139 | 372 | 74 | 1506 | | | | | | | | | | | | | | | | 3¼ | ⅜ | |
| | 1916 | | | | | | | | | | | 1230 | | | | | | | | | | | | 1¼ | 1/16 | 36 | 2 | 1/16 | 35 | | 3¼ | ⅜ | |
| Knight | 1912-13 | 25 | U. S. L. | | 555 | 349 | 807 | 849 | 1115 | 1427 | | 1290 | | 109 | | DC | | | | | | | ⅞ | | | | | | | 1⅞ | | | |
| | 1916 | A & B | Apelco | 665 | | 293 | | 911 | | 1322 | | 1268 | 439 | 75 | 1509 | | | | | | 8½ | 9¼ | ⅞ | | | | | | | 2⅜ | 3½ | ⅜ | 500-2000 |
| | 1916 | A & B | Dyneto | 614 | | 293 | | 889 | | 1322 | | 1208 | 423 | 76 | 1530 | | | | | | 8½ | 9¼ | ⅞ | | | | | | | 2⅜ | 3½ | ⅜ | |
| | 1917 | D, E, F, G | | 614 | 558 | 293 | | 889 | 1032 | 1322 | | 1208 | 423 | 77 | 1509 | SC | 125 | | 63 | 64 | 9 | 10 | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | 2001-6500 |
| | 1918 | D-6, D-4 | | | | | 696 | 829 | | | | | 467 | | 1504 | | 165 | 81 | 63 | 63 | | | | | | | | | | 2⅜ | 3½ | ⅜ | |
| | 1916 | Elgin 6 | Dyneto | 583 | | | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | | | | | | | 9¼ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 38 | | | | |
| | 1917 | Elgin 6, ser. 17 | Wagner | 591 | 508 | 317 | | 831 | | 1336 | 1643 | 1182 | 481 | 78 | 1510 | | 129 | | 63 | 63 | | 9¼ | ⅞ | 2 | 1/16 | 34½ | 2 | 1/16 | 35¼ | 2¼ | 3 | ⅜ | 17-1 to 17-8000 |
| | 1918 | A | | | | | 719 | | | 1303 | | | 481 | | 1504 | | 129 | 81 | 63 | 63 | | 8½ | ⅞ | 1¾ | 1/16 | 35½ | 2 | 1/16 | 34 | 2¼ | 3⅛ | ⅜ | 18-1 to 18-8000 |
| | 1919 | Series H | Wagner | | | | | | | 1309 | | | | | | SC | | | | | 8½ | 10½ | ⅞ | 1¾ | 1/16 | 35⅝ | 2 | 1/16 | 34⅝ | 2 | 3⅛ | ⅜ | 19-1 to |
| rth | 1917 | 25-A | | | | 293 | | 889 | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3¼ | ⅜ | 1-1000 |
| m | 1917 | Four | Split'f. | 586 | 508 | 316 | | | | | | 1161 | 467 | 61 | 1504 | | 129 | | 63 | | 7 | 8 | ⅞ | | | | | | | | 3¼ | ⅜ | |
| o | 1913 | 31 | Remy | 672 | | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 124 | | 64 | 64 | | 8¼ | ½ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1¼ | 3¼ | ⅜ | 315750-318672 |
| | 1914 | 31-40 | Remy | 641 | 520 | 335 | 701 | 912 | 1016 | 1403 | | 1237 | 395 | 11 | 1533 | DC | 124 | | 64 | 64 | | 8¼ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1⅜ | 3¼ | ⅜ | 405101-406190 |
| | 1915 | 33 | Remy | 644 | | 342 | | 913 | | 1400 | | 1241 | 377 | 79 | 1534 | DC | 176 | 90 | 68 | 68 | | 8¼ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 1⅜ / 1 | 3⅛ | ⅜ | 331001-333300 {401001-401675 |
| | 1915 | 40 | A-L | 570 | 537 | 325 | 733 | 887 | 1016 | 1329 | | | 474 | 80 | 1507 | | 165 | 81 | 63 | 63 | | 8¼ | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37½ | 2¼ | 3¼ | ⅜ | {451001-603412 |
| | 1916 | 45, 60 | A-L | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | | | | | 9 | 10 | ⅞ | 2 | 1/16 | 35¼ | 2 | 1/16 | 37¼ | 2¼ | 3⅛ | ⅜ | 451001-452603 |
| | 1917 | 50, 51, 70, 70A | A-L | 566 | 512 | 317 | | 886 | 1066 | 1306 | 1627 | 1170 | 371 | 92 | 1506 | SC | 165-65 | | 61 | 61 | | | | 1¼ | 1/16 | 35¼ | 1¼ | 1/16 | 37¼ | 2¼ | 3⅛ | ⅜ | {50001 |
| | | | | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 2 | 1/16 | 31¾ | 2 | 1/16 | 33¼ | 2¼ | | | {70001-70350 |
| | 1918 | 50 | A-L | | 508 | | | 829 | 1066 | 1311 | 1641 | | 464 | | | | 165-81 | | 61 | 61 | | 9½ | | 1¼ | 1/16 | 35¼ | 1¼ | 1/16 | 37½ | 2¼ | 3⅛ | ⅜ | 50001-10 A 001 |
| | 1918 | 70A | A-L | | 508 | | 698 | 829 | 1066 | 1311 | 1641 | | 464 | | 1506 | | 165-81 | | 61 | 61 | | 9½ | | 1¼ | ⅜ | 31⅜ | 2 | 1/16 | 34½ | | 3¼ | ⅜ | 50001-10 A 001 |
| | 1913-14 | P | North-E. | 676 | 547 | 344 | 756 | 924 | 1020 | | | 1280 | 406 | 81 | 1598 | DC | | | | | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1914-15 | Six-50 | G & D | 589 | 514 | 317 | 697 | 886 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | DC | 170 | 84 | 64 | 64 | | | ⅞ | | | | | | | 1⅜ | 3½ | ⅜ | |
| | 1916 | Twin Six | West. | 585 | 508 | 317 | 698 | 829 | 1066 | | 1641 | 1170 | 456 | 56 | 1504 | SC | 165 | | 63 | 63 | 9 | 10 | ⅞ | | | | | | | 1⅜ | 2⅞ | ⅜ | |
| | 1917 | All Models | West. | 599 | 508 | 316 | | 829 | 1061 | | 1641 | 1161 | 467 | 55 | 1504 | | | | | | 9 | 10 | ⅞ | | | | | | | | 2⅞ | ⅜ | |
| | 1916 | | | 654 | 538 | | | 841 | 1097 | | | 1258 | 500 | 82 | 1537 | | | | | | | | | | | | | | | 2 | | | |
| | 1917 | 33 & 34 | Dyneto | 566 | | 317 | | 886 | 987 | | | 1293 | 362 | 7 | 1506 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1917 | Tr. | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | A | | | | | 697 | | | | | | | 55 | | | | | | | | | | Em | er | genc | y S | er | vice | | 3¼ | ⅜ | |
| T. | 1912-13 | | | | | 282 | 816 | 886 | 1117 | | | | 381 | | 1518 | DC | | | | | 8½ | 9⅛ | ⅞ | | | | | | | 2¼ | | | |
| | 1913-14 | 54, 55, 56 | Rush | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 64 | 64 | 64 | 8½ | 9⅛ | ⅞ | 3 | ¼ | 9 | 2½ | ¼ | 21⅝ | | | | |
| | 1915 | 50, 55 | Rush | 576 | 526 | 322 | 705 | 896 | 1037 | 1379 | | 1214 | 381 | 1 | 1518 | SC | 165 | 81 | 63 | Spec | 9½ | 9⅛ | ⅞ | | | | | | | | | | |
| | 1916 | 55, 56 | Rush-B. | 576 | 526 | 322 | 705 | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | | Em | er | genc | y S | er | vice | 2¼ | | | |
| | 1917 | 55 | Rush-B. | 576 | 526 | 322 | | 896 | | 1379 | | 1151 | 381 | 115 | 1533 | SC | 165-81 | | 81 | Spec | 8½ | 9⅛ | ⅞M | 2 | ¼ | 17⅛ | 2½ | ¼ | 21⅝ | 2¼ | | | |
| | | | | | | | | | | | | | | | | SC | 165-81 | | 63 | 65 | 8½ | 9⅛ | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | 55 | | | 526 | | 705 | | | 1379 | 1661 | | | 1 | | | 165 | 81 | 63 | 81 | | 10¼ | wh. | Jac | k | Shaf | t. | R | ear | 2¼ | | | |
| P | 1916-17-18 | 45-B | | | | | | | | | | | | 10 | 1533 | | 143 | Spec | Spec | | | | | | | | | | | | 4.6 | ¼ | |
| L | 1917 | | | | | | | | | | | | | | | | | | | | | 9⅞ | | | | | | | | | 5 | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | | | | | | 10 | | | | | | | | | 5 | ¼ | |
| d | 1913-14 | | | | | | 701 | | 1117 | | | | | | | | | | | | | | | 1½ | 3/16 | 16½ | 2½ | 3/16 | 47½ | | 4½ | ¼ | |
| | 1918 | AA ¾ & 1 Ton | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| mo... mbus | 1912-14 | 60E, 62E, 68E, 90E, 98E | North-E. | 676 | 547 | | | 924 | 1020 | | | 1280 | 406 | 81 | 1557 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1913 | 83E, 84E, 86E | North-E. | 628 | 547 | | | 928 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | | G & D | 627 | 516 | | | 900 | 1105 | | | 1222 | 410 | 17 | 1532 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | | G & D | 628 | 516 | | | 900 | 1105 | | | 1222 | 411 | 16 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1915 | Splitdorf | Split'f. | 634 | 534 | 307 | 728 | 839 | 1012 | | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | 64 | 64 | 64 | 7 | 8⅛ | ½ | ( | t | o) | | | | 1⅛ | 3¼ | ¼ | 773487-855500 May to Aug. |
| | 1915-16 | Gray & Davis S. U. | G& DS U | 610 | 511 | 303 | 727 | 677 | 1087 | | 1633 | 1174 | 472 | 83 | 1599 | SC | 165 | 81 | 63 | | 7 | 8⅛ | ⅞ | | | | | | | 1⅛ | 3¼ | ¼ | |
| | 1914-15-16 | Leece-Neville N.-E. | L. Nev. & N.-E. | 689 | 553 | | | 952 | 1056 | | | | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 539000-2113500 |
| | 1916-17 | Heinze-Springfield | H-Spring | 566 | 514 | | | 886 | | | | 1293 | 362 | 7 | 1506 | DC | 174 | | 64 | 64 | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | |
| | 1915 | Genemotor | Gene. | 636 | 533 | 334 | 728 | 839 | 1093 | | | 1230 | 391 | 85 | 1527 | DC | 176 | 90 | 68 | 68 | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 855500-1362200 |
| | 1915 | North-East | North-E. | 667 | 540 | 296 | 732 | 912 | 1045 | | 1669 | 1269 | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8⅛ | ½ | 1½ | 1/16 | 23⅜ | Ex | t. | cont | 1⅛ | 3¼ | ¼ | 855500-1362200 |
| | 1915-16 | Westinghouse | West. | 650 | 533 | 331 | 728 | 839 | 1093 | | 1659 | 1247 | 493 | 9 | 1531 | SC | 175 | 89 | 67 | 67 | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | |
| | 1915-16 | Kemco | Kemco | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 166 | 84 | 82 | | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | |
| | 1916 | Gray & Davis D. U. | G&DDU | 610 | 510 | 229 | 725 | 978 | 1028 | | 1633 | 1204 | 418 | 83 | 1595 | DC | 166 | 82 | 64 | | 7 | 8⅛ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 855500-1362200 |

andelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# Tungar RECTIFIER

## Tungar Price List

COMPLETE TUNGARS

| Cat. No. | Freq. | D-c. Amp. | No. Cells Battery | Weight Net | Weight Shipping | Cat. No. Bulb | A-c. Volts | † Price |
|---|---|---|---|---|---|---|---|---|
| 195529 | 60 | 2 | 3 | 8 | 12 | 195528 | 115 | $18.00 |
| 198646 | 40–50 | 1 | 6 | 10 | 15 | 195528 | 115 | 20.00 |
| 199547 | 25–30 | 0.75 | 8 | 14 | 20 | 195528 | 115 | 25.00 |
| 219865 | 60 | 5<br>3<br>1.5 | 3<br>6<br>9 | 15 | 24 | 189048 | 115 | 28.00 |
| 195530 | 60 | 6 | 3/6 | 15 | 24 | 189048 | 115 | 28.00 |
| 198647 | 40–50 | 6 | 3/6 | 18 | 30 | 189048 | 115 | 34.00 |
| 199546 | 25–30 | 6 | 3/6 | 20 | 35 | 189048 | 115 | 36.00 |
| *193191 | 60 | 5 | 3–12 | 39 | 58 | 189049 | 115 | 75.00 |
| *179492 | 60 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 130.00 |
| *198648 | 40–50 | 6 | 3–30 | 60 | 91 | 189049 | 115 | 140.00 |
| *199545 | 25–30 | 6 | 3–30 | 78 | 105 | 189049 | 115 | 155.00 |
| *206794 | 125–133 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 140.00 |
| *206795 | 60 | 6 | 3–30 | 80 | 105 | 189049 | 230 | 155.00 |
| *206796 | 40–50 | 6 | 3–30 | 95 | 125 | 189049 | 230 | 175.00 |
| **Renewal Bulbs** | | | | | | | | |
| 195528 | any | 2 | 3–8 | 3 oz. | 1 lb. | ..... | ... | $3.00 |
| 189048 | any | 6 | 3–6 | 8 oz. | 2 lb. | ..... | .... | 7.00 |
| 189049 | any | 6 | 3–30 | 8 oz. | 7 lb. | ..... | ... | 8.00 |

* Extra bulb included. † All prices subject to change without notice.

# An Ideal Battery Charger for Alternating Current

The 6-amp., 75 volt Tungar Rectifier will charge any combination of 3, 4, 5, 6 up to 30 cells at 6 or 7 amperes or less from alternating current.

It is a practical device demonstrated by actual service. It equips the garage for efficient battery charging at a much lower cost than any other reliable device of similar capacity. The Tungar Rectifier allows a good profit on battery charging.

The Tungar fastens to the wall thus taking up no floor space. It uses alternating current at a cost of but six cents an hour for ten 3-cell batteries. It is self-starting, requiring no attendant.

Fool proof, trouble proof and simple to operate, the Tungar Rectifier charges all sizes of storage batteries up to thirty cells.

***Ask our nearest office for Bulletin 6395 and name of nearest dealer***

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Detroit, Mich.
Duluth, Minn.
Elmira, N. Y.
Erie, Pa.
*El Paso, Tex.
Fort Wayne, Ind.
Hartford, Conn.
*Houston, Texas
Indianapolis, Ind.
Jacksonville, Fla.
Joplin, Mo.
Kansas City, Mo.
Knoxville, Tenn.
Los Angeles, Cal.
Louisville, Ky.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Nashville, Tenn.
New Haven, Conn.
New Orleans, La.
New York, N. Y.
Niagara Falls, N. Y.
*Oklahoma City, Okla.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Providence, R. I.
Richmond, Va.
Rochester, N. Y.
St. Louis, Mo.
Salt Lake City, Utah
San Francisco, Cal.
Schenectady, N. Y.
Seattle, Wash.
Spokane, Wash.
Springfield, Mass.
Syracuse, N. Y.
Toledo, Ohio
Washington, D. C.
Youngstown, Ohio

*Southwest General Electric Company. For CANADIAN BUSINESS refer to Canadian General Electric Company, Ltd., Toronto, Ont.
GENERAL FOREIGN SALES OFFICES: Schenectady, N. Y.; 120 Broadway, New York City; 83 Cannon St., London, E. C., England

85A-90

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| ar | Year | Model | Electrical System | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Head-light Opening in Rim | Head-light Outside Diameter | Size of Spark Plug | Internal Width | Internal Thickness | Internal Length | External Width | External Thickness | External Length | Exhaust Pipe Outside Diameter | Piston Rings Bore | Piston Rings Width of Groove | Serial Numbers of Cars and Truck |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| rson | 1913 | | Ward-L. | 572 | 520 | 320 | | 892 | 989 | | | 1146 | 373 | 22 | 1512 | DC | | | | | | | ⅞L | | | | | | | 1⅜ | 4⅛ | ¼ | |
| | 1914 | De Luxe-6 | Ward-L | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 168 | 82 | 64 | 64 | | | ⅞L | 2 | ⅜ | 40 | 2 | ⅜ | 20 | | 3¾ | ¼ | |
| les y. Wg. Co | 1915 | K | Fed & Dyn. | 650 | | 334 | | 839 | 1094 | | | 1249 | | 99 | 1531 | | | | | | | | | | | | | | | | | | |
| hoffr | 1913 | | | 620 | | | | 892 | 1034 | | | 1145 | 425 | 18 | 1512 | DC | | | | | | | ⅞ | | | | | | | | 3⅜ | ⅝ | |
| | 1913-14 | 4-30, 6-36 | West. | 616 | 520 | | | 804 | 1034 | | | 1210 | 429 | 71 | 1520 | DC | | | | | | | ⅞ | | | | | | | | 3⅜ | ⅝ | |
| Books | 1913 | O. & P. | Jesco | 675 | 557 | | 756 | 924 | 1021 | | | 1281 | 373 | 67 | 1557 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | R. S. & T. | Jes&Apl. | 572 | | | 756 | 892 | 996 | | | 1146 | 405 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 4-40, 6-50 | Apelco | 640 | 536 | | 732 | 912 | 1014 | | | 1238 | 395 | 12 | 1601 | DC | 166 | 82 | Spec | | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1916 | 4-35 | Apelco | 634 | | | | 908 | 996 | | | 1235 | | 34 | 1527 | DC | 166 | | 82 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1916 | H-6-50 | Apelco | 651 | | | | 839 | 996 | | | 1254 | | 100 | 1527 | DC | 166 | | 82 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| de | 1917-18 | A, B | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| r | 1916-17 | 166 | Al-Ch. | 598 | 508 | | 748 | | | | 1641 | 1160 | 458 | 4 | 1504 | | | | | | 7 | 8¼ | ⅞ | Em | er | genc | y S | er | vice | | 3 | ⅝ | 801-1300 A1-A1000 |
| | 1916-17 | 168 | Apelco | 652 | 534 | 307 | | 839 | 1095 | 1396 | 1659 | 1251 | 495 | 101 | 1527 | SC | 165 | | 61 | 61 | 7 | 8¼ | ⅞ | 1½ | ⅜ | 34⅝ | 2 | ⅜ | 37½ | | 3 | ⅝ | B 1000-B 1400 |
| | 1917 | 178, 176 | Al-Ch. | | | 307 | | 829 | 1063 | 1396 | | 1251 | | 101 | 1527 | | | | | | 7 | 8¼ | ⅞ | 1½ | ⅜ | 34⅝ | 2 | ⅜ | 37½ | 1½ | 3 | ⅝ | 1000 up |
| | 1918 | | | | | | 748 | 839 | | 1396 | | | | | | | 165 | | 63 | 63 | 7 | 8¼ | ⅞ | 2 | ⅜ | | 2 | ⅜ | | 1¼ | 3¼ | ⅝ | |
| r | 1917 | A | | | | | | | | | | | | | | | 108 | 64 | 64 | 64 | | | | | | | | | | | 4 | ¼ | |
| | 1918 | | | | | | | | | | | | | | | DC | | | | | 8¾ | 9¼ | ⅞ | 2 | ⅜ | 40 | 2¼ | ¼ | 22¾ | 2 | 3½ | ⅝ | |
| r | 1917 | 15-A | Dyneto | 566 | | 317 | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | | 3¾ | ⅝ | |
| hton | 1916 | 400 | Dyneto | 566 | | 317 | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | | | | | | | | 3¾ | ¼ | |
| n | 1913 | 37, 54 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞ | 1⅝ | ⅜ | 41¼ | 2 | ⅜ | 41 | 2½ | 4⅛ | ¼ | 30001-39200 & 45001-54200 |
| | 1914-15 | 6-40 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1334 | 1643 | 1137 | 473 | 102 | 1506 | SC | 165 | | 61 | 61 | 8½ | 9¼ | ⅞ | 2 | ⅜ | 42 | 2⅜ | ⅜ | 44 | 2¼ | 3½ | ⅝ | 56501-61700 & 63001-77207 |
| | 1914-15 | 6-54 | Delco | 624 | 532 | 301 | 379 | 969 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | | 61 | 61 | 8½ | 9½ | ⅞ | 2 | ⅜ | 48½ | 2⅜ | ⅜ | 50¼ | 2½ | 4¾ | ⅝ | 73501-90000 & 59001-62000 |
| | 1916 | 6-40 | Delco | 601 | 517 | 321 | 788 | 965 | 1075 | 1334 | 1643 | 1181 | 507 | 103 | 1510 | SC | 165 | | 61 | 61 | 8½ | 9¼ | ⅞ | 2 | ⅜ | 40½ | 2 | ⅜ | 43¼ | 2¼ | 3½ | ⅝ | Cr 10001-Cr 40600 |
| | 1917 | Super 6 | Delco | 604 | 517 | 318 | 822 | 965 | 1072 | 1367 | 1643 | 1190 | 479 | 104 | 1510 | SC | 165 | 81 | 61 | 61 | 8½ | 9 | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¾ | 2¼ | 3½ | ⅝ | H 1-H 99999 & J 1-J 97999 |
| | 1918 | Super 6 M | | | | | 822 | 965 | | 1367 | 1643 | | 479 | 104 | | SC | 165 | | 61 | 61 | 8½ | 9 | ⅞ | 2 | ⅜ | 38½ | 2 | ⅜ | 32½ | 2¼ | 3½ | ⅝ | M 7314-M 97000 |
| obile | 1913-14 | | | | | 282 | | | 1117 | 1355 | | | | | | | 165 | 63 | 63 | | | | ⅞ | | | | | | | 1½ | 3¼ | ⅝ | 30625 to 52000 |
| | 1913-14 | H A | West. | 572 | 520 | 320 | 701 | 892 | 996 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | SC | 165 | 63 | 63 | | | | ⅞ | 2 | 3/16 | 31⅛ | 2 | 3/16 | 36⅝ | 1½ | 3¼ | ⅝ | 30625 to 52000 |
| | 1914-15 | K | West. | 641 | 536 | 334 | 732 | 912 | 1014 | 1405 | | 1237 | 399 | 105 | 1533 | SC | 175 | | 89 | 67 | | | ⅞ | 2 | 3/16 | 39⅞ | 2 | 3/16 | 41¼ | 1⅞ | 3⅜ | ⅝ | 52001-60000 |
| | 1915-16-17 | N, NQ, NL, NR, NU, Ser. N-1, 2, 3, 4 | West. | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 31 | 1510 | SC | 165 | 65 | 63 | 63 | | 8⅛ | ⅞ | 2 | 3/16 | 39⅞ | 2 | 3/16 | 41¼ | 2 | 3¾ | ⅝ | 52000-87519 |
| | 1918 | R | Bijur | | 510 | | | 829 | | 1309 | 1643 | | 467 | 55 | 1504 | | 165 | | 63 | 63 | | 8⅛ | | 2 | 3/16 | 33⅛ | 2 | ⅛ | 33⅞ | 1¼ | 3¼ | ⅝ | 1-7500 |
| rt | 1916 | 1½, 2, 3½ & 6 ton | | | 508 | | | 882 | 985 | | | 1296 | | | | | | | | | | | ⅞ | 1½ 2½ | T ¼ | on) 47 | 2½ | ¼ | 41 | 2¼ | 3¾ | ⅝ | |
| | 1918 | R | | | | | 822 | | | | | | | | | | | | | | | | | 3½ | ⅜ | | | | | | | | |
| l | 1913-14 | 47 | North-E. | 676 | 547 | 344 | 756 | 924 | 1020 | 1418 | 1665 | 1280 | | | 1557 | | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3 | 3/16 | |
| | 1915-16 | 64 | West. | 566 | 514 | 317 | 711 | 829 | 987 | 1323 | 1643 | 1293 | 362 | 58 | | SC | 169 | 81 | 63 | 63 | 8 | 8¼ | ½ | | | | | | | | 3 | 3/16 | |
| | 1915-16 | | | | | | | | | 1323 | 1643 | | 470 | | 1510 | SC | 167 | 81 | 63 | 63 | 8 | 8¼ | ½ | | | | Ser | vi | ce | | 3 | 3/16 | |
| dent | 1918 | F-G | | | | | | | | | | | | | | •••• | | | | | | | | | | | | | | | 3½ | ⅝ | 1000-3000 |
| larveste | 1915 | | | | | | | | 1117 | | | | | | | •••• | | | | | | | ⅞ | 2 | ⅜ | 17⅝ | | | | | | | |
| | 1916-17 | F & H | North-E. | 641 | | 339 | | 912 | 1014 | | | 1237 | | 11 | | •• | | | | | | | ⅞ | 2¼ | 3/16 | 43½ | 2½ | 3/16 | 45 | | 3½ | .31 | |
| | 1918 | F & H | St&Ltg. | | | | | 912 | | | | | | | | •• | | | | | 7⅝ | 8½ | | 2¼ | ⅜ | 43¼ | | | | | 3½ | .31 | |
| | 1914-15 | B, F & K | Remy | 576 | | | | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | | | 2¾ | ¼ | 41¼ | 3 | ¼ | 33 | | 4⅛ | ¼ | 1100-2294 |
| | 1916 | S | Remy & G & | 566 | | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3 | ¼ | 10⅛ | | | | | 3½ | ¼ | 1100-2294 |
| | 1916 | D. R. L. | Remy | 577 | | | | 896 | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1918 | T | | | | | | | | | | | | | | | | | | | | | | 2 | ¼ | 20½ | | | | 2⅜ | 3½ | ¼ | |
| | 1918 | D | | | | | | | | | | | | | | | | | | | | | | 2¼ | ¼ | 50 | | | | 2⅜ | 4⅛ | ¼ | 3000-3700 |
| | 1918 | R | | | | | | | | | | | | | | | | | | | | | | 2½ | ¼ | 56 | | | | 2⅜ | 4⅛ | ¼ | 6001-8000 |
| | 1918 | L | | | | | | | | | | | | | | | | | | | | | | 3 | ¼ | 68 | | | | 2½ | 4¾ | ¼ | 8001 9000 |
| | 1919 | L | | | | | | | | | | | | | | SC | | | | | | 10 | ⅞ | 3 | ¼ | 68 | | | | | | | |
| 'k Mack | 1916-17-18 | F, G, H & K | | | | | | | | | | | | | 1533 | | | | | | | | | | | | | | | | | | |
| ate | 1912-13-14 | 40, 45, 50 | Apelco | 691 | 556 | 309 | | 982 | 1112 | 1428 | | 1292 | | 24 | | DC | 170 | 82 | 82 | 64 | | | ⅞L2 | | ⅜ | 34¼ | 2 | ⅜ | 36⅝ | | 4 | ⅝ | 4301-6930 |
| | 1915 | T | Remy | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | | 9⅝ | ½ | 1¾ | ⅜ | 35¼ | 1¾ | ⅜ | 37¼ | 2 | 3½ | ⅝ | 7100-11503 |
| | 1916-17 | T | Remy | 583 | 508 | 317 | 717 | 829 | 1062 | 1307 | 1641 | 1165 | 454 | 106 | 1504 | SC | 165 | | 63 | 63 | | 9⅝ | ⅞ | 1¾ | ⅜ | 35½ | 1¾ | ⅜ | 37¼ | 2 | 3½ | ⅝ | 11504-19108 |
| | 1918 | T | | | 508 | | 717 | 829 | 1062 | 1307 | | | 461 | 106 | 1504 | | 165 | | 63 | 63 | 7½ | 8⅝ | ⅞ | 1¾ | ⅜ | 36 | 1¾ | ⅜ | 57 | 2 | | | 19109- |
| Fraschini | 1917 | | Basel | 641 | | 339 | | 912 | 1014 | | | 1273 | 396 | 11 | 1533 | | | | | | | | ⅞ | | | | | | | | | | |
| a | 1913-14 | 34, 44, 54 | A-L. | | 547 | 344 | 756 | 924 | 1020 | 1356 | 1665 | 1280 | 406 | 18 | | DC | | | | | 8½ | 9½ | ⅞ | | | | | | | 2 | | | |
| | 1914 | Majestic, Sultanic | A-L. | | 529 | 291 | 707 | 898 | 1038 | 1373 | 1639 | 1215 | 429 | | | DC | 166 | 82 | 64 | 82 | | | ⅞ | | | | | | | | | | |
| | 1914 | Olympic | A-L. | | 520 | 319 | 701 | 892 | 1038 | 1373 | 1629 | 1145 | 374 | | | DC | 166 | 82 | 64 | 82 | | | ⅞ | | | | | | | | 4⅛ | ⅝ | |
| | 1914-15 | 44, 46 | A-L. | 573 | 526 | 319 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 168 | 82 | 82 | 82 | 9 | 10¼ | ⅞ | 1¾ | 3/16 | 42⅝ | 2 | ⅜ | 45⅝ | 2⅜ | 4⅛ | ⅝ | |
| | 1915 | 6-48 | A-L. | 602 | 512 | 321 | 788 | 890 | 1074 | 1328 | 1643 | 1138 | 473 | 107 | 1506 | DC | 168 | 82 | 82 | 82 | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1916 | 68 | A-L. | 572 | | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 166 | | 61 | 62 | 9 | 9½ | ⅞ | 2¼ | ⅜ | 42 | 2 | ⅜ | 44 | | 3½ | ⅝ | |
| | 1916 | 34, 34 8 | A-L. | 567 | 512 | 316 | 719 | 886 | 987 | 1338 | | 1132 | 362 | 108 | 1510 | DC | 166 | | 61 | 62 | 8½ | 9½ | ⅞ | | | | | | | 2 | 3½ | ⅝ | |
| | 1917 | 349 | A-L. | 598 | 508 | 317 | 717 | 829 | 1061 | 1308 | 1641 | 1160 | 482 | 4 | 1504 | DC | 166 | | 64 | 64 | | 9½ | ⅞ | | | | | | | 1⅝ | 3 | ⅝ | 20700 to 21916 |
| | 1917 | 350 | A-L. | 567 | | 319 | | 890 | 989 | 1338 | | 1132 | 482 | 108 | 1510 | | | | | | | 9½ | ⅞ | | | | | | | | | | 20243 to 20587 |
| | 1918 | 349 | | | | | 717 | 890 | | | 1641 | | 462 | 4 | 1504 | | 166 | | 64 | 64 | | 10 | | | | | | | | 1⅝ | 3 | ⅝ | |
| | 1913 | Cross Country | U. S. L. | 686 | 555 | 349 | 807 | 849 | 1115 | | | 1290 | 358 | 109 | | DC | | | | | | | ⅞ | 1¼ | ¼ | 27⅞ | 1¼ | ¼ | 41⅝ | | | | 31551-35999 |
| | 1914 | 4 | U. S. L. | 647 | 545 | 348 | 799 | 849 | 1018 | 1332 | | 1245 | 402 | 110 | 1545 | DC | 168 | 82 | 82 | 82 | 7½ | 8½ | ⅞ | | | | | | | | 3¼ | ¼ | 46000-46999 38000-38999 |
| | 1914-15 | 6 | U. S. L. | 686 | | 349 | 807 | 920 | 1115 | 1356 | | 1290 | 358 | 109 | | DC | 168 | 82 | 82 | 82 | 9 | 9⅝ | ⅞ | | | | | | | 2¼ | 3¼ | ¼ | 47000-52299 |
| | 1915-16 | Chest.-6 | Bijur | 572 | 520 | 320 | 701 | 892 | 1001 | 1355 | 1629 | 1293 | 375 | 111 | 1512 | | | | | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | 3 | 3/16 | 47000-52299 |
| | 1916 | | | 590 | 514 | 320 | 719 | 831 | 1073 | 1332 | 1643 | 1177 | 470 | 112 | 1510 | SC | 167 | 81 | Spec | Spec | 7½ | 8½ | ⅞ | | | | | | | 2¼ | 3¼ | ¼ | 57000-60500 68000-69500 |
| | 1917 | All | Bijur | 566 | 514 | 320 | 719 | 886 | 1073 | 1323 | 1629 | 1293 | 362 | 7 | 1515 | SC | 167 | 81 | 63 | 63 | 7½ | 8½ | ⅞ | | | | | | | 2¼ | 3½ | ⅝ | 61000-78000 86000-96000 |
| | 1915 | | Leece-N. | 573 | 520 | 320 | | 892 | 996 | 1356 | | 1145 | 373 | 18 | | | | | | | | | | | | | | | | | 3⅜ | ⅝ | |
| | 1915-16 | | Leece-N. | 572 | 520 | 320 | | 829 | | 1323 | | 1146 | 470 | 22 | 1512 | | | | | | | | | | | | | | | 2¼ | 3 | 3/16 | |
| | 1915-16 | | G & D. | 566 | 514 | 317 | | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | | | | | | | | ⅞ | | | | | | | 2¼ | 3 | 3/16 | |
| | 1918 | 27 | A-L. | | | | | 831 | | 1332 | | | | | | | | | | | | | | | | | | | | 2½ | 3½ | ⅝ | |
| | 1919 | 28-27 | | | | | | | | 1332 | | | | | | DC | | | | | 7⅝ | 8⅝ | ⅞ | 1⅝ | ⅜ | 35¾ | 1¾ | 3/16 | 37¾ | 2½ | 3½ | ⅝ | |
| | 1916 | B | Bijur | 589 | | 320 | | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | | 9¼ | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43⅝ | | | | |
| | 1917 | C-60 | Bijur | | 512 | 319 | | 831 | | 1332 | | | 470 | 135 | 1510 | SC | 165 | | 63 | 63 | 8¼ | 9½ | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¼ | 1¼ | 3½ | ⅝ | |
| | 1918 | 17 | | | | | 822 | 831 | | 1339 | | | 479 | | 1510 | | 165 | | 63 | 63 | | 9½ | | 2¼ | ⅜ | 35 | 2¼ | ⅜ | 38¾ | 1¼ | 3½ | ⅝ | |
| | 1914-15 | | Delco | | 514 | | | 886 | 987 | 1332 | | 1293 | | | | DC | 166 | 82 | 62 | Spec | | | ⅞ | | | | | | | | | | |
| Spngfld | 1914-15-16 | | Jesco | 573 | 520 | | | 892 | 997 | | | 1145 | | 18 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1919 | K-31 & 35 | | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅞ | ⅜ | 15⅝ | | | | 2 | 3¾ | ¼ | |
| | 1919 | K-32 & 36 | | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅞ | ⅜ | 18⅝ | | | | 2 | 3¾ | ¼ | |
| | 1919 | K-40-45-50-52 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2⅜ | ⅜ | 20¾ | 2⅜ | ⅜ | 20¾ | 2¼ | 4½ | ¼ | |
| | 1916 | | | | 533 | | 751 | | 1096 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1917 | | Bosch | 643 | 526 | 337 | | 912 | | | | 1240 | 400 | 113 | 1533 | SC | 141 | | 89 | 67 | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | | | | | | | | | | | | | | | | | | | | | | | | Em | er | genc | y S | er | vice | | | | |
| | 1913 | A | Disco | 563 | 508 | 316 | 699 | 888 | 985 | 1301 | | 1295 | 359 | 63 | 1500 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 2¼ | 3/16 | 42¼ | 2 | 3/16 | 19 | | 3¼ | 3/16 | 500-2200 |
| | 1914 | B | Ward-L. | 612 | 518 | 286 | 699 | 888 | 1030 | 1322 | | 1206 | 421 | 52 | 1508 | DC | 166 | 82 | 64 | 64 | | 8½ | ⅞ | 2 | 3/16 | 42¼ | 2 | 3/16 | 38½ | | 3⅛ | 3/16 | 2200-4000 |
| | 1915-16 | C, 8D | Ward-L. | 566 | 514 | 317 | 711 | 886 | 993 | 1323 | 1643 | 1141 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | 9½ | ⅞ | 2 | 3/16 | 41 | 2 | 3/16 | 38½ | 1⅝ | 3⅝ | 3/16 | 4000-8000 |
| | 1916 | 8-D | Ward-L. | 598 | 515 | 317 | 717 | 829 | 1066 | 1308 | 1641 | 1160 | 462 | 4 | 1510 | DC | 166 | 82 | 64 | 64 | 8½ | 9¼ | ⅞ | | 3/16 | 41 | 2 | ⅛ | 18¾ | 1½ | 2¾ | ⅝ | 8000-12000 |
| | 1916-17 | 8E | Ward-L. | 598 | 508 | 316 | | 829 | 1061 | 1308 | 1641 | 1160 | 458 | 4 | 1510 | SC | 167 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | | 3/16 | 41 | 2 | ⅛ | 18¾ | 1½ | 3 | ⅝ | 12000-18000 |
| | 1918 | 8E | | | 508 | | 717 | | | 1308 | 1641 | | 467 | | 1510 | | 167 | 81 | 63 | 63 | 8½ | 9¼ | | | | | | | | 1⅜ | 3 | ⅝ | 20000-22000 |
| | 1919 | G | Bijur | | | | | | | | | | | | | SC | | | | | | 9¼ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 1¾ | 3 | ⅝ | 22000 up |

delabra Screw Base. †MiniatureBase. §When sizes are not standard stock sizes, under Internal Brake use thenext smaller size; under External Brake use the next larger size. Odd sizes s sometimes made for manufacturers on account of quantity buying.

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| Year | Model | Electrical System | STORAGE BATTERIES: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | LAMPS (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | LENSES: Head-light Opening in Rim | Head-light Outside Diameter | Size of Spark Plug | BRAKE LINING*: Internal Width | Internal Thickness | Internal Length | External Width | External Thickness | External Length | Exhaust Pipe Outside Diameter | PISTON RINGS: Bore | Width of Groove | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1913 | 40 | N-W | 577 | 534 | 313 | | 835 | 1003 | 1398 | 1671 | 1253 | 444 | 114 | 1527 | DC | | | | | | | M | | | | | | | | | |
| 1914 | 6-48, 6-60 | N-W | 577 | 526 | 323 | 705 | 896 | 1003 | 1327 | 1631 | 1153 | 383 | 115 | 1518 | DC | 170 | 82 | 64 | 64 | | | 3/4 | 3 1/2 | 3/8 | 37 | 4 | 3/8 | 33 3/4 | | 4 | 1/4 | |
| 1914-15 | 4-36, 6-42 | N-W | 572 | 520 | 320 | | 892 | 996 | 1355 | | 1146 | | 22 | 1512 | DC | 170 | | 64 | 64 | 8 | 9 | 3/4 | 2 | 5/8 | 34 1/2 | 2 | 5/8 | 34 1/2 | 2 3/4 | 4 1/4 | 1/4 | |
| 1915 | 4-36, 6-42 | N-W | 589 | 520 | 320 | 701 | 892 | 996 | 1355 | 1629 | 1176 | 373 | 13 | 1512 | DC | 170 | | 64 | 64 | 8 | 9 | 3/4 | 2 | 5/8 | 34 1/2 | 2 | 5/8 | 34 1/2 | 2 3/4 | 3 3/4 | 3/8 | |
| 1916 | 4-32, 6-42 | Remy | 583 | 514 | 317 | 719 | 831 | 1073 | 1303 | 1643 | 1163 | 470 | 25 | 1510 | | | | | | 8 | 9 1/2 | 3/4 | 2 | 5/8 | 34 1/2 | 2 | 5/8 | 34 1/2 | 2 3/4 | 3 7/8 | 3/8 | |
| 1917 | 6-42 | Remy | 583 | 514 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1510 | DC | 168 | | 63 | 64 | | 10 | 7/8 | | | | | | | 2 3/4 | 3 3/4 | 1/4 | |
| 1915 | 100 Pt. Six | Remy | | | | | 829 | | 1332 | 1641 | | 457 | | 1504 | | 168 | | 64 | 64 | | 9 3/4 | 7/8 | | | | | | | 2 3/4 | 3 1/4 | 3/8 | |
| 1918 | 6-42 | West | | | | | 831 | | | | | | | 1510 | | | | | | 7 3/8 | 8 | 7/8 | | | | 2 | 1/2 | 44 | 2 3/4 | 3 3/8 | 3/8 | |
| 1919 | C, B-6 | Remy | | | | | | | 1303 | | | | | | SC | | | | | 7 3/8 | 8 | 7/8 | | | | 2 | 1/2 | 44 1/4 | 2 3/4 | 3 3/8 | 3/8 | |
| 1913-14 | 4-40, 6-50, 6-60 | Rush | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | | 172 | 82 | 82 | 82 | | | el M | 2 | 5/8 | 43 | rea | r | whe | | 4 3/4 | 1/2 | 1700-2099 |
| 1913-14 | 4-30 | Rush | 616 | | 289 | 703 | 894 | 1038 | 1353 | | 1210 | 429 | 71 | 1514 | DC | 172 | 82 | 82 | 82 | | | 3/4 | | | | | | | | 4 | 1/2 | 1400-1899 |
| 1915 | 6-42, 6-42A | Rush | 620 | | 291 | 707 | 898 | 1038 | 1373 | | 1215 | | 2 | 1520 | DC | 168 | 64 | 66 | 64 | | | el 3/4 | 2 | 5/8 | 40 | rea | r | whe | | 3 1/4 | 1/4 | 2100-2999 |
| 1916 | 6-36 | West | 583 | 508 | 317 | 717 | 829 | 1063 | 1308 | | 1160 | 462 | 116 | 1504 | | 167-65 | | 65 | 64 | | | | | | | | | | 2 | 3 1/4 | 1/4 | 3000-3599 |
| | | | | | | | | | | | | | | | SC | | | | | | 8 1/2 | 3/4 | | | | | | | 2 | | | |
| 1917 | 6-38 | West | 599 | 508 | 316 | | 831 | 1061 | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 65 | 63 | | 8 1/2 | 3/4 | | | | | | | 2 | 3 1/4 | 1/4 | 3600-4599 |
| 1918 | 6-38 | | | | | 717 | 831 | | 1309 | | | 467 | 55 | | SC | 165 | 81 | 63 | 63 | | 8 1/4 | 3/4 | 1 1/4 | 5/8 | 32 1/2 | 2 | 5/8 | 32 1/2 | 2 | 3 1/4 | 1/4 | 4600-5999 |
| 1919 | 6-42 Series H | West | | | | | | | 1309 | | | | | | SC | | | | | | 8 3/4 | 7/8 | 1 3/4 | 5/8 | | 2 | 5/8 | | 2 3/4 | 3 1/4 | | 6000 up |
| 1912-13 | | Esterline | | | 282 | | 886 | 1117 | | | | | | | | | | | | | | 3/4 | | | | | | | | | | |
| 1913-14 | R, S | Esterline | 576 | 526 | 322 | | 898 | 1004 | 1379 | | 1151 | | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 3/4 | | | | | | | | | | |
| 1915 | 35, 36 | Bijur | 576 | 526 | 323 | | 896 | 1003 | 1379 | | 1151 | | 1 | 1518 | DC | 170 | 82 | 62 | 62 | | | 3/4 | | | | | | | | 5 | 1/4 | |
| 1915-16-17 | 35, 36 Tractors | Bijur | 580 | | | | 896 | | 1381 | | 1156 | | 117 | 1518 | DC | 166 | 82 | 62 | 62 | | | y 3/4 | 6 1/2 | 1/4 | 57 1/2 | Em | er | genc | | 5 | 1/4 | |
| 1915 | Tractor | Bijur | 581 | | | | 896 | | 1379 | | 1157 | | 118 | | | | | | | | | 3/4 | | | | | | | | 5 | 1/4 | |
| 1918 | 35 & 36 | | | | | | 896 | | | | | | 117 | 1518 | | | | | | | | 3/4 | 6 1/4 | 3/4 | | | | | | 5 | 3/4 | |
| 1918 | K | | | | | | | | | | | | | | | | | | | | | 3/4 | 2 3/4 | 5/8 | 45 | 2 1/2 | 5/8 | 45 | 2 | | | |
| 1914 | | | | | | | | 1117 | | | | | | | | | | | | | | 3/4 | | | | | | | | | | |
| 1916 | Coupe Sedan | Dyneto | 650 | 533 | 332 | | 839 | 1093 | | | 1248 | 404 | 8 | 1593 | | | | | | | | | | | | | | | | | | |
| 1917 | All | Dyneto | 650 | | 332 | | 839 | | | | 1248 | 390 | 8 | 1593 | | | | | | | | | | | | | | | | | | |
| 1912-13-14 | K, Kr | | | | 283 | | 892 | 1116 | | | 1205 | | | | DC | 166 | | 64 | | | | 3/4 | | | | | | | | 3 5/8 | 1/4 | |
| 1914 | L | Gesco | 611 | | 316 | | 888 | 980 | 1321 | | 1205 | 389 | 6 | 1506 | DC | 166 | | 64 | | | | 3/4 | 1 1/2 | 5/8 | 30 | 2 | 5/8 | 33 | | 3 3/8 | 3/8 | |
| 1914-15 | L | Disco | 612 | 518 | 287 | | 886 | 989 | 1324 | | 1132 | 421 | 52 | 1508 | | | | | | | | 3/4 | 1 1/2 | 5/8 | 30 | 2 | 5/8 | 33 | | | | |
| 1914 | M | North-E | 636 | | 331 | | 908 | 1009 | 1389 | | 1230 | | 32 | 1527 | DC | 166 | | 64 | | | | 3/4 | 1 1/2 | 5/8 | 30 | 2 | 5/8 | 33 | | 3 3/4 | 3/8 | |
| 1915 | M | North-E | 663 | | 295 | | 910 | 1043 | 1384 | | 1266 | 438 | 119 | 1529 | DC | 176 | | 68 | 68 | | | 3/4 | 1 1/2 | 5/8 | 30 | 2 | 5/8 | 33 | | 3 3/4 | 3/8 | |
| 1913-14 | | | | | | | | | | | 1151 | | | | DC | 166 | 82 | 64 | 64 | | | 3/4 | | | | | | | | 3 3/4 | 3/8 | |
| & T 1917 | All Models | | | | 310 | | | | | | 1296 | | | | | 134 | | 64 | 64 | | | | | | | | | | | | | |
| 1917-18 | B, C, F | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| 1917 | | | | | | | | | | | | | | | | 142 | | 68 | 90 | | | | | | | | | | | | | |
| 1918 | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 3/4 | | | |
| 1917 | | Disco | 599 | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | 3 3/4 | 3/8 | | |
| 1913-14 | | G & D | | 516 | | | 900 | 1105 | | | 1222 | | | | DC | 166 | 82 | 64 | | 8 | 9 | 3/4 | | | | | | | | 4 3/4 | 1/4 | |
| 1915-16 | | West | | | 317 | | 829 | 1066 | | | 1170 | | | | | | | | | 8 1/2 | 9 1/2 | 3/4 | | | | | | | | | | |
| 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | 3/4 | | | | | | | | | | |
| 1913-14-15 | 6-M, 6-C, 6-D | Jesco | | 520 | 292 | | 896 | 1038 | | | 1146 | 362 | | | DC | 167 | 81 | 81 | 81 | | | 3/4 | | | | | | | | 4 3/4 | 1/4 | |
| 1914 | 4-K, 6-L, H | West | 615 | 512 | 200 | | 892 | 1033 | 1379 | | 1209 | 429 | 98 | 1514 | DC | 166 | | 66 | 66 | | | 3/4 | | | | | | | | 4 | 3/8 | |
| 1915 | M | West | 615 | 520 | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | | 3/4 | | | | | | | | 4 3/4 | 1/4 | |
| 1916 | O | West | 583 | 508 | 317 | | 829 | 1070 | 1303 | | 1163 | 454 | 25 | 1504 | | | | | | 8 1/2 | 9 1/4 | 3/4 | | | | | | | | | | |
| 1916-17 | 6-F, 6-N | West | 593 | 515 | 325 | | 832 | 1086 | 1342 | | 1192 | 477 | 120 | 1507 | | 165-81 | | 65 | 65 | 8 1/2 | | | 1 3/4 | 1/2 | 15 1/2 | | | | | 4 3/4 | 1/4 | |
| | | | | | | | | | | | | | | | SC | | | | | | 9 1/4 | 3/4 | 2 1/2 | 1/2 | 45 1/2 | 2 1/2 | 3/8 | 48 | 2 | | | |
| 1917 | O | West | 583 | 508 | 317 | | 829 | 1070 | 1303 | | 1163 | 458 | 25 | 1504 | | 129 | 83 | 63 | 64 | | | 3/4 | 2 | 1/2 | 38 | 2 | 1/2 | 24 1/4 | | 3 3/4 | 1/4 | |
| 1918 | 6-6R | | | | | 720 | 829 | | | 1641 | | 467 | 55 | 1504 | SC | 131 | 83 | 63 | 64 | 9 | 9 1/2 | 3/4 | 1 3/4 | 1/4 | 33 | 2 | 1/2 | 35 | 2 | 3 3/4 | 3/8 | |
| P.C.) 1914 | | Adams B | 680 | 549 | 304 | 701 | 939 | 1050 | | | 1284 | 448 | 89 | 1572 | | | | | | | 9 1/2 | 3/4 | | | | | | | | | | |
| 1914-15 | 6-6, VI | Remy | 572 | 521 | | 702 | 892 | 996 | | | | 373 | 22 | | SC | 165 | 81 | 63 | 63 | | | 3/4 | | | | | | | | 3 3/4 | 3/8 | |
| 1915 | 6-6, 2-6 | Remy | | 521 | 299 | 747 | 923 | 1051 | | | 1276 | | 1 | | SC | 165 | 81 | 63 | 63 | | | 3/4 | | | | | | | | 3 3/4 | 3/8 | |
| 1914-15-16 | Roadster | Remy | 575 | 521 | 327 | | 893 | 1002 | | | 1150 | 377 | 121 | 1512 | | 175 | 89 | 67 | | | | 3/4 | | | | | | | | | | |
| 1914-15-16 | Touring | Remy | | | 320 | | | | | | 1146 | 377 | | | | 178 | 89 | 67 | | | | 3/4 | | | | | | | | | | |
| 1916 | 10A | Delco | 598 | 508 | 317 | | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | | | | | | | | Em | er | genc | y S | er | vice | | 3 3/4 | 3/8 | |
| | | | | | | | | | | | | | | | SC | 125-81 | | 63 | 63 | | 8 1/2 | 3/4 | 1 3/4 | 3/8 | 37 1/2 | 2 1/2 | 3/8 | 23 3/8 | 2 | | | 30500-31500 |
| 1917 | 10-B | Delco | | 508 | 316 | | | | 1345 | 1641 | | 462 | | 1504 | SC | 125-81 | | 63 | 63 | 8 1/2 | 9 1/2 | 3/4 | 1 3/4 | 3/8 | 37 1/2 | 2 1/2 | 3/8 | 23 3/8 | 2 | 3 1/4 | 3/8 | 31500 to 34500 |
| 1918 | 10-B | | | | | 821 | 829 | | 1345 | 1641 | | 467 | | 1504 | SC | 125-81 | | 63 | 63 | 8 1/2 | 9 1/2 | 3/4 | 1 3/4 | 3/8 | 37 1/2 | 2 1/2 | 3/8 | 23 3/8 | 2 | 3 1/4 | 3/8 | 34500 to 36500 |
| 1919 | 10B | Delco | | | | | | | | | | | | | SC | | | | | 8 1/2 | 9 1/2 | 3/4 | 2 1/2 | 3/8 | 23 1/2 | 1 3/4 | 3/8 | 37 1/2 | 2 | 3 1/4 | 3/8 | 36501 up |
| 1915-16 | M | Dyneto | 650 | 533 | 331 | 748 | 839 | 1093 | | | 1247 | 493 | 9 | 1531 | | | | | | | | | | | | | | | | 3 1/4 | 3/8 | |
| 1916 | B, C, D, BW CW, DW | Dyneto | 646 | 514 | 339 | 719 | 916 | 1073 | | | 1242 | 470 | 122 | 1402 | | | | | | | | 3/4 | 2 1/2 | 3/8 | 55 | 2 1/2 | 3/8 | 55 | | 3 3/4 | 3/8 | |
| 1916-17 | MB, MW | Dyneto & Remy | 583 | | 317 | | 829 | 1061 | | | 1163 | | 5 2 | 1504 | | | | | | | | 3/4 | | | | | | | | | | |
| 1918 | F, G | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1914 | | A-L | 620 | | | | 898 | 1038 | | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | | 3 1/4 | 3/8 | |
| 1914-15 | | A-L | 572 | | | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | | | | | | | | | | | | | | | | 3 1/4 | 3/8 | |
| 1916 | | | | | | | | 1125 | | | | | | | DC | | | | | | | 3/4 | Em | er | gene | y S | er | vice | | | | |
| 1916 | 15 | | | | | | | 1060 | | | | | | | | | | | | | | 3/4 | 2 3/4 | 1/4 | 51 | 2 3/4 | 1/4 | 42 | | 3 1/4 | 3/8 | |
| 1918 | 15-1 ton | | | | | | | | | | | | | | | | | | | | | | 3 1/4 | 3/8 | 48 | | | | 2 1/4 | 3 1/4 | 3/8 | |
| 1918 | 16-2 ton | | | | | | | | | | | | | | | | | | | | | | 3 1/2 | 3/8 | 52 | | | | 2 1/4 | 4 1/4 | 3/8 | |
| 1918 | 17-3 1/2 ton | | | | | | | | | | | | | | | | | | | | | | 3 3/4 | 1/4 | 64 | | | | 2 1/4 | 4 1/4 | 3/8 | |
| 1912-13-14 | R2, R3, M3, M4 | Rush | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | 8 1/2 | 9 1/4 | 3/4 | 2 | 5/8 | 14 3/8 | 3 | 5/8 | 22 3/4 | 2 3/4 | 4 1/4 | 1/4 | |
| 1913 | R | West | 621 | 529 | | 707 | 898 | 1037 | 1376 | 1639 | 1214 | 432 | 3 | 1520 | SC | 168 | 83 | 81 | 63 | 9 | 9 3/4 | 3/4 | | | | | | | 2 3/4 | 4 1/4 | 1/4 | |
| 1915 | R5, M5 | West | 623 | 529 | 292 | 707 | 898 | 1040 | 1376 | 1639 | 1217 | 430 | 123 | 1520 | SC | 169 | 83 | 81 | 83 | 9 | 9 3/4 | 3/4 | 2 1/2 | 3/8 | 15 | 3 | 3/8 | 49 | 2 3/4 | | | |
| 1916-17 | All Models | West | 623 | 529 | 356 | 707 | 898 | 1040 | 1376 | 1639 | 1217 | 432 | 123 | 1520 | SC | 169 | 81 | 81 | 63 | 9 | 9 3/4 | 3/4 | 2 1/2 | 3/8 | 15 | 3 | 3/8 | 49 | 2 3/4 | 4 1/4 | 1/4 | |
| 1918 | 2-38, 2-48 | | | 529 | | 707 | 898 | | 1376 | | | 432 | | 1520 | SC | 130 | 84 | 82 | 64 | 9 | 9 3/4 | 3/4 | 2 1/2 | 3/8 | 14 1/2 | 3 | 3/8 | 48 1/2 | 2 3/4 | 4 1/4 | 1/4 | |
| 1913 | 27 | G & D | 620 | 516 | 291 | 713 | 900 | 1106 | 1373 | | 1215 | 412 | 2 | 1520 | DC | | | | | | | 3/4 | 2 | 1/4 | 34 1/2 | 2 | 1/4 | 48 1/2 | | 3 1/4 | 1/4 | |
| 1913 | 22, 22A | G & D | 627 | 516 | 305 | 713 | 900 | 1106 | 1317 | | 1224 | 412 | 124 | 1522 | DC | | | | | | | 3/4 | 2 | 1/4 | 40 1/2 | 2 1/2 | 1/4 | 43 1/4 | | | | |
| 1914 | 27 | G & D | 627 | 516 | 305 | 713 | 900 | 1106 | 1317 | | 1224 | 412 | 124 | 1522 | DC | 170 | 82 | 82 | 82 | 10 | 11 1/4 | 3/4 | | | | | | | | | | |
| 1914-15-16 | 30, 32, 34 | G & D | 589 | 514 | 317 | 711 | 890 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | | 165 | | 63 | | 8 1/2 | 9 1/2 | 3/4 | 2 1/2 | 3/8 | 49 | 2 1/2 | 3/8 | 53 1/2 | 2 1/2 | | | |
| 1917 | 30, 32, 34 | G & D | 589 | 516 | 317 | | 890 | 1105 | 1332 | | | 470 | 58 | 1510 | DC | 168 | 81 | 81 | | 8 1/2 | 9 1/2 | 3/4 | | | | | | | 2 | | | |
| 1918 | 32, 34 | | | 516 | | 697 | | | | | | | | 1510 | | | | | | | 9 1/4 | | Re | ar | Whl | 1 1/4 | 3/8 | 50 | | 3 1/4 | 1/4 | |
| 1916-17 | P-5 | | | 540 | | | | 1044 | | | 1270 | | 159 | 1535 | DC | 168 | | 64 | 64 | | | 3/4 | | | | | | | | | | |
| 1918 | P-5 | | | | | | | | | | | | | 1506 | | 168 | | 64 | 74 | | | | | | | | | | | 4 | 1/2 | |
| 1913-13-14 | K | North-E | | 559 | 347 | 786 | 954 | 1025 | | | 1288 | | | | DC | 170 | 82 | 64 | 64 | | | 3/4 | 2 1/2 | 3/8 | 47 1/4 | 2 1/2 | 3/8 | 49 1/4 | | 4 1/2 | 1/4 | |
| 1915 | All Models | North-E | | 533 | 332 | 734 | 954 | 1093 | | | 1247 | | | | DC | 170 | 82 | 64 | 64 | | | 3/4 | | | | | | | | | | |
| 1914-15 | | West | | 526 | 282 | | | 1003 | 1380 | | | | 21 | | DC | Spec | 82 | 64 | 64 | 9 | 9 3/4 | 3/4 | 1 3/4 | 3/8 | 48 | 1 3/4 | 1/2 | 51 | | 4 | 1/4 | 4001-9000 |
| 1914-15-16-17 | All Models | West | 577 | 526 | 323 | 705 | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 2 1 | 1518 | SC | 171 | | 65-8 | 64-8 | 8 1/2 | 9 1/2 | 3/4 | 2 1/2 | 3/8 | 49 | 2 1/2 | 3/8 | 53 1/2 | 3 1/4 | 4 | 3/8 | 9001-10001 up |
| 1918 | | West | | 526 | 319 | 705 | 833 | | | 1629 | | | | 1516 | | 131 | 87 | 63 | 64 | 8 1/2 | 9 1/2 | 3/4 | 2 1/2 | 3/8 | 49 1/2 | 2 1/2 | 3/8 | 54 | 3 1/4 | 4 1/2 | 1/2 | 18000 to 19000 |
| 1919 | 19X | West | | | | | | | | | | | | | SC | | | | | 8 1/2 | 9 3/4 | 3/4 | 2 1/2 | 3/8 | 49 3/4 | 2 | 1/2 | 54 | 3 1/4 | 4 3/4 | 1/4 | 19000 up |
| 1912-13 | | Esterl | 576 | 526 | | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | | | | | | | 3/4 | | | | | | | | 4 | 1/4 | |
| 1914 | | West | 577 | 526 | | | 896 | 1003 | | | 1152 | 382 | 2 1 | 1518 | | | | | | | | 3/4 | | | | | | | | 3 3/4 | 1/4 | |
| 1915 | | G & D | 566 | 512 | | | 886 | 987 | | | 1293 | 362 | 7 | 1510 | | | | | | | | 3/4 | | | | | | | | 3 1/2 | 3/4 | |
| 1913-14 | 6-50 | G & D | 627 | 516 | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| 1914-15-16 | 6-19 | Remy | 628 | | 305 | | 900 | 1105 | 1316 | | 1222 | 411 | 16 | 1522 | | | | | | 7 1/2 | 8 1/2 | | | | | | | | | | | |
| 1917-18 | All Models | Delco | 600 | | 315 | | 867 | | 1309 | | 1162 | 467 | 42 | 1504 | | | | | | 9 | 9 1/2 | | | | | | | | | | | |
| 1916 | M | | 572 | 520 | 320 | | 892 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | 3/4 | 3 1/4 | 1/4 | 16 | 3 1/4 | 1/4 | 16 | 2 1/4 | | | |
| 1916-17-18 | A, B, AC | | | | | | | | | | | | | 1533 | | | | | | | | | | | | | | | | | | |
| 1915-16-17 | T, T-7 | Remy | 593 | 515 | 325 | | 832 | 1084 | 1366 | | 1193 | 483 | 125 | 1511 | | | | | | | | nd | Co | nt | ract | ing | E | apa | | | | |
| | | | | | | | | | | | | | | | DC | 165-80 | | 63 | 63 | | 9 3/4 | 3/4 | 2 | 1/2 | 37 | 2 | 1/2 | 37 | | | | |
| 1918 | 13 | | | | | | | | | | | 483 | 125 | 1511 | | 125 | 83 | 83 | 64 | | 10 | 3/4 | 2 | 1/2 | 42 | 2 | 1/2 | 44 | 2 | | | |
| 1919 | 8 Cyl | | | | | | | | | | | | | | | | | | | 10 | 11 | 3/4 | 2 | 3/4 | 39 3/4 | 2 | 3/4 | 41 1/4 | | | | |

‡ Edison Screw Base. † Miniature Base. * When using a set of standard stock sizes under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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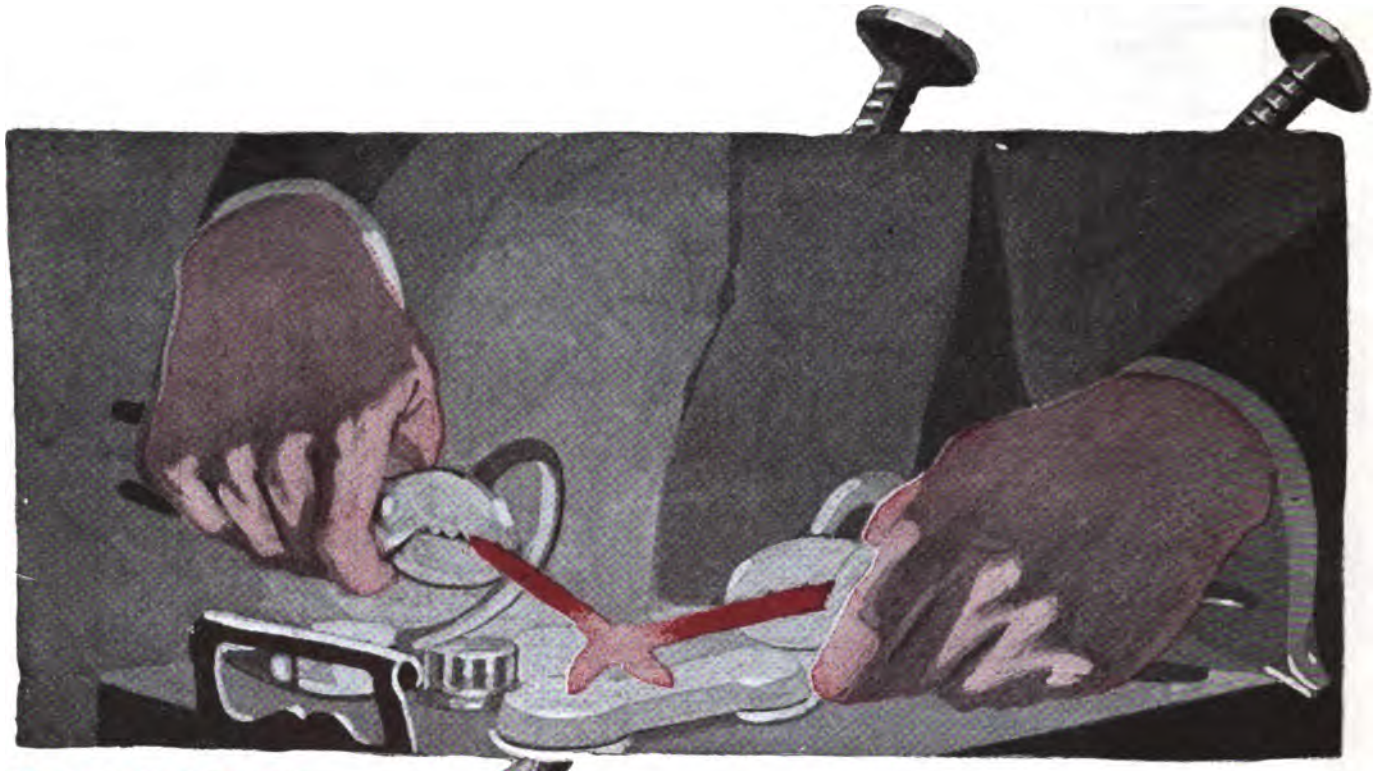

**The Spectacular Spike Test**

Just take two ordinary 20-penny spikes and two pairs of pliers. With the pliers hold one spike to one terminal of the Mac-Lar Battery and the second spike to the other terminal.

*Now bring the ends of the spikes together forming a dead short circuit!*

Immediately there appears a red glow—and in a few seconds the spikes are a molten mass.

# Suppose Our Sales Manager Should Come to You With the Story of These Homely Spikes?

Suppose our Sales Manager should come to you with the simple but spectacular "Spike" Test—and demonstrate before your eyes how the big strong force of the Mac-Lar Battery literally melts husky 20-penny spikes—reducing the ends of the spikes to a molten mass?

Wouldn't you immediately see the Dollars and Cents sales possibilities of this remarkable battery—and put yourself in a position to cash in?

## Your Only Possible Question Answered by 18 Months Guaranty!

Will this big strong force be permanent?

That's the first and last question any of our big distributors have asked before signing up—it's the question you probably are asking yourself now.

The answer is—"The Mac-Lar Master Storage Battery is guaranteed in writing for 18 months."

Do you want the explanation?

It's the special patented process which has enabled us to build into the Mac-Lar three advantages never before combined in the same battery (1) Extremely hard plates which guarantee long life, (2) 25% extra capacity for the same plate area and a higher momentary discharge rate than any soft plate battery, and (3) unusual recharging efficiency.

## Four Standard Models Fit 99% of Cars— Low Price Brings You Big Volume Business

For replacement the Mac-Lar is made in four standard models—(two shapes in the 6-volt and two in the 12-volt)—and these four models fit 99% of all cars—replacing more than fifty-one combinations and shapes of other batteries.

Special universal terminals are furnished, making it easy for anyone to install the Mac-Lar on any car in a few minutes.

The low price of $25 on the 6-volt and $36 on the 12-volt, together with the indisputable "Spike" Test, opens up profit possibilities you have never had before—the Mac-Lar agency carries with it the big volume business of your territory.

Write or wire immediately for the complete Mac-Lar Agency Plan—a definite tangible proposition which shows just how you can start making big profits on the Mac-Lar Battery at once.

MAC-LAR BATTERY COMPANY, INC., DETROIT, U.S.A

MAC~

MASTER STORAGE BATTERY

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| | Year | Model | Electrical System | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Headlight Opening in Rim | Headlight Outside Diameter | Size of Spark Plug | Internal Width | Internal Thickness | Internal Length | External Width | External Thickness | External Length | Exhaust Pipe Outside Diameter | Piston Rings Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | STORAGE BATTERIES | | | | | | | | | | | | LAMPS Mazda Numbers | | | | | LENSES | | | BRAKE LINING | | | | | | EXHAUST PIPE | PISTON RINGS | | |
| | 1913-14 | | U. S. L. | 576 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | | U. S. L. | | 526 | | | | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | | | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | | | | | | | | | | |
| | 1915 | | | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| sm | 1919 | 20 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | 3/16 | 54 | 2½ | 3/16 | 56 | | | | |
| | 1916-17 | Murray 8 | West | 615 | | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9½ | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1918 | 1918 | | | | | | | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9⅝ | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1913-14-15 | | West | | | | | | | | | 1151 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | | G & D | 627 | 516 | | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| m | 1917 | 17-27 | | | | | | | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-34 | | | | | | | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | 3/16 | |
| | 1918 | 18, 35, 36, 38, 39 | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3½, 3¼ | 3/16, ¼ | |
| s | 1918 | 681 | | | | | | | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8½ | ½ | | | | | | | 2¼ | 3¼ | 3/16 | 100000-111000 |
| | 1918 | 671 | | | | | | | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| d | 1913-14 | V-1, V-3 | G & D | 627 | 516 | 305 | 713 | 900 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞M | 2 | 3/16 | 20¾ | 2½ | 3/16 | 43⅝ | | 4⅛ | ¼ | 8001-9000 |
| | 1914 | 6-W | Deaco | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 48¼ | 2⅜ | 3/16 | 50¼ | | 3¼ | 3/16 | 9001-10000 |
| | 1915 | AA | Remy | 575 | 520 | 327 | 702 | 893 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 48¼ | 2⅜ | 3/16 | 50¼ | | | | 10001-11000 |
| | 1915 | AB | West | 575 | | 327 | 705 | 893 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | ⅞ | 1⅝ | 3/16 | 48¼ | 2⅜ | 3/16 | 50¼ | | 3¼ | 3/16 | 11001-12000 |
| | 1916-17 | Highway 6, AC, AE, AF | West | 593 | 515 | 325 | 698 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 5/32 | 43¼ | 2 | 5/32 | 45 | 2¼ | 3½, 2¼ | 3/16, 5/32 | 12001-20000 |
| | 1916-17 | Highway12AD AH | West | 575 | 521 | 327 | 702 | 893 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 5/32 | 43⅛ | 2 | 5/32 | 45 | 2 | 2¼ | 5/32 | 12001-20000 |
| | 1917 | Highway12AK | Bijur | 575 | 515 | 327 | | 893 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | ⅞ | 1¼ | 5/32 | 43⅛ | 2 | 5/32 | 45 | 2 | 2⅞ | 3/16 | |
| | 1915 | AB | West | 575 | 521 | 327 | 702 | 893 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | ⅞ | 1⅝ | 3/16 | 48¼ | 2⅜ | 3/16 | 50¼ | | 3¼ | 3/16 | |
| | 1918 | 6 | | | 515 | | 720 | | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | ⅞ | 1¼ | 5/32 | 43⅛ | 2 | 5/32 | 45 | 2¼ | | | 20001-25001 & up |
| | 1918 | 12 | | | 515 | | 702 | | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9⅝ | ⅞ | 1¼ | 5/32 | 43⅛ | 2 | 5/32 | 45 | 2 | 2⅞ | 3/16 | 20001-25001 & up |
| | 1919 | Ser. AK 12, Ser. AF3 | Bijur, West | | | | | | | | | | | | | | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 5/32 | 43⅛ | 2 | 5/32 | 45 | 2¼ & 2 | 3⅛, 2⅞ | 3/16, 3/16 | 25836 to 34000 |
| | 1917 | All | U. S. L. | | | | | | | | | 1256 | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | 3/16 | |
| | 1918 | D Touring | | | | | | 840 | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | ⅞ | 1¼ | 5/32 | 32 | 1¼ | 5/32 | 32 | | 3⅛ | 3/16 | |
| n | 1916 | Simplicity | Al-Ch | | 513 | | 698 | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | ⅞ | | | | | | | 1⅝ | 3¼ | 5/32 | |
| Tr. | 1918 | NW-2 | | | | | | | | | | | | | 1524 | | | | | | | | | | | | | | | | | | |
| k | 1913-14 | A, B | G & D | | | | | 900 | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | | | |
| | 1914 | C, D | West | 567 | 512 | | 697 | 886 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | 4 | ¼ | |
| | 1915-16-17 | C, D, F | West | 567 | | | 819 | 886 | 989 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | ⅞ | | | | | | | 2⅜ | 3⅛ | ¼ | 1917-10000.1112[illegible] |
| | 1918 | 18 | | | | | 697 | | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2⅜ | 3 | 3/16 | 11125 up |
| | 1917 | Speedster | Bosch | 650 | | | | 839 | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| sotia | 1914 | | | | 512 | | | | 989 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | | | 526 | | | | 1003 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| d | 1913 | 42, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el ⅞ | 1⅝ | 5/32 | 20¼ | Re | ar | whe | 2⅜ | 4⅛ | 3/16 | 4260-40001-42001-60001-61005 |
| | 1914 | 36 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9½ | ⅞ | 1¾ | 5/32 | 36 | 2 | 5/32 | 36 | 2 | 3½ | ¼ | 360000-364000 |
| | 1914 | 43 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | ⅞ | 2½ | 3/16 | 50 | 2½ | 3/16 | 50 | | 4¼ | 3/16 | 430000-430500 |
| | 1914 | 48, 62 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | ⅞ | 2½ | 3/16 | 50 | 2½ | 3/16 | 50 | 2⅜ | 3½ | ¼ | (48) 480000-481[illegible] |
| | 1913-14 | 35 | DeacoAL | 620 | 529 | 321 | | 898 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el ⅞ | 2 | 5/32 | 36 | Re | ar | whe | 2 | 3½ | ¼ | (62) 620000-[illegible] |
| | 1915 | 37, 49 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | 3½ | 3/16 | (37 & 49) 370000-373500 |
| | 1916 | 32 | Remy | 583 | 508 | 317 | 717 | 831 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 5/32 | 36 | 1⅛ | 5/32 | 34⅝ | 1¾ | 2⅝ | 3/16 | 320000-32[illegible] |
| | 1916 | 38 | Delco | 598 | 508 | 317 | 821 | 965 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | | | 380000-384001 |
| | 1916-17 | 50 | Delco | 601 | 514 | 320 | 821 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 5/32 | 40⅝ | 1⅞ | 5/32 | 43⅛ | 2¼ | 3½ | 3/16 | 500000-502000 |
| | 1917 | 32B, 34 | Delco | 600 | 508 | 315 | | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 5/32 | 35 R | ear | W | heel | 2¼ | 2⅝ | 3/16 | (32B) 330000-3471[illegible] |
| | 1918 | 34B | Remy | | 508 | | 821 | 829 | 1069 | 1345 | 1641 | | | | 1504 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 34¾ | 2¼ | 2 11/16 | 3/16 | 30001 (34) up |
| | 1919 | 34B | Remy | | | | | | | | | | | | | SC | | | | | 7½ | 8½ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 34¾ | 2¼ | 2⅝ | 3/16 | |
| | 1916 | 6-50 | West | 577 | 512 | 320 | | 896 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1916-17 | 6-50 | West | 566 | | 323 | | 886 | 1003 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 82 | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1918 | 6-50 | | | | | 697 | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | 3/16 | |
| kory | 1916 | L | Dyneto | | 508 | 317 | | 829 | 1073 | | | | 454 | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | M | Dyneto | 650 | 533 | 331 | | 839 | 1094 | | | 1249 | 496 | 99 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1917-18 | M | | | | 334 | | 839 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | 3/16 | 41 | 2 | 3/16 | 43 | 2⅜ | 3¼ | 3/16 | |
| liable | 1917 | | | | | 282 | | | | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| bile | 1913 | 53 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞L | | | | | | | | 4⅛ | 3/16 | 81000-81500 |
| | 1914-15 | 54, 55 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1 22 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 46½ | 2⅜ | 3/16 | 49 | | 4¼ | 3/16 | (54) 83000-[illegible]; (55) 92500-[illegible] |
| | 1915 | 42 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 34¾ | 1¼ | 5/32 | 35¾ | 1⅞ | 3½ | ¼ | 91500-92400 |
| | 1916 | 43, 44 | Delco | 598 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38⅛ | 1⅞ | 3½, 2⅞ | 3/16, 3/16 | (43) 94000-[illegible]; (44) 100500-[illegible] |
| | 1917 | 45 | Delco | 600 | 508 | 315 | 821 | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38⅛ | 1¾ | 2⅞ | 3/16 | 119300-123400 |
| | 1918 | 45-37 | Del&Rm | | 508 | | | 967 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38⅛ | 1¾ | 2⅝ | 3/16 | |
| | 1918 | 45A | | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | 5/32 | 40⅝ | 1⅞ | 5/32 | 43⅛ | | | | |
| an | 1917 | | | 564 | | 317 | | 829 | | 1306 | | | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1918 | 45 | A-L | | | | | 829 | | 1306 | | | | | | | | | | | | 8 | ⅞ | 1¾ | 3/16 | 34⅝ | 1¾ | 37 | ¼ ⅝ | | 3¼ | 3/16 | 5000-52000 |
| | 1919 | 45 | Auto-L | | | | | | | | | | | | | SC | | | | | 7⅝ | 8 | ⅞ | 1¾ | 5/32 | 35¼ | 1¾ | 5/32 | 37⅞ | 1¾ | 3¼ | 3/16 | 5201 up |
| d | 1914 | 65, 79 | G & D | 566 | 514 | 317 | 711 | 831 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | ½L | ¼ | 3/16 | 10⅝ | 2⅛ | 3/16 | 41 | | 4⅛ | ⅜ | |
| | 1915 | 80, 81, 82 | A-L | 571 | 515 | 327 | 698 | 832 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9⅝ | ½L | 2 | 3/16 | 9⅛ | 2¼ | 3/16 | 30⅝ | 2 | 4⅛ | ⅜ | |
| | 1916 | 75, 75B | A-L | 584 | 508 | 317 | 717 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7⅞ | ½L | | | | | | | 1¾ | 3⅛ | 3/16 | |
| | 1916-17 | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 571 | 515 | 327 | 698 | 832 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9¾ | ½ | | | | | | | 2 | 3¼, 4⅛ | ¼, ⅜ | |
| | 1917 | 90 | A-L | 584 | 508 | 317 | | 829 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8⅞ | ½ | 1¾ | 3/16 | 12½ | 1¾ | 3/16 | 38 | 1¾ | 3⅝ | 3/16 | |
| | 1918 | 1200 | A-L | | 508 | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9⅝ | ½ | 2¼ | 3/16 | 10⅝ | 2¼ | 3/16 | 41 | | | | |
| | 1918 | 90 P, L, D | A-L | | 508 | | | 829 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8¾ | ½ | 1¾ | 3/16 | 12½ | 1¾ | 3/16 | 38 | | | | |
| | 1918 | 85-6-B | A-L | | 508 | | 698 | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9¾ | | | | | | | | | | | |
| | 1918 | 85-4, 88-6, 89-6 | A-L | | | | | 832 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4⅛ | ⅜ | |
| | 1919 | 90 | | | | | | | | | | | | | | DC | | | | | 7¼ | 8¾ | ⅝ | 1¾ | 3/16 | 50 | 1¾ | 3/16 | 76 | 1¾ | 3⅝ | 3/16 | |
| | 1919 | 83BOE | | | | | | | | | | | | | | DC | | | | | 7⅞ | 9⅝ | ⅝ | 2¼ | 3/16 | 40¾ | 2¼ | 3/16 | 82 | 2 | 4⅛ | ⅜ | |
| Magnetic | 1916-17 | GA | | 688 | | 347 | 785 | | | | | | | 148 | | SC | 177-89 | | 67 | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | | | |
| | 1916-17 | GB | | 687 | | 355 | | 956 | 1059 | | | 1289 | | 149 | | DC | Spec | | Spec | Spec | 8½ | 9½ | ⅞ | | | | | | | 2⅜ | | | |
| | 1918 | O-36 | | | | | | 956 | | | 1675 | | | | | | Spec | | Spec | Spec | 10½ | | ⅞ | 2½ | 3/16 | 20¾ | 2½ | 3/16 | 50¾ | 2⅜ | 3¼ | 3/16 | |
| | 1918 | M-25 | | | | | | | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3½ | 3/16 | |
| | 1919 | W-42 | Own | | | | | | | | | | | | 1604 | DC | | | | | | 10¼ | ¾ | 2½ | 3/16 | 20¾ | 2½ | 3/16 | 50¾ | 2⅜ | 4 | ¼ | |
| d | 1913 | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | | | 3502 to 37990 |
| | 1913 | 134 8-3A, 134 8-5A | Delco | | | 310 | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 138, 348 | Bijur | 629 | 528 | 353 | 794 | 974 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11½ | M | 2⅜ | ¼ | 29 5/32 | 2⅜ | ¼ | 14 5/32 | | | | |
| | 1914-15-16-17 | 238, 338, 448, 548, 212, 6-36, 6-48 | Bijur | 578 | 526 | 306 | 705 | 973 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605, 1606 | DC | 172-84 | 66 | Spec | Spec | 9½ | 10½ | ⅞M | 2½ | ¼ | 53 5/32 | 2 | 3/16 | 47½ | | 4, 4½ | ¼, ¼ | (1914) 38000 to 66000: (1915) 7[illegible] to 78386: (1917) 125051 to 150[illegible] |
| | 1918 | 3-25, 3-35 | | | 526 | | 705 | | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8½ | ⅞ | 2 | 3/16 | 37½ | 2½ | ¼ | 53⅛ | 2¼ | 3 | 3/16 | |
| | 1919 | 3-25, 3-35 | Bijur | | | | | | | 1378 | | | | | | SC | | | | | 8 | 8½ | ⅞ | 2 | ¼ | 47½ | 2½ | ¼ | 53 5/32 | 2¼ | 3 | 3/16 | |
| | 1913 | 25 | Disco | 664 | 516 | 330 | 730 | 910 | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | ⅞ | 1¾ | 3/16 | 29¼ | 1¾ | 3/16 | 28⅝ | | | | 7000 to 14000 |
| | 1913 | 36 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | ⅞ | 1¾ | ¼ | 40¾ | 2 | 5/32 | 45¾ | | | | |
| | 1913-14 | 25 | G & D | 627 | 516 | 295 | 730 | 900 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | ⅞ | 1¾ | 3/16 | 29¼ | 1¾ | 3/16 | 28⅝ | | | | |
| | 1914 | 36 | G & D | 566 | 514 | 317 | 711 | 890 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9½ | ⅞ | 1¾ | ¼ | 40¾ | 2 | 5/32 | 45¾ | | 4 | 3/16 | 14001 to 20000 |
| | 1914-15 | 25 | G & D | | 516 | 305 | 713 | 900 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8½ | 9 | ⅞ | 1¾ | 3/16 | 42 | 2 | 3/16 | 42 | 2 | | | |
| | 1916 | 6-38, 6-46 | G & D | 566 | 514 | 317 | 711 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8¼ | 9 | ⅞ | 2 | 5/32 | 35¼ | 2 | 3/16 | 38½ | 2 | 3⅛ | 5/32 | (6-38) 5000 up: (6-46) 63000 up |

[Can]delabra Screw Base. † Minature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes [are] sometimes made for manufacturers on account of quantity buying.

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| Car | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| …on't'd. | 1917 | J & K 6-17 | G & D | 589 | 514 | 320 | | 831 | 1079 | | 1643 | 1183 | 486 | 152 | 1510 | SC | | | | | 8¼ | 9⅝ | ⅞ | 2 | 3/16 | 42 | 2 | 3/16 | 44 | 2 | | | 89924 to 101999 |
| | 1917 | 651 and 646 | | 589 | 514 | | | | | | | | | 152 | 1510 | | | | | | 8¼ | 9⅝ | ⅞ | 2 | 3/32 | 35¼ | 2 | 3/16 | 38 | 2¼ | 3½ | 3/16 | |
| | 1918 | | | | | | | | | 1332 | | | | | 1510 | | 165 | 81 | 63 | 64 | | | | 2 | 3/32 | 35¼ | 2 | 3/16 | 38 | | 3¼ | 3/16 | 102001 |
| | 1919 | 640 | G & D | | | | | | | 1332 | | | | | 1510 | SC | | | | | 8⅝ | 9⅝ | ⅞ | 2 | 3/32 | 35¼ | 2 | 3/16 | 38 | 2 | 3⅛ | 3/32 | |
| | | 655 | Remy | | | | | | | 1332 | | | | | 1510 | SC | | | | | 2¾ | 9⅝ | ⅞ | 9⅝ | 3/16 | 42 | 2 | 3/16 | 44 | 2¼ | 3½ | 3/16 | |
| …linger.. | 1913 | | Dyneto | | | | | 886 | 987 | 1353 | | 1293 | | | | DC | | | | | | | ⅞L | | | | | | | | | | |
| | 1914 | | West | | | | 701 | 886 | 996 | 1353 | | 1146 | | | | | | | | | | | ⅞L | | | | | | | | | | |
| …rican. | 1917 | C-series I | G & D | 566 | | | | 886 | | | 1627 | | 362 | 7 | 1506 | | | | | | | | | | | | | | | 2¼ | | | 500–570 |
| | 1918 | G-5 | | | | | | | | | | | 362 | 7 | 1506 | | | | | | | 8⅝ | | 2 | 3/16 | 39 | 2 | 3/16 | 41 | 2¼ | 3⅛ | 3/32 | |
| | 1918 | GV-IV | | | | | | | | | | | 362 | 135 | | | | | | | | | | | | | | | | | | | |
| | 1919 | All | | | | | | | | | | | | | | SC | | | | | 4¾ | 5 | ⅞ | | | | | | | | | | |
| …almer.. | 1915-16 | 32 | | | | | | | | | | | 439 | | | | | | | | | | ⅞ | | | | | | | | 3½ | 3/16 | |
| | 1916 | 32 | | | | | | | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3½ | 3/16 | |
| | 1914-15-16 | 20 | | 599 | | | | 892 | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | 3/16 | |
| | 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | 43A | A-L | 573 | 520 | 319 | 701 | 829 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | 63 | | | | | | | | | | 2 | | | 7000– |
| | 1913-14 | 43, 47 | A-L | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | 2 | 4⅛ | 3/16 | |
| | 1914 | 32, 33, 33A | Delco | 602 | 512 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | SC | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 9300–9652 |
| | 1915 | 4-32, 6-48 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 2300–2589 |
| | 1916 | 6-42 | Delco | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | | 1163 | 454 | 25 | 1504 | SC | 123 | 63 | 61 | Spec | 7½ | 8½ | | | | | | | | 2 | 3¼ | ¼ | 300–1303 |
| | 1917 | 6-45, 6-45R | Delco | 583 | 508 | 316 | 717 | 967 | 1061 | 1303 | | 1163 | 458 | 55 | 1504 | SC | 123–81 | | 61 | 61 | | 9¼ | | | | | | | | 2 | 3¼ | ¼ | 5000–6000 |
| | 1918 | C-45 | | | | | | | | 1309 | | | | | | | | | | | | 8½ | | | | | | | | | | | 6000–6800 |
| | 1919 | 646 | Delco | | | | | | | | | | | | | DC | | | | | ⅝ | 8¾ | ⅞ | 1¾ | ¼ | 36 | 2 | ¼ | 36 | 2 | 3¼ | ¼ | 8000 up |
| …d… | 1916-17 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | 4A, C, D, E | G & D | 627 | 516 | 305 | | 886 | 987 | 1315 | 1627 | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 64 | | | | ⅞ | 2 | 3/16 | 34¼ | 2 | 3/16 | 46⅞ | | 4⅛ | 3/16 | |
| | 1914 | 6Cy | Disco | 566 | 514 | 317 | | 886 | 987 | 1322 | 1643 | 1293 | 362 | 7 | 1506 | DC | 166 | 84 | 64 | | | | ⅞ | 2¼ | 3/16 | 34¼ | 2¼ | 3/16 | 46⅞ | | 3¼ | 3/16 | |
| | 1915 | 6Cy | | | | 323 | | | 1003 | | | | | | | SC | 165 | 81 | 63 | | | | ⅞ M | 2¼ | 3/16 | 34¼ | 2¼ | 3/16 | 46⅞ | | | | 2002 to 2566 |
| | 1915 | I-B, I-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | 1628 | 1158 | 386 | 153 | 1519 | SC | 167 | 81 | 63 | 64 | | | ⅞ M | | | | | | | | | | |
| | 1916 | 2-B, 2-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | | 1158 | 386 | 153 | 1519 | | | | | | | | ⅞ M | | | | | | | | | | 2901 to 4175 |
| | 1915 | 7A, 7B, 7C | West | 577 | | 323 | | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ M | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1916 | 8A, 8B, 8C | West | 593 | 515 | 325 | | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 165 | 81 | 63 | | | 9¾ | ⅞ M | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1917 | 2B, 2C, 2D | Delco | 582 | 526 | 329 | | 897 | 1007 | | 1628 | 1158 | 386 | 153 | 1519 | | | | | | | 9¾ | ⅞ M | | | | | | | | 2⅞ | 3/16 | |
| | 1917 | 3A, 3B, 3C | Delco | | 526 | 323 | | 896 | 1003 | 1382 | | 1152 | | 55 | 1518 | SC | 167 | 81 | 63 | 64 | | 9¾ | ⅞ M | | | | | | | 2 | 2⅞ | 3/16 | 8001 to 17525 |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | 9¾ | ⅞ | | | | | | | | 2⅞ | 3/16 | |
| | 1913 | 38-6, 48-6, 60-6 | G & D | 627 | 516 | 305 | 715 | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | | | | | 8½ | 9¼ | M | 3 | 3/32 | 37½ | 2¼ | ¼ | 44 | 3 | 5 | 3/16 | |
| | 1914-15 | 38-6, 48-6, 60-6 | G & D | 631 | 527 | 322 | 715 | 902 | 1107 | 1370 | | 1226 | 413 | 69 | 1524 | DC | 166 | Spec | 64 | Spec | 8½ | 9½ | M | 3½ | 3/32 | 40½ | 2¼ | ¼ | 44 | 3 | 4 | 3/16 | |
| | 1915 | DD, EE, 54, 55 | G & D | 566 | 512 | 317 | 697 | 886 | 990 | 1326 | 1627 | 1135 | 366 | 95 | 1508 | SC | 165–81 | | 63 | 63 | 8½ | 9¼ | ⅞ M | 2¼ | ¼ | 43½ | 2¼ | ¼ | 45 | 2¼ | 3¼ | 3/16 | 101 to 2500; 101 to 5000 |
| | 1916 | FF | A-L | 589 | 512 | 317 | | 831 | 1090 | | | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | | ⅞ M | | | | | | | | 3¼ | 3/16 | 160001 to 169000 |
| | 1916-17 | 56, 2nd series 57 | | 595 | 512 | 320 | | 833 | 1090 | 1363 | | 1195 | 488 | 154 | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ M | 2 | 3/16 | 38¾ | 2 | 3/16 | 43¾ | 1¾ | 3¼ | 3/16 | 170001 to 179000 |
| | 1918 | 56 | | | | | 719 | 833 | | | | | | | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | 2 | 3/16 | 38¾ | 2 | 3/16 | 43¾ | 1¾ | 3¼ | 3/16 | |
| | 1915-16-17 | TC348I, TC2, 3, 4, 5, 6 ton | | | | 282 | | 882 | 1122 | | | | | | | | | | | | | | M | 3¼ | ⅛ | 24 | 4 | ¼ | 37 | | | | |
| | 1916 | Tour., Run. | Dyneto | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | | 7 | 1516 | SC | 165 | | 61 | 61 | | 9¾ | ⅞ | | | | | | | | | | |
| | 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | | | | | | | | | | | | |
| | 1917 | M | Ward | 606 | 521 | 326 | 280 | 832 | | 1343 | | 1194 | 480 | 155 | 1511 | | | | | | | | | | | | | | | | 3 11/32 | 3/16 | |
| | 1919 | R | Ward-L | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅝ | | | 1¼ | | | 1¼ | 3 11/32 | 3/16 | |
| | 1917-18 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | S | | | | | | | | | | | | 135 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1918 | O | | | | | | | | | | | | 77 | 1509 | | | | | | | | | | | | | | | | | | |
| | 1918 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| …ow… | 1913 | 38C, 48B | | 612 | 508 | 282 | | | 1122 | 1324 | | | | | | SC | | | | | | | M | 2¾ | 3/16 | 13¾ | 3 | 3/16 | 14 11/16 | 2⅝ | 4 | ¼ | (38 C) 33301–34050; (48 B) 10301–11125 |
| | 1913 | 66A | West | | 508 | | | 963 | 1122 | 1367 | | | | | | SC | | | | | | | M | 3¼ | 3/16 | 18⅜ | 3 | 3/16 | 17⅛ | 3¼ | 5 | 3/32 | 66601–66800 |
| | 1914 | 38C-2, 48-B-2 | West | | 518 | 288 | 699 | 888 | 1030 | 1324 | | 1206 | 421 | 52 | 1508 | SC | 169 | 81 | 63 | 81 | | 8¾ | ⅞ | 2¾ | 3/16 | 17½ | 3 | 3/16 | 20¾ | 2⅝ | 4 | ¼ | (38 C) 34101–34603; (48 B) 11201–12200 |
| | 1914-15 | 66-A-2, 38-C-3, 48-B-3, 66-A-3 | West | 602 | 514 | 321 | 822 | 963 | 1074 | 1367 | 1643 | 1186 | 473 | 156 | 1510 | SC | 169 | 81 | 63 | 81 | 8½ | 9⅝ | ⅞ | 3 | 3/32 | 20¾ | 3¼ | 3/32 | 20¾ | 2⅝; 3¼; 2¾ | 5; 4; 5 | 3/32; ¼; 3/32 | (66 A) 66900–67050; (38 C) 34701–36350; (48 B) 12301–12650; (66 A) 67050–67150 |
| | 1916-17 | 38-C-4, 48B-4, 66A-4 | West | 607 | 522 | 302 | 822 | 977 | 1092 | 1383 | 1643 | 1200 | 491 | 157 | 1603 | SC | 169 | 81 | 81 | 81 | 8½ | 9½ | ⅞ | 3 | 3/32 | 19 | 3¼ | 3/32 | 20¾ | 2¼ | 4; 5 | ¼; 3/32 | (38 C) 36601–37600; (48 B) 13901–14900; (66 A) 67201–67400 |
| | 1918 | 48B-5 | | | | | | | | | 1643 | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 3 | 3/16 | 4-19 | 3¼ | 3/16 | 4-20¼ | | | | |
| | 1913-14 | 40 | G & D | 627 | | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 82 | 64 | | 9½ | ⅞ | | | | | | | | | | 1400–1550 |
| | 1913-14 | 60 | G & D | 567 | | 283 | 713 | 896 | 989 | 1338 | | 1132 | 363 | 108 | 1510 | DC | 166 | 84 | 82 | 64 | | | ⅞ | | | | | | | | | | 1400-1550 & 1551-1621 |
| | 1914-15 | 75 | G & D | 566 | 514 | 317 | 701 | 890 | 987 | | 1627 | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | 55 | West | 573 | 520 | 319 | 701 | 890 | 996 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | 1700 to 1755 |
| | 1916-17 | 6-45 | Delco | 583 | | 317 | | 829 | 1066 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1¾ | 3/32 | 34 | 2 | 3/32 | 34 | | 3⅛ | 3/16 | 2000–2999 |
| | 1918 | 6-45 | | | | | 717 | 829 | | 1303 | | | 454 | | 1504 | SC | | | 63 | 63 | | | ⅞ | 1¾ | 3/32 | 34 | 2 | 3/32 | 36 | | 3⅛ | 3/16 | 3000 up |
| | 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| …artford | 1913-14 | 29, 31, 33 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4¼ | 3/16 | |
| | 1913-14 | 50 | G & D | 627 | 516 | 305 | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3 9/16 | 3/16 | |
| | 1914-15 | 50 | G & D | 567 | 514 | 316 | | 890 | 989 | | | 1132 | 363 | 108 | 1510 | SC | 169 | 83 | 81 | 63 | | | ⅞ | | | | | | | | 3 9/16 | 3/16 | |
| | 1913-14 | 6-40, 6-60 | Remy | 635 | 533 | 330 | 728 | 908 | 1043 | 1388 | | 1232 | 388 | 36 | 1594 | DC | 166 | | 64 | 64 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14-15-16 | 48, 49wy, 6-50, 6-51 | Remy | 621 | 529 | 292 | 707 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 166 | 82 | 64 | 64 | 9 | 9¾ | ⅞ | 2½ | 3/16 | 44¾ | 2½ | 3/16 | 49⅝ | | 4; 4 | ¼; 3/16 | (48–49) 10000–12000; (50–51) 65150–651500 |
| | 1916 | 6-56 | | | 515 | | | | 1006 | | | | | | | | | | | | 9 | 9¾ | ⅞ | | | | | | | 2¾ | | | 656160–656166 |
| | 1917 | 6B | Delco | 593 | 515 | 325 | 720 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 169–81 | | 63 | 64 | 9 | 9½ | ⅞ | 2 | 3/16 | 40¼ | 2 | 3/16 | 43¾ | 2 | 3⅜ | 3/16 | 0001–2912 |
| | 1918 | 6-C | | | 515 | | | 966 | | | | | | | 1511 | SC | 129 | 81 | 63 | 64 | 10½ | 9⅝ | ⅞ | 2 | 3/16 | 38¾ | 2 | 3/16 | 43¾ | 2 | 3⅜ | 3/16 | 3501 up |
| | 1916 | D | Disco | 639 | | 335 | 728 | 908 | | 1388 | | 1231 | | 158 | 1527 | SC | | | | | | | ⅞ | | | | | | | 1¾ | 3¼ | 3/16 | |
| | 1917 | F | | 566 | 508 | 317 | 697 | 979 | 1010 | 1388 | | 1134 | 370 | 30 | 5106 | SC | 125 | | 63 | 63 | | | ⅞ | | | | | | | 1¾ | | | |
| | 1915-16 | Pullman Jr. | Apelco | 668 | 541 | 297 | 802 | 914 | 1046 | 1401 | 1669 | 1272 | 442 | 159 | 1535 | SC | 125–63 | | 63 | 63 | 7 | 8 | ⅞ | 1¾ | 3/32 | 27¼ | 1¾ | 3/32 | 31¼ | 1¾ | 3¼ | 3/16 | |
| | 1917 | 424 Ser. 1917 | Split'f. | 584 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | SC | 165 | 81 | 63 | 63 | 7½ | 8½ | EL; ⅞ EL | 1¾ | 3/32 | 35¼ | 1¾ | 3/32 | 37⅞ | 2¾ | 3¼ | 3/16 | |
| | 1913 | | | | | 282 | | | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | 3¼ | 3/16 | |
| | 1915 | | | 567 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ½ | 1⅞ | 3/32 | 2. ½ | 1 | 3/16 | 32 | | 3¼ | 3/16 | |
| | 1917 | F | | | | | | | | | | | | | | | 166 | | 82 | 62 | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | N, T, C | | | | 282 | 816 | | 1117 | | | | | | | DC | 166 | | | | | | ½ | | | | | | | | 3¼ | 3/16 | (T) 5101–7700; (C) 1 to 450 |
| | 1914 | LN, LT, LC | Rush | 572 | 520 | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 170 | | 64 | | | | ½ | 1¾ | | 29¼ | 2 | 3/32 | 31½ | | 4 | 3/16 | (T) 7701–9000; (C) 453 to 600 |
| | 1914-15 | R, D | Dyneto-Rush | 566 | 514 | 317 | 701 | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 170 | | 63 | 64 | | 8¾ | ½ | 1¾ | | 29¼ | 2 | 3/32 | 31½ | | 3¼ | 3/16 | 10171 to 11254 |
| | 1916 | Lt. 4, St. 4, Regal 8 | Dyneto | 636 | 533 | 332 | 728 | 908 | 1014 | 1390 | 1653 | 1231 | 390 | 160 | 1594 | SC | 178 | | 67 | 67 | | | ½ | | | | | | | 2 | | | 244 to 550 (Mod. 8) |
| | 1917-18 | J | Heints-Sp. | 583 | 508 | 317 | 717 | 829 | 1069 | 1308 | 1641 | 1160 | 462 | 161 | 1504 | SC | 129; 130 | | 65; 81 | 64; 64 | | 8⅝ | ½ | 1¾ | 3/16 | 27¼ | 1¾ | 3/16 | 31⅞ | 1¾ | 3 | 3/16 | 24382 up |
| | 1918 | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | 3½ | 3/16 | |
| …e | 1918 | B, M | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | 5000 |
| …gton… | 1916 | E | Dnyeto | | 508 | | | 829 | 1066 | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/32 | |
| | 1913 | R, S | Remy | 627 | | 284 | 713 | 880 | | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | | | ½L | 2 | 3/16 | 38⅝ | 2 | 3/16 | 43 | 1 11/16 | 4 | 3/16 | 42001 to 52000 |
| | 1913-14-15 | R. S, M, F | Remy | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | 9 | 10¾ | ½L | 2 | 3/16 | 40 | 2 | 3/16 | 43 | 2½ | 4⅛ | 3/16 | (1914) 52001 to 64000 to 76000 |
| | 1916-17 | R, S, M, N, F | Remy | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | DC | 166 | | 62 | 62 | 8¼ | 9¾ | ½L | 2 | 3/16 | 38 11/16 | 2¼ | 3/16 | 43 | 2½ | 4⅛ | 3/16 | (M & N) 2101 to 10200 |
| | 1918 | T | Remy | | 514 | | 719 | 831 | | 1332 | | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 3/16 | 38⅝ | 2 | 3/16 | 43 | 2½ | 4⅛ | 3/16 | |
| | 1918 | M | Remy | | 514 | | 719 | 831 | | 1332 | 1643 | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 3/16 | 38⅝ | 2¼ | 3/16 | 43 | 2½ | 3⅝ | 3/16 | |
| | 1916-17 | | Remy | 641 | | 339 | | 912 | 1014 | | | 1237 | 389 | 11 | | | | | | | 8⅝ | 9½ | | | | | | | | 2½ | | | (1917) (M & N) |

…Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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| Car | Year | Model | Electrical System | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U S L | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | Size of Spark Plug | Int. Width | Int. Thickness | Int. Length | Ext. Width | Ext. Thickness | Ext. Length | Exhaust Pipe Outside Diameter | Bore | Width of Groove | Serial Numbers of Cars are Thus |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | STORAGE BATTERIES | | | | | | | | | | | | LAMPS — MAZDA NUMBERS | | | | | LENSES — HEADLIGHT | | | BRAKE LINING* — INTERNAL | | | EXTERNAL | | | EXHAUST PIPE | PISTON RINGS | | |
| ...ibile | 1913-14 | 4 Cy | Delco | | | 284 | 794 | 971 | 1110 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | 4¼ | ¼ | 10201 up |
| | 1914-15 | 6 Cy | Delco | 629 | 528 | 353 | 795 | 902 | 1110 | | | 1228 | 416 | 44 | 1526 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| ...bile | 1917 | 9 | Bosch | 643 | 536 | 337 | | 912 | | | | 1240 | | 111 | 1537 | | | | | | | | ½ ¾ | | | | | | | | | | |
| ...re | 1918 | A, B, C | | | | | | | | | | | | | | | | | | | | 11 | ⅞ | 2 | 3/16 | | | | | | 4⅜ | ¼ | |
| ...mond | 1916 | 4-35 | Apelco | 634 | | | | 908 | 996 | | | 1235 | | 34 | 1527 | | 166 | | 64 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1916 | H6-50 | Apelco | 651 | | | | 839 | 996 | | | 1254 | | 100 | 1527 | SC | 125 | | 63 | 63 | | | ½ | | | | | | | | 4 | ¼ | |
| ...le Coach | 1916 | 18 | Delco | 615 | | | | 894 | 1033 | | | 1209 | | 98 | 1514 | | | | | | | | | | | | | | | | | | |
| ...r Tr. (see ...mobile) | 1918 | Riker | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| ... | 1916-17 | R, RA-6-45, RAC-6-54 | West | 566 | 512 | 317 | | 886 | | 1323 | | 1293 | 362 | 7 | 1506 | SC | 125 | 81 | 63 | 63 | 9 | 10 | ⅞ | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1917 | RAH-6-60 | Bijur | 566 | | 323 | | 886 | | 1323 | | | 362 | | 1506 | SC | | | | | 9 | 10 | ⅞ | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1918 | D-4-75&C-6-54 | Bijur | | | | | 886 | | | | | 362 | | 1506 | | 165 | 81 | 63 | 63 | | 9¾ | ⅞ | 1¾ | 3/16 | 15¾ | (8 pieces) | | | 2¼ | | | |
| ...nson Fire | 1916-17 | Whale, Jumbo | Wagner | 648 | | 340 | | 920 | | | | 1244 | | 162 | 1508 | | | | | | | | | | | | | | | | 6¼ | ⅜ | |
| ... Falls | 1918 | 9000 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| ...-Royce | 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | 11 | | | | | | | | | | | |
| ... | 1916 | 8 | Ward-L. | 569 | 514 | 320 | 822 | | 1075 | 1313 | | 1180 | | 163 | | DC | 166-83 | | 64 | 64 | 8½ | 9¾ | ⅞ | | | | | | | 1¾ | | | |
| | 1916-17 | C | Ward-L. | 567 | 515 | 325 | 718 | 830 | 1072 | 1313 | | 1173 | 400 | 164 | 1505 | DC | | | 82 | | 8½ | 9½ | ⅞ | | | | | | | | 3¼ | 5/16 | |
| ...h | 1917-18 | D, E | Split'l | 603 | | 319 | | 831 | | | | 1180 | | 125 | 1511 | | | | | | | | ⅞ | 1½ | 3/16 | 40¾ | 1¾ | 3/16 | 47¾ | | 3¼ | 3/16 | |
| ...ell | 1913-14 | 28, 42 | Russell | 679 | 560 | | | 932 | 1023 | | | 1283 | | 165 | 1565 | | | | | | 10 | 11½ | | | | | | | | | | | |
| | 1915 | 6-30 | Bijur | 572 | 526 | | | 892 | 997 | | | 1146 | 381 | 22 | 1512 | | | | | | 8½ | 9¼ | | | | | | | | | | | |
| | 1915 | 48 | Bijur | 580 | | | | 896 | 1004 | | | 1156 | | 117 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915 | 32 | Bijur | 577 | 520 | | | 896 | 1003 | | | 1152 | 374 | 21 | 1518 | | | | | | | | | | | | | | | | | | |
| ... V. | 1913-14 | S. G. V. | U. S. L. | 686 | 555 | 349 | 807 | 894 | 1115 | 1427 | | 1290 | | 109 | 1581 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | ⅞ | | | | | | | | 3¾ | 5/16 | |
| | 1915 | S. G. V. | Ward-L. | 616 | 523 | 289 | 703 | 849 | 1034 | 1253 | | 1210 | 425 | 71 | 1514 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | ⅞ | | | | | | | | 3⅞ | 5/16 | |
| ...low | 1916-17-18 | 2 Ton | Bosch R | 566 | 512 | 317 | 697 | 892 | 987 | | | 1293 | | 7 | 1512 | | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1916-17-18 | 2 Ton | Bosch R. | 572 | 520 | 320 | 701 | 892 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916-17-18 | 3 Ton | Bosch R. | 577 | 526 | 323 | 705 | 896 | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| ...ked | 1918 | 25 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | 5/16 | 54 | 2¼ | 5/16 | 54 | | | | |
| | 1918 | 35 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2½ | 5/16 | 66 | 2½ | 5/16 | 66 | | | | |
| | 1918 | 50 | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ¼ | 72 | 3 | ¼ | 72 | | | | |
| ...on | 1915 | A | Disco | 563 | 508 | 317 | 697 | 882 | 986 | 1345 | 1625 | 1295 | 359 | 63 | 1500 | DC | 124 | | 64 | 64 | | | ⅞ | 1¼ | ¼ | 21½ | 1¼ | ¼ | 21½ | 1½ | 2¾ | 5/16 | 100 |
| | 1915 | Six | G & D. | 566 | 512 | 317 | 697 | 886 | 987 | | 1627 | 1293 | 362 | 7 | 1506 | DC | | | | | 7½ | 8¾ | ⅞ | | | | | | | 1½ | 2⅞ | 5/16 | |
| | 1915-16 | S, S-2 | Wagner | 563 | 508 | 317 | 697 | 267 | 1065 | 1345 | 1641 | 1168 | 461 | 166 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1½ | 3/16 | 12 | 1⅝ | ¼ | 30¼ | 1½ | 2⅞ | 5/16 | 101 to 19201 |
| | 1917 | S-4, B-5, B-14 | Wagner | 600 | 508 | 315 | 821 | 967 | 1065 | 1345 | 1641 | 1168 | 467 | 167 | 1504 | SC | 127 | | 63 | 64 | | 9 | ⅞ | 1⅝ | ¼ | 24 | 1⅝ | ¼ | 30½ | 1¾ | 2⅞ | 5/16 | (14)-342-736 (B 5)- |
| ...m | 1918 | | | | | | | | | | 1641 | | | | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞ | 1¾ | ¼ | 35¼ | 1⅝ | ¼ | 37¾ | | 2⅞ | 5/16 | 101-9601 |
| ...rs & ...oville | 1914 | H & A | Deaco | 620 | | | | 898 | 1038 | 1373 | | 1215 | 480 | 2 | 1520 | | | | | | | | | | | | | | | | | | |
| | 1914 | H & A | G & D. | 576 | | | | 896 | 1004 | 1379 | | 1151 | 480 | 1 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | H & A | Delco | 621 | 529 | | | 898 | 1037 | 1374 | | 1214 | 480 | 3 | 1520 | | | | | | | | | | | | | | | | | | |
| | 1917 | H & A, Tour. | Delco | 566 | | | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1516 | | | | | | | | | | | | | | | 2 | 3½ | ¼ | 5001-5819 |
| | 1918 | H-A | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1919 | B | | | | | | | | | | | | | | SC | | | | | 7⅝ | 8½ | ½ | 1¾ | M | 32 | 2 | 3/16 | 38 | | | | |
| ...eht | 1913-14 | | Deaco | | | | | | 1003 | | | | | | | DC | 166 | 83 | 64 | 64 | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| ...ppe-Booth | 1915 | C | Bijur | 635 | 533 | 330 | | 908 | 1009 | 1288 | 1653 | 1222 | 388 | 46 | 1527 | | | | | | | 8¼ | ⅞ | 1½ | ¼ | 8¼ | 1½ | ¼ | 21½ | 1½ | 2⅞ | 5/16 | |
| | 1916 | C-4, D-8 | West | 598 | 507 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 458 | 4 | | SC | 175-80 | 67 | 67 | 67 | | 8½ | ⅞ | 1⅝ | 3/16 | 28 3/16 | 1⅝ | 3/16 | 27½ | 1½ | 3 | 5/16 | |
| | 1917 | C-4 | Remy | 584 | 508 | 317 | | 829 | | | 1641 | 1170 | 462 | 147 | | SC | 165-81 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 1½ | 3⅜ | 5/16 | |
| | 1917 | D-8 | Wagner | 598 | 508 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 462 | 4 | | SC | | | | | | 8½ | ⅞ | | | | | | | 2 | 2⅞ | 3/16 | |
| | 1918 | D | | | 508 | | 717 | 829 | | 1306 | 1641 | | | | | SC | 120 | 81 | 63 | 63 | 7½ | 8½ | ⅞ | 1⅝ | 3/16 | 35 | 1⅝ | 3/16 | 34¾ | 1½ | 2⅞ | 3/16 | |
| ...grave | 1913-14 | C, D | G & D. | 631 | 527 | | | 902 | 1107 | | | 1226 | 413 | 69 | | | | | | | | | | | | | | | | | 5¼ | ⅜ | |
| | 1914-15-16 | F, T | West | 632 | 527 | | | 902 | 1108 | | | 1226 | 414 | 14 | | | | | | | | | | | | | | | | | 5¼ | ¼ | |
| | 1916-17 | F, T, S | West | 648 | | 340 | | 920 | | | | 1244 | 403 | 162 | 1545 | | | | | | | | | | | | | | | | 5¼ | ¼ | |
| ...ion | 1913-14-15 | 48, 49 | G & D. | | | | | 900 | 1105 | | | 1222 | | | | DC | | | | | | | ⅞ S | | | | | | | | 4¼ | ¼ | |
| ...son | 1918 | A | Al-Ch. | | | | | | 1063 | | | | | 55 | 1504 | | 125 | | 63 | 64 | | | | | | | | | | | | | 1000-up |
| | 1919 | H | Al-Ch. | | | | | | | | | | | | | | | | | | | 8½ | ⅞ | 1⅛ | | | 2 | | | 1¾ | 3½ | 5/16 | |
| ...ries | 1917 | | | | | 282 | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | 3½ | 5/16 | 5001-17500 |
| | 1917 | 220, 230, 240 | | | | 317 | | | | | | | | | | | | | | | | | ⅞ | 3¼ | ¼ | 13½ | | | | | 4 | ¼ | 19000 up |
| | 1917 | 275, 300 | | | | 323 | | | | | | | | | | | | | | | | | ⅞ | 3¾ | ¼ | 16 | | | | | 4½ | ¼ | |
| | 1918 | 300 | | | | | | | | | | | | | | DC | | | | | | | ⅞ | 4 | ¼ | 18½ | | | | | 4½ | ¼ | |
| ...nal | 1915 | | | | | | | | 1116 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1918-19 | F | | | | | | | | | | | | | | | | | | | 5½ | 5½ | ⅞ | 3¼ | ¼ | 12 | 8 Pieces | | | | | | |
| | 1918-19 | H | | | | | | | | | | | | | | | | | | | 5½ | 5½ | ⅞ | 3½ | ¼ | 13¾ | 8 Pieces | | | | | | |
| | 1918-19 | J | | | | | | | | | | | | | | | | | | | 5½ | 5½ | ⅞ | 3½ | ¼ | 13¾ | 8 Pieces | | | | | | |
| | 1918-19 | M | | | | | | | | | | | | | | | | | | | 5½ | 5½ | ⅞ | 3¾ | ¼ | 16½ | 8 Pieces | | | | | | |
| | 1918-19 | R | | | | | | | | | | | | | | | | | | | 5½ | 5½ | ⅞ | 4 | ¼ | 18½ | 8 Pieces | | | | | | |
| ...plex | 1913-14 | Simplex A2, B2, D. | Rush | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1631 | | 381 | 1 | 1518 | | 172 | 82 | 62 | Spec | 9 | 10¼ | ⅞ | | | | | | | | 4¾ / 5⅜ | 5/16 / 3/16 | 1040 to 1310 & 1311 to 1496 |
| | 1915 | Simplex E. | Rush | 620 | 526 | 322 | 705 | 868 | 1004 | 1373 | 1631 | 1215 | 381 | 2 | 1520 | DC | 172 | 84 | 62 | Spec | 9½ | 10¼ | ⅞ | | | | | | | | | | 1499 to 2079 |
| | 1916 | Crane Simplex 5 | Rush | 576 | 526 | 322 | 705 | 868 | 1004 | 1373 | 1631 | | 381 | 1 | 1518 | SC | Spec | 81 | 61 | 61 | 9½ | 10¼ | ⅞ | Jack Shaft-Rear Axle: 4 | ¼ | 32 | 2½ | ¼ | 43¾ | | | | 2080 to 2253 |
| | 1917 | Five | Rush | 576 | 526 | 339 | 732 | | | 1379 | 1631 | | 381 | 1 | 1533 | SC | 143 | 80 | 64 | 64 | 9½ | 10¼ | ⅞ | | | | | | | | 4¼ | 3/16 | 2254 to 2500 |
| ...per | 1914-15-16 | | West | 616 | 523 | 289 | 703 | 894 | 1034 | | | | 425 | 71 | 1514 | | | | | | | 9¼ | ⅞ | | | | | | | | 4 | 5/16 | |
| | 1917 | 17 | West | 603 | 520 | 319 | | 831 | | | | 1189 | 479 | 168 | 1510 | SC | 165 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 4 | 5/16 | |
| | 1918 | 18 | | | | | | | | 1330 | | | | 135 | | | 165 | | 63 | 64 | | | | | | | | | | | 4 | 5/16 | |
| ...ulding | 1913 | G | | | | | | 900 | 1104 | | | 1222 | | | | DC | | | | | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| ... | 1914-15-16 | H | Adams B | 682 | 561 | 312 | 773 | 943 | 1054 | | | 1285 | 450 | 169 | 1576 | DC | 166 / 180 | 64 / 92 | 64 / 72 | 72 | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| ...dwell | 1913-14 | G. H. | Wagner | 640 | 536 | 333 | 732 | 912 | 1014 | 1402 | | 1238 | 395 | 12 | 1601 | DC | 165 | 63 | 63 | | | | ⅞ L | 2½ | 5/16 | 49 | 2½ | 5/16 | 58½ | | 4¼ | ¼ | |
| | 1914-15 | I | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 82 | 82-6 | | | ⅞ L | | | | | | | | 4½ | ¼ | |
| ...inx | 1916 | B-16 | Apelco | 666 | | | 803 | 911 | | | | 1279 | | 170 | 1530 | DC | 176-90 | | 68 | | | | ⅞ | | | | | | | 2¾ | 3¼ | 5/16 | |
| ...erer | 1915 | | | | 526 | | | | 1116 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1915 | | | | | | | | 1003 | | | | | | | DC | 168 | 84 | 82 | 64 | | | | | | | | | | | 4½ | ¼ | |
| ...fford | 1913-14 | | Jes Rush | | 529 | | | | 1088 | | | | 429 | | | | | | | | | | ⅞ | | | | | | | | 4½ | ¼ | |
| ...tes | 1917 | B | | | | 317 | | 829 | | | | | | | | | | | | | | | | | | | | | | | 3¼ | 5/16 | |
| ...ndard | 1913 | 6 | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | 6 | West | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 6 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 2¾ | 4 | 5/16 | |
| | 1916-17 | C | West | 570 | | 325 | | 886 | 996 | 1330 | | 1140 | 364 | 80 | 1507 | DC | 167 | 81 | 61 | 63 | 8½ | 9½ | ⅞ | 2 | 5/16 | 41½ | 2 | 5/16 | 45 | 1¾ | 3 | 3⅛ | 175-530 |
| | 1917 | F | Apelco | 575 | 514 | 327 | | 893 | 987 | 1360 | | 1140 | 377 | 121 | 1513 | DC | 167 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | | | | | | | 1¾ | 3¼ | 5/16 | 100-500 |
| | 1918 | G | West | | | | | 835 | | | | | | 55 | 1516 | SC | 168 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1¾ | 3¼ | 5/16 | 600-1000 |
| ...aley | 1914-15-16 | | | | | | | | 1117 | | | | | | 1510 | DC | 168 | 82 | 66 | 64-6 | 8½ | 9½ | ⅞ | | | | | | | 1¾ | 4 | 5/16 | |
| | 1918 | 735 & 736 | | | | | | | | | | | | 55 | 1510 | | 168 | 82 | 64 | 64 | 8½ | 9½ | | 2 | ¼ | 41 | 2 | ¼ | 38 | 1¾ | 4 | 5/16 | 1500 up |
| | 1919 | 735 | Remy | | | | | | | | | | | | | SC | | | | | | 9½ | | | | | | | | | | | 19000 up |
| ...ver | 1913-14 | | | 576 | 526 | | | 896 | 1004 | | | 1151 | 381 | 1 | | DC | 166 | 83 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| ...arns | 1913 | SK-6 | G & D. | 631 | 520 | 320 | 715 | 902 | 1107 | 1390 | 1655 | 1226 | 413 | 69 | 1518 | DC | | | | | | | ⅞ | 2¼ | ¼ | 17¾ | 2¼ | ¼ | 24 | 2¾ | 4¼ | 5/16 | 8000 to [redacted] |
| | 1913-14-15 | SK-4 | G & D. | 628 | 508 | 305 | 713 | 900 | 1104 | 1316 | 1647 | 1222 | 410 | 16 | 1524 | SC | | | | | 8½ | 9½ | ⅞ | | | | | | | 2¾ | 4¼ | 5/16 | [redacted] |
| | 1913-14-15 | SK-6 | G & D. | 632 | 529 | 320 | 715 | 892 | 997 | 1371 | 1651 | 1225 | 414 | 14 | 1522 | | | | | | 8½ | 9½ | ⅞ | Emergency Foot. | | | | | | 2¾ | 4¼ | 5/16 | [redacted] |
| | 1915 | SK-L4 | G & D. | 565 | | 325 | 750 | 832 | | 1341 | 1628 | 1140 | 499 | 171 | 1511 | SC | 165 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 1½ | ¼ | 20 | 2 | ¼ | 25 | 2¼ | 3¼ | 5/16 | L 1-L [redacted] |
| | 1915 | SK-L4 | West | 656 | | 325 | 750 | 842 | 1099 | 1408 | 1662 | 1261 | 474 | 172 | 1538 | SC | | | | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | 3¼ | 5/16 | |
| | 1916-17 | SK-L4 | G & D. | 657 | 537 | 342 | 798 | 842 | 1098 | 1409 | 1664 | 1250 | 501 | 173 | 1538 | SC | 175 | 80 | 67 | 67 | 8½ | 9½ | ⅞ | | | | | | | 2¼ | 3¼ | 5/16 | L 700-L [redacted] |
| | 1919 | 4 | West | | | | 751 | 842 | 1098 | 1409 | 1664 | | 501 | 173 | | | 141 | 80 | 67 | 67 | | 9¾ | | | | | | | | 2¼ | 3¼ | 5/16 | L 4744 [redacted] |
| | 1918 | 8 | West | | | | 752 | 984 | 1102 | 1414 | 1664 | | 504 | 174 | 1544 | | 141 | 80 | 67 | 67 | | 8½ | | | | | | | | 1¾ | 3¼ | 5/16 | 12000 up |
| | | | | | | | | | | | | | | | | | | | | | | | | Trans. Rear wheel | | | | | | | | | |
| | 1916-17 | SK-8 | G& D. | 659 | 543 | 342 | 737 | 984 | 1102 | | | 1263 | 504 | 174 | 1544 | SC | 141 | 80 | 67 | 67 | | 9½ | ⅞ | 3 | ¼ | 12½ | 2 | ¼ | 24 | 1¾ | 3¼ | 5/16 | 10000-1[redacted] |
| | 1914-15 | Light 4 | G & D. | | 515 | | | | 992 | | | | 364 | | | SC | 120-81 | | 61 | 61 | | 9½ | ⅞ | | | | | | | 2¼ | | | |
| ...phens | 1918 | 70 | | | | | | [illegible] | | 1300 | | | | 55 | 1504 | | | | | | | 9½ | | 2 | 3/16 | 42 | 2 | 3/16 | 42¼ | 2 | 3¼ | 5/16 | 10000-1[redacted] |
| ...rling | 1913-14 | | | | | | | 896 | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1916 | 1916 | A-L. | | | | 717 | 829 | 1066 | | | 1170 | | | | | | | | | | 9 | ⅞ | | | | | | | 2¼ | | | |
| ...raberg | 1912-13-14 | | | | | | | | 1131 | | | | | | | | | | | | | | | | | | | | | | | | |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size: under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

Digitized by Google

# BATTERY REPLACEMENT AND GENERAL DATA—CONC.



| r | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Diameter Outside | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Tru[cks] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| -Duryea | 1910-11-12-13 | AA, C | | 563 | 508 | 310 | 795 | 882 | 1122 | | | 1295 | 350 | 63 | 1500 | DC | 169 | 81 | 81 | 81 | | | ⅞ | | | | | | | | 4⅝ | ¼ | |
| | 1914-15 | D-6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | SC | 165 | 81 | 63 | 63 | 9½ | 10¼ | el ⅞ | 2¼ | ¼ | 15 | Re | ar | Whe | el | | | |
| t. | 1914 | | West. | 567 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | West. | 573 | 520 | 319 | | 916 | 996 | | | 1145 | 374 | 18 | 1512 | | | | | | | 9⅝ | ⅞ | | | | | | | | | | 601-6000 |
| | 1918 | 16 Valve | | | | | 705 | | | | | | | | | | | | | | | | | | | | | | | 2¼ | | | 6000-10000 |
| rt. | 1917 | | | | | | | | | | | | | | | | 165 | 63 | 65 | 65 | | | | | | | | | | | | | |
| ard- | 1913-14 | | | | | 305 | | 900 | | | | | | 17 | | DC | | | | | | | ⅞ | | | | | | | | | | |
| rton | 1913 | E-AA | Wagner | 643 | 536 | 333 | 732 | 912 | | 1404 | | 1239 | 398 | 175 | | DC | | | | | | | ½ | | | | | | | | | | |
| baker | 1914 | EB, SC | Wagner | 572 | 520 | 320 | 701 | 892 | 998 | 1359 | 1629 | 1149 | 379 | 176 | 1512 | DC | 166 | 82 | 64 | 64 | | 8⅜ | el ½ | 2⅜ | ⅜ | 35⅜ | Re | ar | Whe | el | 3½ | ⅜ | 403001-420515 |
| | 1915 | EC, SD | Wagner | 572 | 520 | 320 | 701 | 892 | 1000 | 1355 | 1629 | 1146 | 280 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | 8½ | 9 | ½ | 1¼ | ⅜ | 36⅛ | 2¼ | ⅜ | 42⅝ | 2 | 3½ | ⅜ | 432001-444719 |
| | 1916 | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 | | 1178 | 476 | 177 | 1510 | SC | 165 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅜ | 42¼ | 2 | ⅜ | 44⅝ | 2 | 3⅞ | 5/32 | 460001-474180 |
| | 1916-17 | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 | 1643 | 1178 | 476 | 178 | 1510 | SC | 125 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅜ | 42⅛ | 2 | ⅜ | 44⅝ | 2 | 3⅞ | 5/32 | 474181-500369 & 100001-109501 |
| | 1918 | EG-EH-SH | | | 514 | | | | | | 1643 | | 479 | 178 | 1510 | SC | 127 | | 63 | 63 | 8¼ | 9⅛ | ½ | 1¼ | 5/32 | 39⅞ | 2 | 5/32 | 43⅝ | 2 | 3½ | ⅜ | 109501-133001 |
| | 1919 | EH, EG | Wagner | | | | | | | 1335 | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 5/32 | 43¼ | 2 | 5/32 | 46¾ | 2 | 3½ | ⅜ | 290101 also 233601 u |
| | | SH | Wagner | | | | | | | | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 5/32 | 39⅞ | 2 | 5/32 | 43⅝ | 2 | 3⅛ | ⅜ | 133101 up |
| | 1913 | E | Esterl. | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | 21 | Remy | 621 | 529 | 292 | 705 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 170 | 82 | 64 | | 8½ | 9⅛ | ⅞ | 1¼ | 5/32 | 17 | | | | | | | |
| | 1914-15-16 | E, F, C | Remy | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9¼ | ⅞ | 1¼ | 5/32 | 17 | | | | | 4¼ | ¼ | |
| | 1917 | R4 | Remy | 576 | 526 | 322 | 707 | 896 | | 1362 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9⅛ | ½ | 1¼ | 5/32 | 17 | | | | | 4¼ | ¼ | |
| | 1918 | M-6-7-8-9 | Remy | | 526 | | | 829 | | 1362 | | | 381 | | 1516 | | 130 | 82 | 64 | 64 | 9 | 9½ | | | | | | | | 2½ | | | |
| m | 1919 | E | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | 3½ | ¼ | 104 | 2⅝ | 4⅛ | ¼ | |
| | 1916-17 | 16, 17 | G & D. | 512 | 317 | 697 | 886 | 527 | 987 | 1223 | | 1293 | 362 | 7 | 1506 | | | | | | | 8⅝ | ⅞ | 1¼ | ⅛ | 32 | 2 | ⅛ | 34 | 2⅝ | 3⅛ | ⅜ | 161-16145 & 16146 to 17413 |
| lar | 1918 | 445 | Remy | | | | | | | | | | | | | SC | | | | | | | ⅞ | | | | | | | 2 | 4¾ | ⅜ | 1 and up |
| | 1919 | 475 | Remy | | | | | | | 1339 | | | | | | SC | | | | | 9¼ | 9⅝ | ⅞ | | ⅜ | | | | | | 3⅜ | ⅜ | |
| as | 1913 | | G & D. | 631 | 235 | 669 | 022 | 715 | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | | Leece N. | 672 | 546 | 299 | 747 | 981 | 1051 | | | 1276 | 445 | 15 | 1554 | | | | | | | | ⅞ | | | | | | | | 5½ | ¼ | |
| | 1915-16-17 | | Leece N. | 649 | | 341 | 745 | | 1019 | | | 1246 | 404 | 179 | 1609 | | | | | | | | ⅞ | | | | | | | | | | |
| e Truck | 1917 | 40, 70 | | | | 310 | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | R, S | | | | | | | | | | | | | 1602 | | | | | | | | | | | | | | | | | | |
| | 1917 | R, S | | | | | | | | | | | | | 7518 | | | | | | | | | | | | | | | | | | |
| | 1918 | 5-6 Ton | | | | | | | | | | | | | 1531 | | | | | | | | | | | | | | | | | | |
| ine | 1914 | | G & D. | 566 | 514 | 317 | 713 | 900 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1918 | T | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | ⅜ | 39½ | 2½ | ⅜ | 42½ | | | | |
| le | 1919 | A | | | | | | | | | | | | | | | | | | | | | ⅞ | 2 | ⅜ | 16 | 4 | ⅜ | 10 | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ⅜ | 16 | 4 | ⅜ | 10 | | | | |
| ull | 1915-16 | A, B, C | Ward-L. | | 562 | | 698 | | 992 | | | 1140 | | | | DC | Spec | | 64 | 64 | | | ½ | 1¼ | ⅛ | 10½ | 1¼ | ⅛ | 26 | 1⅜ | 2⅞ | 5/32 | |
| | 1918 | D-1 | | | | | | | | | | | | 55 | 1504 | SC | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| | 1919 | D-1 | Dyneto | | | | | | | 1309 | | | | | | SC | | | | | 8¾ | 9¼ | ⅞ | 1¾ | ⅜ | | 2 | ⅜ | | 2⅝ | 3½ | ⅜ | |
| ral | 1915 | | | | | | | | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| a | 1914 | | | | | | | 892 | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | 9, 10, 11, 12 14, 15 | G & D. | 566 | 514 | 317 | 711 | 831 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | DC | | | | | | | ⅞ | | | | | | | 2½ | 4⅝ / 3¾ | ¼ / ⅜ | (10) 17001 to 17300 (9) 17301 to 19251 |
| | 1914 | R, 6 | G & D. | 627 | 516 | 305 | 713 | 900 | 1105 | | 1647 | 1222 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 5/32 | 39⅝ | 1⅞ | 5/32 | 40¼ | 2½ | | | |
| | 1915-16 | 15 Series 15 | Remy | 566 | 514 | 317 | | 831 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | | | | | | | 2½ | 3½ | ⅜ | 19500-20690 |
| | 1915-16 | 22 Series 22 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | | 9½ | ⅞ | | | | | | | 2½ | 3¼ | ¼ | 35000-39000 |
| | 1916-17 | Biltwell 27 Ser. | Remy | 566 | 514 | 317 | | 890 | 987 | 1332 | | 1293 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | 2 | ⅜ | 40¼ | 2 | ⅜ | 43½ | 2½ | 3¾ | ⅜ | 40000 up |
| | 1916-17 | Biltwell 28 Ser. | Remy | 583 | 514 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | 8 | 9 | ⅞ | 1¼ | ⅜ | 35¼ | 1⅝ | ⅜ | 37½ | 2½ | 3¼ | ⅜ | 50000 up |
| | 1919 | 38 | Remy | | | | | | | | 1641 | | | | | SC | | | | | 8⅞ | 9½ | ⅞ | 1¾ | ⅜ | 36 | 2 | ⅜ | 37½ | 2⅝ | 3¼ | ⅜ | 40000 up |
| | | 39 | Remy | | | | | | | 1332 | 1643 | | | | | SC | | | | | 8⅞ | 9⅞ | ⅞ | 2 | ⅜ | 40¼ | 2 | ⅜ | 40¾ | 2½ | 3½ | ⅜ | 50000 up |
| | 1918 | 819 | | | | | | | | | | | | | | SC | 129 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 2 | 5/32 | 35½ | 2¼ | ⅜ | 34 | 1¾ | | | |
| | 1918 | 419 | | | | | | | | | | | | | | SC | 141 | 81 | 67 | 67 | 7½ | 8½ | ⅞ | 1¾ | ⅛ | 29¼ | 2 | 5/32 | 31½ | 1¾ | | | |
| | 1918 | 21 | | | | | | | | | | | | | | SC | | | | | 9½ | 9¼ | ⅞ | 2 | ⅜ | 36 | 2 | ⅜ | 37 | | | | |
| | 1914 | | West. | 567 | 512 | | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | DC | | | | | | | ½ | 1¼ | ⅜ | 27 | 1½ | ⅜ | 29 | | 3½ | ¼ | |
| | 1915 | | | | | | | | | | | | | | | | 124 | 64 | 64 | | | | | | | | | | | | 3½ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | 170 | | 63 | | | | | | | | | | | | 3¼ | ⅜ | |
| | 1914 | | North. | 678 | 548 | 346 | 760 | 928 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1917 | | | | | | 821 | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| ett | 1913-14 | 4-40 | Jesco | 675 | 557 | 345 | 756 | 924 | 1021 | 1421 | | 1281 | 405 | 67 | 1557 | DC | | | | | 8½ | 9⅜ | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 6-60 | Jesco | 576 | 526 | 322 | 701 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | | | | | 8½ | 9⅜ | ⅞ | | | | | | | | 4 | ⅜ | |
| | 1914 | 0-30 | Jesco | 567 | 512 | 316 | 693 | 896 | 989 | 1324 | 1627 | 1132 | 363 | 64 | 1506 | | | | | | 8½ | 9⅜ | ⅞ | 1⅜ | ⅜ | 41 | 1⅞ | ⅜ | 42½ | | 3½ | ⅜ | 1054 to 1099 |
| | 1915 | C-35, U-50 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1643 | 1138 | 473 | 107 | 1506 | | | | | | 8½ | 9⅜ | ⅞ | 2 | ⅜ | 41 | 2 | ⅜ | 44 | 2 | 3½ | ⅜ | 1103 to 1348 |
| | 1916 | 41, 51 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅜ | ⅞ | 2 | ⅜ | 41 | 2 | ⅜ | 44 | 2¼ | 3¼ | ¼ | (41) 4001 to 4200 (51) 5001 to 5402 |
| | 1917 | S-17 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9¾ | | 2 | ⅜ | 41 | 2 | ⅜ | 44 | | 3½ | ⅜ | 5501 to 6290 |
| | 1918 | 18 | Delco | | | | 719 | 831 | | 1303 | 1643 | | 479 | | 1510 | SC | 165-81 | | 61 | 62 | | 9½ | ⅞ | 2 | ⅜ | 39¼ | 2 | ⅜ | 42 | 2¼ | 3½ | ⅜ | 6291 to 8100 |
| | 1919 | A-48 | Delco | | | | | | | 1303 | | | | | | SC | | | | | 8½ | 9½ | ⅞ | 2¼ | ⅜ | 32 | 2⅛ | ⅜ | 32 | 2¼ | 3½ | ⅜ | 8100 |
| r | 1913-14 | GE-GEC | | | | 283 | 779 | | 1171 | | 1682 | | 451 | 180 | | | | | | | | | ⅞ | | | | | | | | 4¼ | 5/32 | |
| | 1913-14-15 | 40 H.P., 60 H.P. | W.Ents. | 683 | 551 | 312 | 779 | 948 | 1055 | 1424 | 1682 | 1286 | 451 | 180 | 1580 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15-16 | 30 H.P. | W.Ents. | 680 | 549 | 304 | 771 | 939 | 1054 | 1422 | 1674 | 1284 | 448 | 89 | 1572 | DC | | | | | 7½ | 8½ | ⅞ | | | | | | | 1⅜ | | | |
| | 1916 | 45 H.P. | | | | 312 | | 948 | | | 1674 | | 448 | | | DC | 180 | 92 | 72 | 92 | 9 | 10½ | ⅞ | | | | | | | 2½ | | | |
| | 1917 | GM Series 1917 | Leece N. | 657 | 537 | 343 | | 842 | | 1414 | 1662 | 1260 | 501 | 181 | 1538 | DC | 180 | 62 | 72 | 92 | | 8 | ⅞ | | | | | | | 2 | 4¼ | ¼ | |
| | 1918 | 16 Valve | | | 537 | | 798 | | | | | | 501 | | | DC | 178 | 90 | 68 | 68 | | 8 | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | GM-GMT | | | | | | | | | 1662 | | | | 1538 | DC | | | | | 8¾ | 8¾ | ⅞ | | | | | | | | | | |
| a Falls | 1913-14 | All Models | | | | 282 | | 886 | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | | 572 | 520 | 320 | | 982 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| Knight | 1916 | | | | | | | | 1124 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | 2300-2400-1200-1247 |
| | 1913 | 69, 71 | U. S. L. | | | | | 849 | 1115 | | | | | 109 | 1581 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | K-17, K-19 | U. S. L. | 686 | 555 | 349 | | 849 | | 1427 | | 1290 | | 109 | 1581 | | | | | | | | ⅞ | | | | | | | | 4 | 5⅛ | |
| | 1916-17 | 84, 87, 88-4, 88-8 | A-L. | 596 | 521 | 327 | 722 | 834 | 1091 | 1364 | 1645 | 1198 | 490 | 182 | 1511 | SC | | | | | | 9¼ | ⅞ | 2¼ | ⅜ | 13 | 2¼ | ⅜ | 44⅛ | | 4⅛ / 3⅜ | ⅜ / ⅜ | |
| | 1918 | 88-4, 88-8 | A-L. | | | | | 834 | | 1364 | | | | 182 | 1511 | | 126 / 125 | 82 / 81 | 61 | 61 | | 9¼ | | | | | | | | | 3¾ | ⅜ | |
| | 1919 | 88-4T | Auto-L. | | | | | | | 1364 | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅜ | 52 | 2¼ | ⅜ | 88 | 2½ | 4⅛ | 5/32 | |
| | 1915 | 21 | Bijur | 625 | 530 | 294 | 704 | 898 | 1041 | 1374 | 1640 | 1220 | 430 | 183 | 1521 | SC | | | | | | 10¼ | ⅞ L | 2½ | | 42½ | 3 | 5/32 | 44½ | 2¼ | 4½ | ⅜ | |
| | 1915-16-17 | 21A, 22A | Bijur | 618 | 524 | 293 | 708 | 895 | 1036 | 1354 | 1638 | 2112 | 427 | 184 | 1515 | SC | 165 | 81 | 63 | 63 | | 9⅛ | ⅞ L | 2½ | ⅜ | 40 | 2½ | ⅜ | 44 | 2½ | 3¼ | ¼ | |
| | 1915-16 | 22 | Bijur | 625 | 530 | 294 | 704 | 895 | 1041 | 1374 | 1638 | 1220 | 427 | 183 | 1521 | | 165 | 81 | 63 | 63 | | 10⅛ | ⅞ L | 2½ | ⅜ | 44¾ | 2½ | ⅜ | 48¾ | 3 | 4½ | ¼ | |
| | 1917 | 22A | Bijur | 618 | 524 | 293 | | 895 | 1036 | 1354 | 1638 | 1212 | 427 | 184 | 1515 | SC | 169 | 87 | 41 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¾ | 2½ | ⅜ | 48¾ | 2½ | 3¼ | ¼ | |
| | 1917 | 22 | Bijur | 625 | 524 | 294 | | 899 | 1041 | 1374 | 1640 | 1220 | 435 | 183 | 1521 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¾ | 2½ | ⅜ | 48¾ | 3 | 4½ | ¼ | |
| | 1918 | 33 | Bijur | | 524 | | 703 | 896 | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | 9½ | 10¼ | | | | | | | | | 3¼ | ¼ | |
| | 1918 | 48 | Bijur | | 524 | | 705 | | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | | 10¼ | | | | | | | | | 4½ | ¼ | |
| | 1918 | 22 | | | | | | | | | 1638 | | | | 1521 | | | | | | | 10¼ | ⅜ | 2½ | ⅜ | 44¾ | 2½ | ⅜ | 48¾ | | | | |
| | 1917 | | | | | | | | | | | | | | 1516 | | 125 | | 61 | 61 | | | | | | | | | | | 3⅛ | ⅜ | |
| Lemon | 1916 | | West. | 575 | 521 | | | 893 | 1002 | 1360 | | 1150 | | 121 | 1513 | | | | | | | | ⅞ | | | | | | | | | | |
| man | 1913-14 | | North-E. | | 547 | | | | 1021 | | | 1280 | | | | DC | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | | | | | | | | 1117 | | | | | | | DC | 66 | 64 | 64 | 64 | | | ½ | | | | | | | | | | |
| erman | 1915 | | | | | | | | | | | | | | | | 166-66 | | 82 | 64 | | | | | | | | | | | | | |
| | 1919 | 89-6T | Auto-L. | | | | | | | | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅜ | 40¾ | 2¼ | | 82 | 2¼ | 3⅜ | ⅜ | |

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# A Personal Experience with Threaded Rubber Insulation

I have one of the original lot of Still Better Willards, put out in 1916 before any announcement had been made to the general public.

It was in February, 1919, that I discovered my battery had Threaded Rubber Insulation. The car has seen plenty of hard service. I drove it all through the hard winter of 1918—extreme cold and lots of dark days.

But I never had any battery trouble of any kind till one morning in February when I found the battery dead. The day before, the distributor was out of order and a friend of mine who was driving, punished the starter severely and exhausted the battery.

I went to the nearest Willard Service Station, got a rental battery, and had mine recharged. I was told what I didn't know—that I had Threaded Rubber Insulation in my Willard Battery.

I haven't had it recharged since, and it has the same old punch and pep today (June 1st). That's some record, I'll say.

A. JUDSON,
13740 Euclid Ave., Cleveland, Ohio.

The above is a fair sample of what Threaded Rubber Insulation means. If this battery had had wood insulation, it would long since have had to be reinsulated; for the owner frankly admitted he had never been any too regular about keeping it filled with water.

Of course, starvation, overheating and improperly regulated electrical equipment will injure even a Willard Battery with Threaded Rubber Insulation, and therefore it's impossible to guarantee any definite length of life. But under equal conditions Threaded Rubber Insulation greatly extends a battery's life and indefinitely postpones reinsulation.

Three years' experience on thousands of cars has established this fact beyond any question.

THIS is the battery referred to above, from a photograph taken three years and five months after it went into service. It was put back in the car and is still alive and kicking. Only once in its life was it recharged from an outside source.

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# ist Price of Storage Batteries for Cars From 1912 to 1919

## REVISED MONTHLY

**O USE THIS TABLE.**—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as rested by us to enable you to find the right battery quickly. Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will ditted to manufacturers each month for revision. This compilation is for the benefit of the trade. We have used every care to give the latest, authentic information, but we guarantee the correctness of these prices and cannot be held liable for same.

THE FERGUSON PUBLISHING COMPANY

| ILLARD nd Part No. h 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 253 | 6 | 142 | ... | $50.00 |
| 2 08 | 6 | 159.5 | 69 | 50.00 |
| 610 | 6 | 159.5 | 69 | 50.00 |
| 578 | 6 | 93.8 | 52 | 36.60 |
| 363 | 12 | 72.3 | 79 | 72.10 |
| 227 | 6 | 88 | 50 | 39.40 |
| 627 | 6 | 88 | ... | 36.85 |
| 6 15 | 12 | 45.5 | 62 | 48.68 |
| 441 | 12 | 45.5 | 62 | 48.68 |
| | 6 | | | 43.70 |
| 666 | 12 | 54.5 | ... | 55.00 |
| 668 | 12 | 54.5 | ... | 55.00 |
| 600 | 6 | 103.7 | 55 | 39.40 |
| 257 | 6 | 180 | 80 | 51.25 |
| 250 | 12 | 105.7 | 112 | 79.55 |
| 215 | 6 | 115 | 62 | ..... |
| 207 | 6 | 115 | 62 | ..... |
| 647 | 6 | 105.7 | ... | 41.40 |
| 428 | 6 | 159.5 | 69 | 50.00 |
| 347 | 12 | 51.4 | 67 | 50.50 |
| 852 | 6 | 142 | ... | 50.00 |
| 646 | 6 | 105.7 | ... | 41.40 |
| 625 | 6 | 71 | ... | 32.40 |
| 683 | 30 | 23.3 | ... | 81.70 |
| 585 | 6 | 83.2 | 48 | 34.90 |
| 601 | 6 | 103.7 | 55 | 39.40 |
| 614 | 6 | 124.3 | 61 | 44.25 |
| 403 | 6 | 103.7 | 55 | 39.40 |
| 613 | 6 | 103.7 | 55 | 39.40 |
| 634 | 6 | 88 | ... | 36.85 |
| 583 | 12 | 93.8 | 91 | 71.50 |
| 658 | 12 | 38.7 | ... | 45.90 |
| 234 | 12 | 38.7 | 58 | 45.90 |
| 662 | 12 | 38.7 | ... | 45.90 |
| 508 | 6 | 88 | ... | 36.85 |
| 663 | 12 | 38.7 | ... | 45.90 |
| 639 | 6 | 88 | ... | 36.85 |
| 640 | 6 | 88 | ... | 36.85 |
| 605 | 6 | 103.7 | 55 | 39.40 |
| 591 | 6 | 83.2 | 48 | 34.90 |
| 609 | 6 | 103.7 | 55 | 39.40 |
| 638 | 6 | 83.2 | 48 | 34.90 |
| 174 | 24 | 71.5 | 70 | 67.20 |
| 279 | 6 | 147.5 | 72 | ..... |
| 683 | 6 | 161 | ... | 59.80 |
| 689 | 6 | 161 | ... | 59.80 |
| 678 | 16 | 38.7 | ... | 60.35 |
| 236 | 6 | 105.7 | 59 | 41.40 |
| 235 | 6 | 88 | 50 | 36.90 |
| 516 | 6 | 71 | 42 | 32.40 |
| 629 | 6 | 88 | ... | 36.85 |
| 228 | 6 | 88 | 50 | 36.90 |
| 242 | 18 | 42.5 | 90 | 72.40 |
| 589 | 6 | 83.2 | 48 | 34.90 |
| 341 | 6 | 93.8 | 52 | 36.60 |
| 512 | 6 | 83.2 | 48 | 34.90 |
| 630 | 6 | 88 | ... | 36.85 |
| 641 | 6 | 88 | ... | 36.85 |
| 607 | 6 | 103.7 | 55 | 39.40 |
| 537 | 6 | 103.7 | 55 | 39.40 |
| 401 | 6 | 83.2 | 48 | 34.90 |
| 679 | 16 | 54.5 | ... | 73.35 |
| 624 | 6 | 71 | ... | 32.40 |
| 628 | 6 | 88 | ... | 36.85 |
| 586 | 12 | 42.6 | 57 | 41.15 |
| 360 | 6 | 139 | 67 | 57.30 |
| 677 | 16 | 38.7 | ... | 60.35 |
| 300 | 6 | 105.7 | 59 | 41.40 |
| 245 | 6 | 180 | 80 | ..... |
| 595 | 6 | 83.2 | 48 | 34.90 |
| 212 | 6 | 105.7 | 59 | 41.40 |
| 664 | 12 | 38.7 | ... | 45.90 |
| 576 | 6 | 93.8 | 52 | 36.60 |
| 452 | 6 | 88 | ... | 36.85 |
| 426 | 12 | 38.7 | 58 | 45.90 |
| 427 | 6 | 88 | 50 | 36.90 |
| 535 | 6 | 88 | 50 | 36.90 |
| 598 | 6 | 103.7 | 55 | 39.40 |
| 670 | 12 | 54.5 | ... | 55.00 |
| 638 | 6 | 88 | ... | 36.85 |
| 676 | 16 | 38.7 | ... | 60.35 |
| 618 | 12 | 64 | ... | 58.10 |
| 267 | 6 | 71 | 42 | 32.40 |

| WILLARD Type and Part No. March 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 84 SSB-242 | 284 | 24 | 23.3 | 85 | $68.70 |
| 85 SM-26 | 660 | 12 | 38.7 | ... | 45.90 |
| 86 SM-26 | 661 | 12 | 38.7 | ... | 45.90 |
| 87 NSSB-125 | 293 | 24 | 54.5 | ... | 55.00 |
| 88 SM-76 | 682 | 24 | 23.3 | ... | 68.70 |
| 89 SSB-183½ | 238 | 18 | 38.7 | 85 | 66.30 |
| 90 SSB-125 | 249 | 12 | 71.1 | 82 | 55.00 |
| 91 SJR-26 | 419 | 12 | 51.4 | 67 | 58.80 |
| 92 SM-4 | 635 | 6 | 88 | ... | 36.85 |
| 93 SJW-3 | 580 | 6 | 93.8 | 52 | 36.60 |
| 94 SJW-3 | 577 | 6 | 93.8 | 52 | 36.60 |
| 95 SM-4 | 626 | 6 | 88 | ... | 36.85 |
| 96 SM-5 | 645 | 6 | 105.7 | ... | 53.95 |
| 97 SM-28 | 672 | 12 | 71 | ... | 63.15 |
| 98 SSB-610 | 200 | 6 | 105-7 | 59 | 41.40 |
| 99 SJW-26 | 581 | 12 | 51.4 | 67 | 50.50 |
| 100 SL-26 | 616 | 12 | 45.5 | 62 | 48.68 |
| 101 SL-26 | 617 | 12 | 45.5 | 62 | 48.68 |
| 102 SM-4 | 633 | 6 | 88 | ... | 36.85 |
| 103 SL-4 | 608 | 6 | 103.7 | 55 | 39.40 |
| 104 SL-4 | 539 | 6 | 103.7 | 55 | 39.40 |
| 105 SM-27 | 667 | 12 | 54.5 | ... | 55.00 |
| 106 SL-3 | 587 | 6 | 83.2 | 48 | 34.90 |
| 107 SM-4 | 631 | 6 | 88 | ... | 36.85 |
| 108 SM-4 | 642 | 6 | 88 | ... | 36.85 |
| 109 PDS-243 | 262 | 24 | 29 | 110 | 79.60 |
| 110 SM-29 | 674 | 12 | 88 | ... | 71.25 |
| 111 SM-5 | 649 | 6 | 105.7 | ... | 53.95 |
| 112 SL-4 | 606 | 6 | 103.7 | 55 | 39.40 |
| 113 SM-27 | 666 | 12 | 54.5 | ... | 55.00 |
| 114 SP-26 | 582 | 12 | 38.6 | 57 | 41.15 |
| 115 SM-7 | 651 | 6 | 142 | ... | 50.00 |
| 116 SL-3 | 500 | 6 | 83.2 | 48 | 34.90 |
| 117 SM-9 | 655 | 66 | 176.5 | ... | 58.95 |
| 118 SM-9 | 656 | 6 | 176.5 | ... | 58.95 |
| 119 SSB-123½ | 247 | 12 | 38.7 | 58 | 45.90 |
| 120 SL-4 | 312 | 6 | 103.7 | 55 | 39.40 |
| 121 SM-5 | 550 | 6 | 105.7 | ... | 41.40 |
| 122 SM-28 | 671 | 12 | 71 | ... | 63.15 |
| 123 SSB-612 | 269 | 6 | 159.5 | 69 | 50.00 |
| 124 PSW-68 | 273 | 6 | 115 | 62 | ..... |
| 125 SL-4 | 611 | 6 | 103.7 | 55 | 39.40 |
| 126 SM-5 | 648 | 6 | 105.7 | ... | 41.40 |
| 127 SM-4 | 636 | 6 | 88 | ... | 36.85 |
| 128 SM-26 | 447 | 12 | 38.7 | ... | 45.90 |
| 129 SSB-128 | 574 | 12 | 88 | 95 | 71.25 |
| 130 SL-28 | 622 | 12 | 83.3 | 84 | 67.45 |
| 131 SM-76 | 681 | 24 | 23.3 | ... | 68.70 |
| 132 PSW-412 | 258 | 12 | 87.5 | 100 | ..... |
| 133 SL-4 | 603 | 6 | 103.7 | 55 | 39.40 |
| 134 SJW-3 | 579 | 6 | 93.8 | 52 | 36.60 |
| 135 SJW-4 | 317 | 6 | 117.7 | 61 | 42.05 |
| 136 SM-3 | 623 | 6 | 71 | ... | 32.40 |
| 137 SL-3 | 586 | 6 | 83.2 | 48 | 34.90 |
| 138 SP-5 | 684 | 6 | 117.5 | 54 | 36.35 |
| 139 SSB-66 | 572 | 6 | 71 | 42 | 32.40 |
| 140 SM-4 | 637 | 6 | 88 | ... | 36.85 |
| 141 SL-4 | 610 | 6 | 103.7 | 55 | 39.40 |
| 142 SM-4 | 632 | 6 | 88 | ... | 36.85 |
| 143 PSW-610 | 278 | 6 | 147.5 | 70 | 45.45 |
| 144 SL-3 | 594 | 6 | 83.2 | 48 | 34.90 |
| 145 SL-3 | 592 | 6 | 83.2 | 48 | 34.90 |
| 146 SM-4 | 513 | 6 | 88 | ... | 36.85 |
| 147 SL-3 | 511 | 6 | 83.2 | 48 | 34.90 |
| 148 SX-77 | 687 | 24 | 45 | ... | 74.15 |
| 149 SE-76 | 320 | 24 | 33.5 | ... | 71.30 |
| 150 SM-7 | 654 | 6 | 142 | ... | 50.00 |
| 151 SSB-123½ | 573 | 12 | 38.7 | 58 | 45.90 |
| 152 SL-4 | 602 | 6 | 103.7 | 55 | 39.40 |
| 153 SM-9 | 657 | 6 | 176.5 | ... | 58.95 |
| 154 SP-6 | 685 | 6 | 136.3 | 60 | 39.95 |
| 155 SRJ-4 | 358 | 6 | 117.7 | 60 | 50.40 |
| 156 SL-4 | 604 | 6 | 103.7 | 55 | 39.40 |
| 157 SJR-6 | 340 | 6 | 162 | 76 | 64.05 |
| 158 SM-26 | 665 | 12 | 38.7 | ... | 45.90 |
| 159 SSB-125 | 305 | 12 | 54.5 | 70 | 55.00 |
| 160 SM-26 | 659 | 12 | 38.7 | ... | 45.90 |
| 161 SL-3 | 596 | 6 | 83.2 | 48 | 34.90 |
| 162 SM-29 | 673 | 12 | 88 | ... | 71.25 |
| 163 SL-4 | 590 | 6 | 103.7 | 55 | 39.40 |
| 164 SL-3 | 597 | 6 | 83.2 | 48 | 34.90 |
| 165 SM-39 | 680 | 16 | 71 | ... | 83.95 |
| 166 SL-3 | 593 | 6 | 83.2 | 48 | 34.90 |

| WILLARD Type & Part No. March 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 167 SL-3 540 | 6 | 83.2 | 48 | $34.90 |
| 168 SJR-4 357 | 6 | 117.7 | 61 | 50.40 |
| 169 SSB-185 282 | 18 | 54.5 | 102 | 81.60 |
| 170 SSB-123½ 536 | 12 | 38.7 | 58 | 45.90 |
| 171 SM-4 643 | 6 | 88 | ... | 36.85 |
| 172 SL-27 626 | 12 | 64 | 73 | 58.10 |
| 173 SL-27 619 | 12 | 64 | 73 | 58.10 |
| 174 SL-28 621 | 12 | 83.3 | 84 | 67.45 |
| 175 SM-27 669 | 12 | 54.5 | ... | 55.00 |
| 176 SM-5 644 | 6 | 105.7 | ... | 41.40 |
| 177 SJR-4 545 | 6 | 117.7 | 61 | 50.40 |
| 178 SJW-4 319 | 6 | 117.7 | 61 | 42.05 |
| 179 SM-30 675 | 12 | 105.7 | ... | 80.60 |
| 180 SSB-186 240 | 18 | 71 | 122 | 92.55 |
| 181 SX-28 554 | 12 | 82.7 | 86 | ..... |
| 182 SL-5 515 | 6 | 124.3 | 61 | 44.25 |
| 183 SSB-612 325 | 6 | 159.5 | 69 | 50.00 |
| 184 SSB-610 289 | 6 | 105.7 | 59 | 41.40 |

| EXIDE Type and Cat. No Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 277 3SFS-5 452 | 6 | .... | ... | 29.65 |
| 278 3SR-7 455 | 6 | .... | ... | 30.60 |
| 279 3SFS-9 460 | 6 | .... | ... | 37.25 |
| 280 3S11Spec 463 | 6 | .... | ... | 39.55 |
| 281 3ZA-5 1405 | 6 | .... | ... | 18.54 |
| 282 3LX9-1 10671-61 | 6 | .... | 42 | 34.50 |
| 283 3LX13-1 10672-61 | 6 | 66 | 59 | 44.15 |
| 284 3LX5-1 10670-61 | 6 | 28 | 24 | 24.40 |
| 285 3JX11-1 3252-5 | 6 | .... | ... | 35.75 |
| 286 3JX13-1 3254-1 | 6 | .... | 51 | 38.00 |
| 287 3JX13-1 3254-5 | 6 | .... | 51 | 39.20 |
| 288 3JX13-1 3254-6 | 6 | .... | 51 | 38.50 |
| 289 3JX15-1 3256-1 | 6 | .... | ... | 41.70 |
| 290 3JX15-1 3256-5 | 6 | .... | ... | 42.90 |
| 291 3JX19-1 3260-1 | 6 | .... | ... | 48.70 |
| 292 3JX19-1 3260-5 | 6 | .... | ... | 50.00 |
| 293 3JX15-2 3328-54 | 6 | .... | ... | 43.10 |
| 294 3JX19-2 3332-54 | 6 | .... | ... | 50.00 |
| 295 6JX7-1 3339-05 | 12 | .... | ... | 48.70 |
| 296 6JX11-1 3341-3 | 12 | .... | ... | 64.20 |
| 297 6JX11-1 3341-12 | 12 | .... | ... | 65.15 |
| 298 6JX13-1 3342-5 | 12 | .... | ... | 73.45 |
| 299 6JX15-3 3352-05 | 12 | .... | ... | 80.10 |
| 300 3PHA13-23468 | 6 | .... | 82 | 64.50 |
| 301 3PHA13-23468-6 | 6 | .... | 82 | 66.20 |
| 302 3XC-19 4412-51 | 6 | .... | 63 | 50.43 |
| 303 3XC-13 4561-52 | 6 | .... | 45 | 39.20 |
| 304 9JX7-1 4587-058 | 18 | .... | ... | 73.60 |
| 305 3JX-15 4852-4 | 6 | .... | ... | 42.40 |
| 306 3XC19-1 5721-53 | 6 | .... | 63 | 52.00 |
| 307 6XC9-1 5792-7 | 12 | .... | 64 | 57.80 |
| 308 9XC7-1 5799-057 | 18 | .... | 75 | 74.20 |
| 309 15XC5-1 5930-60 | 30 | .... | ... | 102.60 |
| 310 3SX9-1 10674-61 | 6 | 51 | 35 | 21.75 |
| 311 3SX13-1 10675-61 | 6 | 84 | 49 | 41.40 |
| 312 9JX11-4 6101-064 | 18 | .... | 113 | 95.20 |
| 313 6XC9-1 6298-12 | 12 | .... | ... | 57.80 |
| 314 3XC11-1 6346 | 6 | .... | 30 | 33.35 |
| 315 3XC13-1 6347 | 6 | .... | 45 | 36.80 |
| 316 3XC13-1 6347-1 | 6 | .... | 45 | 38.00 |
| 317 3XC13-1 6347-5 | 6 | .... | 45 | 39.20 |
| 318 3XC15-1 6348 | 6 | .... | 51 | 40.50 |
| 319 3XC15-1 6348-1 | 6 | .... | 51 | 41.70 |
| 320 3XC15-1 6348-5 | 6 | .... | 51 | 42.90 |
| 321 3XC15-1 6348-6 | 6 | .... | 51 | 42.20 |
| 322 3XC19-1 6350-1 | 6 | .... | 63 | 48.80 |
| 323 3XC19-1 6350-5 | 6 | .... | 63 | 50.00 |
| 324 3XC13-2 6356 | 6 | .... | 45 | 37.50 |
| 325 3XC13-2 6356-5 | 6 | .... | 45 | 39.90 |
| 326 3XC15-2 6357-3 | 6 | .... | 51 | 42.40 |
| 327 3XC15-2 6357-5 | 6 | .... | 51 | 43.60 |
| 328 3XC15-2 6357-6 | 6 | .... | 51 | 42.90 |
| 329 3XC23-2 6361-5 | 6 | .... | 76 | 57.80 |
| 330 6XC7-1 6364-03 | 12 | .... | 47 | 48.50 |
| 331 6XC7-1 6364-5 | 12 | .... | 47 | 49.00 |
| 332 6XC7-1 6364-05 | 12 | .... | 47 | 49.35 |

| EXIDE Type and Cat. No. Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 333 6XC9-1 6365-03 | 12 | .... | 64 | 57.20 |
| 334 6XC9-1 6365-5 | 12 | .... | 64 | 58.05 |
| 335 6XC9-1 6365-05 | 12 | .... | 64 | 58.40 |
| 336 6XC9-1 6365-12 | 12 | .... | 64 | 57.80 |
| 337 6XC11-1 6366-3 | 12 | .... | 76 | 64.20 |
| 338 6XC11-1 6366-03 | 12 | .... | 76 | 64.50 |
| 339 6XC11-1 6366-05 | 12 | .... | 76 | 65.65 |
| 340 6XC13-1 6367-05 | 12 | .... | 89 | 73.45 |
| 341 6XC15-1 6368-03 | 12 | .... | ... | 78.65 |
| 342 6XC11-3 6371-05 | 12 | .... | 76 | 66.40 |
| 343 6XC11-3 6371-56 | 12 | .... | 76 | 65.65 |
| 344 8XC7-1 6375-03 | 16 | .... | 65 | 63.00 |
| 345 8XC7-1 6375-14 | 16 | .... | 65 | 63.00 |
| 346 8XC9-1 6376-03 | 16 | .... | 65 | 74.20 |
| 347 12XC-7 7494-059 | 24 | .... | ... | 93.75 |
| 348 6XC13-1 7647-10 | 12 | .... | 89 | 73.45 |
| 349 12XC7-1 7695-011 | 24 | .... | ... | 92.60 |
| 350 12SD-3 7999 | 24 | .... | 67 | 74.75 |
| 351 6XC7-1 10218-55 | 12 | .... | 47 | 52.00 |
| 352 6XC9-1 10219-55 | 12 | .... | 64 | 59.20 |
| 353 3MHA11 10249-16 | 6 | .... | 82 | 65.15 |
| 354 3MHA11 10249-6 | 6 | .... | 82 | 65.65 |
| 355 12XC7-1 10364-03 | 24 | .... | ... | 92.00 |
| 356 3JX19-1 10365-5 | 6 | .... | ... | 50.00 |
| 357 6XC111 10412-14 | 12 | .... | 76 | 65.15 |

| VESTA Battery and Form No. Feb. 26 1919 Including Federal Tax | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 358 24A5Y-65 | 24 | .... | 110 | 89.70 |
| 359 6LIIY-4 | 6 | .... | 42 | 35.87 |
| 360 6L11W-140 | 6 | .... | 42 | 35.85 |
| 361 6L11Y-161 | 6 | .... | 42 | 34.99 |
| 362 6L13Y-5 | 6 | .... | 50 | 39.20 |
| 363 6L13Y-11 | 6 | .... | 50 | 40.05 |
| 364 6L13W-33 | 6 | .... | 50 | 39.34 |
| 365 6L13W-35 | 6 | .... | 50 | 59.25 |
| 366 6L13Y-71 | 6 | .... | 50 | 39.22 |
| 367 6L13Y-79 | 6 | .... | 50 | 39.22 |
| 368 6L13W-91 | 6 | .... | 50 | 39.68 |
| 369 6L13Y-93 | 6 | .... | 50 | 39.40 |
| 370 6L13Y-147 | 6 | .... | 50 | 39.27 |
| 371 6L13Y-154 | 6 | .... | 50 | 39.22 |
| 372 6L13Y-169 | 6 | .... | 50 | 36.95 |
| 373 6L15Y-3 | 6 | .... | 59 | 43.79 |
| 374 6L15Y-7 | 6 | .... | 59 | 44.68 |
| 375 6L15Y-62 | 6 | .... | 59 | 37.92 |
| 376 6L15Y-64 | 6 | .... | 59 | 43.79 |
| 377 6L15W-67 | 6 | .... | 59 | 44.75 |
| 378 6L15Y-75 | 6 | .... | 59 | 44.37 |
| 379 6L15Y-85 | 6 | .... | 59 | 43.77 |
| 380 6L15Y-134 | 6 | .... | 59 | 43.79 |
| 381 6L19Y-1 | 6 | .... | 69 | 53.75 |
| 382 6L19Y-6 | 6 | .... | 69 | 52.87 |
| 383 6L19Y-54 | 6 | .... | 69 | 52.87 |
| 384 6L19YP-59 | 6 | .... | 69 | 52.71 |
| 385 6L19Y-141 | 6 | .... | 69 | 51.59 |
| 386 6L23W-124 | 6 | .... | ... | 63.13 |
| 387 12L7Y-22 | 12 | .... | 58 | 49.47 |
| 388 12L7Y-24 | 12 | .... | 58 | 49.37 |
| 389 12L7Y-25 | 12 | .... | 58 | 48.46 |
| 390 12L7Y-27 | 12 | .... | 58 | 48.48 |
| 391 12L7Y-96 | 12 | .... | 58 | 50.35 |
| 392 12L7Y-97 | 12 | .... | 58 | 48.45 |
| 393 12L7Y-104 | 12 | .... | 58 | 49.63 |
| 394 12L7Y-113 | 12 | .... | 58 | 49.02 |
| 395 12L9Y-13 | 12 | .... | 70 | 59.28 |
| 396 12L9Y-26 | 12 | .... | 70 | 57.97 |
| 397 12L9W-41 | 12 | .... | 70 | 58.17 |
| 398 12L9Y-49 | 12 | .... | 70 | 58.87 |
| 399 12L9Y-56 | 12 | .... | 70 | 58.23 |
| 400 12L9Y-157 | 12 | .... | 70 | 56.55 |
| 401 12L11Y-31 | 12 | .... | 82 | 60.77 |
| 402 12L13Y-47 | 12 | .... | 95 | 76.98 |
| 403 12L13Y-165 | 12 | .... | 95 | 75.28 |
| 404 12L15Y-166 | .... | .... | ... | 89.95 |
| 405 16L7Y-19 | 16 | .... | 76 | 67.54 |
| 406 16L7Y-20 | 16 | .... | 76 | 66.14 |

| VESTA Type & Form No. Feb. 26, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 407 16L7Y-23 | 16 | .... | 76 | 65.97 |
| 408 16L9Y-18 | 16 | .... | 90 | 79.28 |
| 409 24L5Y-63 | 24 | .... | 85 | 76.49 |
| 410 6H11Y-9 | 6 | .... | 62 | 41.18 |
| 411 6H11Y-17 | 6 | .... | 62 | 41.01 |
| 412 6H11Y-76 | 6 | .... | 62 | 40.83 |
| 413 6H15Y-48 | 6 | .... | 80 | 51.19 |
| 414 6H15Y-60 | 6 | .... | 80 | 50.76 |
| 415 6H15Z-81 | 6 | .... | 80 | 50.64 |
| 416 6H15Z-82 | 6 | .... | 80 | 53.07 |
| 417 12H9Y-61 | 12 | .... | 104 | 42.79 |
| 418 6S11Z-70 | 6 | .... | 42 | 35.70 |
| 419 6S11Y-143 | 6 | .... | 42 | 49.14 |
| 420 6S13Y-29 | 6 | .... | 50 | 39.81 |
| 421 6S13Y-30 | 6 | .... | 50 | 40.17 |
| 422 6S13Y-37 | 6 | .... | 50 | 39.04 |
| 423 6S13W-152 | 6 | .... | 50 | 41.81 |
| 424 6S15Y-2 | 6 | .... | 59 | 44.30 |
| 425 6S15Y-14 | 6 | .... | 59 | 45.17 |
| 426 6S15Y-35 | 6 | .... | 59 | 44.04 |
| 427 6S15W-94 | 6 | .... | 59 | 44.27 |
| 428 6S15W-106 | 6 | .... | 59 | 44.27 |
| 429 6S19Y-10 | 6 | .... | 69 | 53.61 |
| 430 6S19Y-12 | 6 | .... | 69 | 52.73 |
| 431 6S19Y-39 | 6 | .... | 69 | 52.49 |
| 432 6S19Y-72 | 6 | .... | 69 | 52.73 |
| 433 6S19W-73 | 6 | .... | 69 | 54.60 |
| 434 6S19W-77 | 6 | .... | 69 | 54.83 |
| 435 6S19W-166 | 6 | .... | 69 | 54.77 |
| 436 8S15XD-129 | 8 | .... | 78 | 59.65 |
| 437 12S7Y-36 | 12 | .... | 58 | 48.64 |
| 438 12S7Y-50 | 12 | .... | 58 | 49.47 |
| 439 12S7W-138 | 12 | .... | 58 | 50.62 |
| 440 12S9X-98 | 12 | .... | 70 | 57.97 |
| 441 12S9Y-99 | 12 | .... | 70 | 57.99 |
| 442 12S9Y-116 | 12 | .... | 70 | 59.67 |
| 443 12S11Y-52 | 12 | .... | 82 | 66.32 |
| 444 12S11X-135 | 12 | .... | 82 | 68.18 |
| 445 12S15W-53 | 12 | .... | .. | 83.86 |
| 446 16S9X-136 | 16 | .... | 90 | 76.29 |
| 447 16S9X-137 | 16 | .... | 90 | 77.21 |
| 448 18S7W-46 | 18 | .... | 85 | 70.87 |
| 449 18S9W-45 | 18 | .... | 102 | 83.72 |
| 450 18S9W-170 | 18 | .... | 102 | 84.27 |
| 451 18S11W-43 | 18 | .... | ... | 96.96 |
| 452 24S5X-83 | 24 | .... | 85 | 72.16 |
| 453 24S5X-88 | 24 | .... | 85 | 73.09 |
| 454 6U11Y-15 | 6 | .... | 47 | 38.42 |
| 455 6U11Y-89 | 6 | .... | 47 | 35.85 |
| 456 6U11Y-102 | 6 | .... | 47 | 38.36 |
| 457 6U11Y-105 | 6 | .... | 47 | 38.36 |
| 458 6U11Y-110 | 6 | .... | 47 | 38.38 |
| 459 6U11Y-114 | 6 | .... | 47 | 38.58 |
| 460 6U11Y-115 | 6 | .... | 47 | 38.36 |
| 461 6U11Y-117 | 6 | .... | 47 | 38.36 |
| 462 6U11Y-118 | 6 | .... | 47 | 38.38 |
| 463 6U11W-120 | 6 | .... | 47 | 38.38 |
| 464 6U11Y-128 | 6 | .... | 47 | 37.43 |
| 465 6U11Y-130 | 6 | .... | 47 | 38.42 |
| 466 6U11W-140 | 6 | .... | 47 | 37.43 |
| 467 6U11Y-150 | 6 | .... | 47 | 35.44 |
| 468 6U11Y-155 | 6 | .... | 47 | 36.38 |
| 469 6U11W-164 | 6 | .... | 47 | 37.43 |
| 470 6U13Y-16 | 6 | .... | 55 | 40.93 |
| 471 6U13Y-28 | 6 | .... | 55 | 41.81 |
| 472 6U13Z-68 | 6 | .... | 55 | 41.94 |
| 473 6U13Y-80 | 6 | .... | 55 | 40.77 |
| 474 6U13W-84 | 6 | .... | 55 | 41.26 |
| 475 6U13Y-92 | 6 | .... | 55 | 40.93 |
| 476 6U13Y-119 | 6 | .... | 55 | 41.24 |
| 477 6U13W-132 | 6 | .... | 55 | 41.24 |
| 478 6U13W-133 | 6 | .... | 55 | 39.77 |
| 479 6U13Y-145 | 6 | .... | 55 | 40.04 |
| 480 6U13W-146 | 6 | .... | 55 | 41.81 |
| 481 6U13Y-153 | 6 | .... | 55 | 41.81 |
| 482 6U13Y-156 | 6 | .... | 55 | 41.24 |
| 483 6U13W-158 | 6 | .... | 55 | 40.92 |
| 484 6U13Y-160 | 6 | .... | 55 | 41.24 |
| 485 6U13W-163 | 6 | .... | 55 | 40.93 |
| 486 6U15Y-106 | 6 | .... | 64 | 46.13 |
| 487 6U15Y-121 | 6 | .... | 64 | 46.93 |
| 488 6U15Y-139 | 6 | .... | 64 | 45.48 |
| 489 6U15W-151 | 6 | .... | 64 | |

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# WITHERBEE
## STORAGE BATTERIES

**A dependable and guaranteed battery of correct size and shape for every make and model of car, and for starting and lighting systems of any manufacture in general use**

***Manufactured Since 1903***

## Liberal Margin of Profit to DEALERS

**Profitable Propositions for Reliable Distributors and Service Stations in Open Territory**

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## Witherbee Storage Battery Co., Inc.

***Main Office and Factory***
**643-55 West 43d Street**

***Sales and Service Station***
**1904 Broadway**

**New York City, N. Y.**

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| Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|
| 6 | ...... | 64 | 46.69 |
| 6 | ...... | ... | 51.64 |
| 12 | ...... | ... | 43.55 |
| 12 | ...... | 65 | 50.30 |
| 12 | ...... | 65 | 50.53 |
| 12 | ...... | 65 | 51.37 |
| 12 | ...... | 65 | 50.35 |
| 12 | ...... | 65 | 49.49 |
| 12 | ...... | 65 | 49.14 |
| 12 | ...... | 78 | 61.75 |
| 12 | ...... | 78 | 61.65 |
| 12 | ...... | 78 | 60.87 |
| 12 | ...... | 78 | 59.28 |
| 12 | ...... | 92 | 69.74 |
| 12 | ...... | 92 | 70.07 |
| 12 | ...... | 92 | 70.03 |
| 12 | ...... | 92 | 69.12 |
| 6 | ...... | 55 | 39.32 |

| No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 3070 | 6 | 70 | 48 | $33.50 |
| 3076 | 6 | 70 | 48 | 33.50 |
| 3077 | 6 | 70 | 48 | 33.50 |
| 3079 | 6 | 95 | 58 | 36.96 |
| 3080 | 6 | 95 | 56 | 36.96 |
| 3081 | 6 | 95 | 56 | 36.96 |
| 3082 | 6 | 95 | 58 | 36.96 |
| 3083 | 6 | 95 | 58 | 36.96 |
| 3084 | 6 | 105 | 63 | 43.89 |
| 3085 | 6 | 95 | 58 | 36.96 |
| 3086 | 6 | 95 | 56 | 36.96 |
| 3088 | 6 | 95 | 58 | 41.58 |
| 090 | 6 | 110 | 63 | 41.58 |
| 091 | 6 | 110 | 63 | 41.58 |
| 092 | 6 | 110 | 63 | 41.58 |
| 096 | 6 | 110 | 63 | 41.58 |
| 097 | 6 | 110 | 63 | 41.58 |
| 099 | 8 | 110 | 82 | 55.44 |
| 10 | 6 | 140 | 72 | 46.20 |
| 14 | 6 | 150 | 24 | 48.51 |
| 15 | 6 | 150 | 74 | 50.82 |
| 16 | 6 | 140 | 72 | 46.20 |
| 17 | 6 | 140 | 72 | 46.20 |
| 1 | 6 | 185 | 86 | 57.75 |
| 8 | 6 | 185 | 85 | 57.75 |
| 0 | 12 | 35 | 64 | 45.05 |
| 2 | 12 | 35 | 64 | 45.0 |
| 4 | 12 | 35 | 64 | 45.63 |
| 0 | 12 | 50 | 77 | 51.98 |
| 1 | 12 | 50 | 77 | 51.98 |
| 2 | 12 | 50 | 77 | 51.98 |
| 3 | 12 | 50 | 77 | 51.98 |
| 5 | 12 | 50 | 77 | 51.98 |
| 8 | 12 | 50 | 77 | 51.98 |
| 9 | 12 | 70 | 94 | 60.06 |
| 1 | 12 | 70 | 94 | 60.06 |
| 5 | 12 | 0 | 94 | 60.06 |
| 2 | 12 | 5 | 108 | 65.84 |
| 7 | 12 | 0 | 122 | 71.61 |
| 0 | 16 | 5 | 83 | 57.75 |
| 0 | 16 | 0 | 102 | 65.84 |
| 16 | 18 | 5 | 90 | 63.53 |
| 15 | 18 | .0 | 112 | 69.30 |
| 56 | 18 | 70 | 140 | 80.85 |
| 70 | 24 | 20 | 93 | 65.26 |
| 77 | 24 | 20 | 94 | 65.26 |
| 78 | 24 | 18 | 70 | 61.22 |
| 288 | 24 | 85 | 121 | 77.96 |
| 295 | 30 | 20 | 115 | 80.85 |
| 192 | 16 | 35 | 64 | 57.75 |
| 087 | 6 | 95 | 56 | 36.95 |
| 8281 | 24 | 35 | 127 | 77.39 |
| 8210 | 16 | 70 | 123 | 73.92 |
| 8246 | 18 | 50 | 112 | 72.19 |
| 8071 | 6 | 70 | 48 | 33.50 |

BIA … count … umer … 1919

| Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price* |
|---|---|---|---|
| 6 | 70 | 40 | $42.50 |
| 6 | 70 | 40 | 42.50 |
| 6 | 70 | 40 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 90 | 48 | 45.00 |
| 6 | 110 | 55 | 50.50 |
| 6 | 110 | 55 | 50.50 |
| 6 | 110 | 55 | 50.50 |
| 6 | 110 | 55 | 54.50 |
| 6 | 150 | 67 | 61.50 |
| 6 | 150 | 67 | 61.50 |
| 6 | 150 | 67 | 61.50 |
| 6 | 150 | 67 | 61.50 |

| Serial No. | COLUMBIA Type *20% Discount to Consumer March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 580 | SW-323-AZ | 6 | 195 | 76 | 61.50 |
| 581 | SW-323-AY | 6 | 195 | 76 | 61.50 |
| 582 | SW-323-DZ | 6 | 195 | 76 | 61.50 |
| 583 | SL-311-AZ | 6 | 85 | 48 | 42.50 |
| 584 | SL-311-AU | 6 | 85 | 48 | 42.50 |
| 585 | SL-311-AT | 6 | 85 | 48 | 42.50 |
| 586 | SL-311-AR | 6 | 85 | 48 | 42.50 |
| 587 | SL-311-DZ | 6 | 85 | 48 | 45.00 |
| 588 | SL-311-JZ | 6 | 85 | 49 | 42.50 |
| 589 | SL-313-AZ | 6 | 110 | 54 | 48.50 |
| 590 | SL-313-AX | 6 | 110 | 54 | 48.50 |
| 591 | SL-313-AT | 6 | 110 | 54 | 48.50 |
| 592 | SL-313-AP | 6 | 110 | 54 | 48.50 |
| 593 | SL-313-DZ | 6 | 110 | 54 | 48.50 |
| 594 | SL-313-DS | 6 | 110 | 54 | 48.50 |
| 595 | SL-315-AZ | 6 | 135 | 59 | 54.50 |
| 596 | SL-315-DZ | 6 | 135 | 59 | 54.50 |
| 597 | SL-315-DX | 6 | 135 | 59 | 54.50 |
| 598 | SE-313-AZ | 6 | 83 | 43 | 42.50 |
| 599 | SE-313-AU | 6 | 83 | 43 | 42.50 |
| 600 | SE-313-AS | 6 | ..... | 43 | 42.50 |
| 601 | SE-315-AZ | 6 | 100 | 50 | 48.50 |
| 602 | SE-315-AY | 6 | 100 | 50 | 48.50 |
| 603 | SE-315-AV | 6 | 100 | 50 | 48.50 |
| 604 | SE-315-AS | 6 | 100 | 50 | 48.50 |
| 605 | SE-315-DZ | 6 | 100 | 50 | 48.50 |
| 606 | SE-315-DX | 6 | 100 | 50 | 48.50 |
| 607 | SE-319-JZ | 6 | 135 | 62 | 57.00 |
| 608 | SH-311-AZ | 6 | 70 | 40 | 45.00 |
| 609 | SH-311-AY | 6 | 70 | 40 | 45.00 |
| 610 | SH-311-JZ | 6 | 70 | 41 | 39.50 |
| 611 | SH-313-AZ | 6 | 90 | 48 | 45.00 |
| 612 | SH-313-AY | 6 | 90 | 48 | 45.00 |
| 613 | SH-313-AX | 6 | 90 | 48 | 45.00 |
| 614 | SH-313-DZ | 6 | 90 | 48 | 45.00 |
| 615 | SH-315-AZ | 6 | 110 | 56 | 50.50 |
| 616 | SH-315-AY | 6 | 110 | 56 | 50.50 |
| 617 | SH-315-AX | 6 | 110 | 56 | 50.50 |
| 618 | SH-315-DZ | 6 | 110 | 56 | 50.50 |
| 619 | SH-315-DY | 6 | 110 | 56 | 50.50 |
| 620 | SH-319-AZ | 6 | 150 | 66 | 61.50 |
| 621 | SH-319-AY | 6 | 150 | 66 | 61.5 |
| 622 | SH-319-AX | 6 | 150 | 66 | 61.50 |
| 623 | SH-319-AW | 6 | 150 | 66 | 61.50 |
| 624 | SH-319-DZ | 6 | 150 | 66 | 61.50 |
| 625 | SH-319-DY | 6 | 150 | 66 | 61.50 |
| 626 | SH-319-DS | 6 | 150 | 66 | 61.50 |
| 627 | SP-311-AZ | 6 | 117 | 60 | 45.00 |
| 628 | SP-311-AY | 6 | 117 | 60 | 4[illegible].00 |
| 629 | SP-313-JZ | 6 | 150 | 71 | 58.00 |
| 630 | SP-313-JY | 6 | 150 | 71 | 58.00 |
| 631 | SP-315-AZ | 6 | 175 | 76 | 58.00 |
| 632 | SP-315-AY | 6 | 175 | 76 | 58.0 |
| 633 | SH-415-EZ | 8 | 110 | 76 | 76.50 |
| 634 | SW-67-AZ | 12 | 35 | 55 | 56.50 |
| 635 | SW-67-AY | 12 | 35 | 55 | 56.50 |
| 636 | SW-67-AX | 12 | 35 | 55 | 56.50 |
| 637 | SW-67-AW | 12 | 35 | 55 | 56.50 |
| 638 | SW-67-AU | 12 | 35 | 55 | 56.50 |
| 639 | SW-67-AT | 12 | 35 | 55 | 56.50 |
| 640 | SW-69-AZ | 12 | 50 | 67 | 67.50 |
| 641 | SW-69-AY | 12 | 50 | 67 | 67.50 |
| 642 | SW-69-AX | 12 | 50 | 67 | 67.50 |
| 643 | SW-69-AW | 12 | 50 | 67 | 67.50 |
| 644 | SW-69-EZ | 12 | 50 | 67 | 74.00 |
| 645 | SW-611-AZ | 12 | 70 | 79 | 74.00 |
| 646 | SW-611-AY | 12 | 70 | 79 | 74.0 |
| 647 | SW-613-AZ | 12 | 90 | 90 | 83.00 |
| 648 | SW-613-AY | 12 | 90 | 90 | 83.00 |
| 649 | SW-615-AZ | 12 | 110 | 107 | 83.00 |
| 650 | SL-67-AZ | 12 | 40 | 59 | 60.00 |
| 651 | SL-67-AX | 12 | 40 | 59 | 56.50 |
| 652 | SL-67-AW | 12 | 40 | 59 | 56.50 |
| 653 | SL-67-AV | 12 | 40 | 59 | 60.00 |
| 654 | SL-69-AZ | 12 | 65 | 72 | 74.00 |
| 655 | SL-69-AX | 12 | 65 | 72 | 67.50 |
| 656 | SL-69-EZ | 12 | 65 | 72 | 74.00 |
| 657 | SL-69-EY | 12 | 65 | 72 | 74.00 |
| 658 | SL-611-AZ | 12 | 85 | 85 | 83.00 |
| 659 | SL-611-EZ | 12 | 85 | 85 | 74.00 |
| 660 | SE-67-AZ | 12 | 35 | 45 | 60.00 |
| 661 | SE-67-AY | 12 | 35 | 45 | 56.50 |
| 662 | SE-67-AX | 12 | 35 | 45 | 60.00 |
| 663 | SH-67-AZ | 12 | 35 | 55 | 56.50 |
| 664 | SH-67-AY | 12 | 35 | 55 | 56.50 |
| 665 | SH-67-EZ | 12 | 35 | 55 | 56.50 |
| 666 | SH-67-GZ | 12 | 35 | 55 | 56.50 |
| 667 | SH-69-AZ | 12 | 50 | 67 | 67.50 |
| 668 | SH-69-AY | 12 | 50 | 67 | 67.50 |
| 669 | SH-69-GZ | 12 | 50 | 67 | 67.50 |
| 670 | SH-611-AZ | 12 | 70 | 79 | 77.50 |
| 671 | SH-613-AZ | 12 | 90 | 90 | 77.50 |
| 672 | SH-615-EZ | 12 | 110 | 107 | 97.50 |
| 673 | SH-615-EY | 12 | 110 | 107 | 97.50 |
| 674 | SP-69-AZ | 12 | 90 | 72 | 74.00 |
| 675 | SW-87-AZ | 16 | 35 | 73 | 74.00 |
| 676 | SW-87-AY | 16 | 35 | 73 | 74.00 |
| 677 | SW-87-AX | 16 | 35 | 73 | 74.00 |
| 678 | SW-89-AZ | 16 | 50 | 87 | 90.00 |
| 679 | SW-811-AZ | 16 | 70 | 101 | 90.00 |
| 680 | SH-97-GZ | 18 | 35 | 82 | 81.00 |
| 681 | SH-99-GZ | 18 | 50 | 98 | 100.00 |
| 682 | SH-99-GY | 18 | 50 | 98 | 100.00 |
| 683 | SH-911-GZ | 18 | 70 | 117 | 100.00 |
| 684 | SW-125-AZ | 24 | 20 | 82 | 84.00 |
| 685 | SW-125-AY | 24 | 20 | 82 | 84.00 |
| 686 | SE-127-AZ | 24 | 35 | 92 | 105.00 |
| 687 | SE-127-AY | 24 | 50 | 92 | 105.00 |
| 688 | SE-127-LZ | 24 | 35 | 92 | 105.00 |
| 689 | SH-125HZ | 24 | 20 | 82 | 84.00 |
| 690 | SH-125-HY | 24 | 20 | 80 | 83.00 |
| 691 | SW-155-AZ | 30 | 20 | 105 | 100.00 |
| 692 | BW-35-AZ | 6 | 20 | 21 | 21.90 |

| Serial No. | GENERAL LEAD Types Assembled — Type and Part No. June 12, 1919 | Volts | Amperes Hrs. 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 693 | SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 | SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 | SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 | SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 | SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 | SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 | SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 | SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 | SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 | SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 | SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 | SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 | SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 | SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 | SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 | SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 | SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 | SR-6-160D | 6 | 195 | 80 | 60.50 |
| 711 | HSR-6-80A | 6 | 102 | 61 | 41.25 |
| 712 | HSR-6-80D | 6 | 102 | 61 | 41.25 |
| 713 | GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 | GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 | GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 | GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 | GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 | GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 | GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 | GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 | GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 | GLB-7-6D | 6 | 134 | 67 | 48.40 |
| 723 | GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 | GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 | SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 | SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 | GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 | SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 | SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 | SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 | SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 | SR-12-50A | 12 | 50 | 70 | 58.00 |
| 733 | SR-12-50E | 12 | 50 | 70 | 58.00 |
| 734 | SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 | SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 | SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 | SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 | SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 | SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 | SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 | SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 | SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 | SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 | SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 | SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 | SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 | SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 | GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 | GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 | GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 | GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 | GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 | GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 | GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 | GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 | SR-16-35A | 16 | 35 | 76 | 66.00 |
| 767 | SR-16-35F | 16 | 35 | 76 | 67.70 |
| 758 | SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 | SH-16-35F | 16 | 35 | 76 | 67.70 |
| 760 | SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 | SR-16-50F | 16 | 50 | 90 | 77.00 |
| 762 | SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 | SH-16-50F | 16 | 70 | 90 | 77.00 |
| 764 | SR-16-60A | 16 | 70 | 105 | 88.00 |
| 765 | SR-16-60F | 16 | 70 | 105 | 88.00 |
| 766 | SH-16-60A | 16 | 70 | 105 | 88.00 |
| 767 | SH-16-60F | 16 | 70 | 105 | 88.00 |
| 768 | SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 | SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 | SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 | SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 | SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 | SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 | SH-18-50A | 18 | 50 | 102 | 85.25 |
| 775 | SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 | SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 | SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 | SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 | SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 | SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 | SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 | SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 | SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 | SR-24-35A | 24 | 35 | 115 | 92.40 |
| 785 | SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 | SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 | SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 | 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 | 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 790 | 3XC-15-1-A | 6 | 105 | 46 | 41.50 |
| 791 | 3XC-15-2-D | 6 | 105 | 46 | 41.50 |
| 792 | 3XC-13-1-A | 6 | 82 | 42 | 35.20 |
| 793 | 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 | 3GS-15 (Spc. Trm.) | 6 | 171 | 80 | 64.90 |
| 795 | 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 | PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 | PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 | 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 | 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 800 | 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 801 | SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 802 | STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 803 | STR-12-35A | 12 | 27 | 51 | 38.50 |
| 804 | 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 805 | 12-ES-3R | 12 | 15 | 70 | 68.20 |

| Serial No. | GENERAL LEAD April 29, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 806 | 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 807 | 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 808 | TWL-6-40 | 6 | 21 | 22 | 18.70 |
| 809 | TWL-6-60 | 6 | 40 | 29 | 23.30 |
| 810 | TWL-6-90 | 6 | 65 | 40 | 29.30 |
| 811 | TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 | TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 813 | LR-7 | 6 | 35 | 29 | ..... |
| 814 | LR-9 | 6 | 50 | 36 | ..... |
| 815 | LR-11 | 6 | 70 | 43 | 28.00 |
| 816 | LR-13 | 6 | 90 | 50 | 31.00 |
| 817 | LR-15 | 6 | 110 | 57 | 36.00 |
| 818 | LR-19 | 6 | 155 | 70 | ...... |
| 819 | STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 | GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 | 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 | 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 823 | ASL | 625 | 6 | 25 | 24 | $21.50 |
| 824 | AEL | 625 | 6 | 25 | 24 | 21.50 |
| 825 | ASL | 645 | 6 | 45 | 31 | 26.11 |
| 826 | AEL | 645 | 6 | 45 | 31 | 26.11 |
| 827 | ASL | 663 | 6 | 63 | 38 | 30.72 |
| 828 | AEL | 663 | 6 | 63 | 38 | 30.72 |
| 829 | ASL | 681 | 6 | 81 | 46 | 35.33 |
| 830 | AEL | 681 | 6 | 81 | 46 | 35.33 |
| 831 | ASL | 699 | 6 | 99 | 54 | 39.94 |
| 832 | AEL | 699 | 6 | 99 | 54 | 39.94 |
| 833 | ASL | 615 | 6 | 115 | 62 | 44.54 |
| 834 | AEL | 615 | 6 | 115 | 62 | 44.54 |
| 835 | ASL | 632 | 6 | 132 | 69 | 49.15 |
| 826 | AEL | 632 | 6 | 132 | 69 | 49.15 |
| 837 | ASL | 1225 | 12 | 25 | 50 | on app |
| 838 | AEL | 1225 | 12 | 25 | 50 | on app |
| 839 | ASL | 1245 | 12 | 45 | 67 | 49.15 |
| 840 | AEL | 1245 | 12 | 45 | 67 | 49.15 |
| 841 | ASL | 1263 | 12 | 63 | 85 | 58.37 |
| 842 | AEL | 1263 | 12 | 63 | 85 | 58.37 |
| 843 | ASL | 1825 | 18 | 25 | 74 | on app |
| 844 | AEL | 1825 | 18 | 25 | 74 | on app |
| 845 | ASL | 1845 | 18 | 45 | 101 | on app |
| 846 | AEL | 1845 | 18 | 45 | 101 | on app |
| 847 | ASL | 1863 | 18 | ..... | ... | on app |
| 848 | AEL | 1863 | 18 | ..... | ... | on app |
| 849 | ASL | 2425 | 24 | 25 | 98 | 77.82 |
| 850 | ASL | 2445 | 24 | 45 | 134 | 93.03 |
| 851 | ASLR | 625 | 6 | ..... | ... | on app |
| 852 | AELR | 625 | 6 | ..... | ... | on app |
| 853 | ASLR | 645 | 6 | ..... | ... | on app |
| 854 | AELR | 645 | 6 | ..... | ... | on app |
| 855 | ASLR | 663 | 6 | ..... | ... | on app |
| 856 | AELR | 663 | 6 | ..... | ... | on app |
| 857 | ASLR | 681 | 6 | ..... | ... | on app |
| 858 | AELR | 681 | 6 | ..... | ... | on app |
| 859 | ASLR | 699 | 6 | ..... | ... | on app |
| 860 | AELR | 699 | 6 | ..... | ... | on app |
| 861 | ASLR | 615 | 6 | ..... | ... | on app |
| 862 | AELR | 615 | 6 | ..... | ... | on app |
| 863 | ASLR | 632 | 6 | 132 | ... | on app |
| 864 | AELR | 632 | 6 | ..... | ... | on app |
| 865 | ASLR | 1225 | 12 | ..... | ... | on app |
| 866 | AELR | 1225 | 12 | ..... | ... | on app |
| 867 | ASLR | 1245 | 12 | ..... | ... | on app |
| 868 | AELR | 1245 | 12 | ..... | ... | on app |
| 869 | ASLR | 1263 | 12 | ..... | ... | on app |
| 870 | AELR | 1263 | 12 | ..... | ... | on app |
| 871 | ASLR | 1825 | 18 | ..... | ... | on app |
| 872 | AELR | 1825 | 18 | ..... | ... | on app |
| 873 | AELR | 1845 | 18 | ..... | ... | on app |
| 874 | ASLR | 1863 | 18 | ..... | ... | on app |
| 875 | AELR | 1863 | 18 | ..... | ... | on app |
| 876 | ASLR | 2425 | 24 | ..... | ... | on app |
| 877 | ASLR | 2445 | 24 | ..... | ... | on app |
| 878 | BSL | 650 | 6 | 50 | 35 | 27.75 |
| 879 | BEL | 650 | 6 | 50 | 35 | 27.75 |
| 880 | BSH | 650 | 6 | 50 | 35 | 27.75 |
| 881 | BEH | 650 | 6 | 50 | 35 | 27.75 |
| 882 | BSL | 670 | 6 | 70 | 42 | 32.26 |
| 883 | BEL | 670 | 6 | 70 | 42 | 32.26 |
| 884 | BSH | 670 | 6 | 70 | 42 | 32.26 |
| 885 | BEH | 670 | 6 | 70 | 42 | 32.26 |
| 886 | BSL | 695 | 6 | 85 | 50 | 36.76 |
| 887 | BEL | 695 | 6 | 85 | 50 | 36.76 |
| 888 | BSH | 695 | 6 | 85 | 50 | 36.76 |
| 889 | BEH | 695 | 6 | 85 | 50 | 36.75 |
| 890 | BSLA | 695 | 6 | 85 | 55 | on app |
| 891 | BELA | 695 | 6 | 85 | 55 | on app |
| 892 | BSL | 610 | 6 | 100 | 59 | 41.27 |
| 893 | BEL | 610 | 6 | 100 | 59 | 41.27 |
| 894 | BSH | 610 | 6 | 100 | 59 | 41.27 |
| 895 | BEH | 610 | 6 | 100 | 59 | 41.27 |
| 896 | BSL | 655 | 6 | 130 | 69 | 50.28 |
| 897 | BEL | 655 | 6 | 130 | 69 | 50.28 |
| 898 | BSH | 655 | 6 | 130 | 69 | 50.28 |
| 899 | BEH | 655 | 6 | 130 | 69 | 50.28 |
| 900 | BSHH | 610 | 6 | 100 | 62 | 41.98 |
| 901 | BEHH | 610 | 6 | 100 | 62 | 41.98 |
| 902 | BSHH | 675 | 6 | 145 | 80 | 51.20 |
| 903 | BEHH | 675 | 6 | 145 | 80 | 51.20 |
| 904 | BSL | 810 | 8 | 100 | 72 | on app |
| 905 | BEL | 810 | 8 | 100 | 72 | on app |
| 906 | GOULD | .... | 8 | 100 | 72 | on app |
| 907 | BEH | 810 | 8 | 100 | 72 | on app |
| 908 | BSL | 1235 | 12 | 35 | 58 | 46.08 |
| 909 | BEL | 1235 | 12 | 35 | 58 | 46.08 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 910 | BSH | 1235 | 12 | 35 | 58 | $46.08 |
| 911 | BEH | 1235 | 12 | 35 | 58 | 46.08 |
| 912 | BSL | 1250 | 12 | 50 | 70 | 54.78 |
| 913 | BEL | 1250 | 12 | 50 | 70 | 54.78 |
| 914 | BSH | 1250 | 12 | 50 | 70 | 54.78 |
| 915 | BEH | 1250 | 12 | 50 | 70 | 54.78 |
| 916 | BSL | 1270 | 12 | 70 | 82 | 63.49 |
| 917 | BEL | 1270 | 12 | 70 | 82 | 63.49 |
| 918 | BSH | 1270 | 12 | 70 | 82 | 63.49 |
| 919 | BEH | 1270 | 12 | 70 | 82 | 63.49 |
| 920 | BSL | 1295 | 12 | 85 | 95 | 72.19 |
| 921 | BEL | 1295 | 12 | 85 | 95 | 72.19 |
| 922 | BSH | 1295 | 12 | 85 | 95 | 72.19 |
| 923 | BEH | 1295 | 12 | 85 | 95 | 72.19 |
| 924 | BSL | 1635 | 16 | 35 | 76 | 61.99 |
| 925 | BEL | 1635 | 16 | 35 | 76 | 61.99 |
| 926 | BSH | 1635 | 16 | 35 | 76 | 61.99 |
| 927 | BEH | 1635 | 16 | 35 | 76 | 61.99 |
| 928 | BSL | 1650 | 16 | 50 | 90 | 72.71 |
| 929 | BEL | 1650 | 16 | 50 | 90 | 72.71 |
| 930 | BSH | 1650 | 16 | 50 | 90 | 72.71 |
| 931 | BEH | 1650 | 16 | 50 | 90 | 72.71 |
| 932 | BSL | 1670 | 16 | 70 | 105 | 84.99 |
| 933 | BEL | 1670 | 16 | 70 | 105 | 84.99 |
| 934 | BSH | 1670 | 16 | 70 | 105 | 84.99 |
| 935 | BEH | 1670 | 16 | 70 | 105 | 84.99 |
| 936 | BSL | 1835 | 18 | 35 | 85 | 66.56 |
| 937 | BEL | 1835 | 18 | 35 | 85 | 66.56 |
| 938 | BSH | 1835 | 18 | 35 | 85 | 66.56 |
| 939 | BEH | 1835 | 18 | 35 | 85 | 66.56 |
| 940 | BSL | 1850 | 18 | 50 | 102 | 80.38 |
| 941 | BEL | 1850 | 18 | 50 | 102 | 80.38 |
| 942 | BSH | 1850 | 18 | 50 | 102 | 80.38 |
| 943 | BEH | 1850 | 18 | 50 | 102 | 80.38 |
| 944 | BSL | 1870 | 18 | 70 | 122 | 94.21 |
| 946 | BEL | 1870 | 18 | 70 | 122 | 94.21 |
| 947 | BSH | 1870 | 18 | 70 | 122 | 94.21 |
| 948 | BEH | 1870 | 18 | 70 | 122 | 94.21 |
| 949 | BSL | 2421 | 24 | 20 | 85 | 69.63 |
| 950 | BEL | 2420 | 24 | 20 | 85 | 69.63 |
| 951 | BSH | 2420 | 24 | 20 | 85 | 63.63 |
| 952 | BEH | 2420 | 24 | 20 | 85 | 63.63 |
| 953 | BSL | 2435 | 24 | 35 | 120 | 84.48 |
| 954 | BEL | 2435 | 24 | 35 | 120 | 84.48 |
| 955 | BSH | 2435 | 24 | 35 | 120 | 84.48 |
| 956 | BEH | 2435 | 24 | 35 | 120 | 84.48 |
| 957 | BSL | 2450 | 24 | 50 | 146 | on app |
| 958 | BEL | 2450 | 24 | 50 | 146 | on app |
| 959 | BSH | 2450 | 24 | 50 | 146 | on app |
| 960 | BEH | 2450 | 24 | 50 | 146 | on app |
| 961 | ES | 692 | 6 | 100 | 48 | on app |
| 962 | EE | 692 | 6 | 100 | 48 | on app |
| 963 | ESK | 692 | 6 | 100 | 48 | 40.86 |
| 964 | EEK | 692 | 6 | 100 | 48 | 40.86 |
| 965 | ESJ | 692 | 6 | 100 | 48 | 40.18 |
| 966 | EEJ | 692 | 6 | 100 | 48 | 40.18 |
| 967 | ESJ | 678 | 6 | 84 | 44 | 36.10 |
| 968 | EEJ | 678 | 6 | 84 | 44 | 36.10 |
| 969 | F | 614 | 6 | 150 | 82 | 61.57 |
| 970 | G | 616 | 6 | 150 | 82 | 59.39 |
| 971 | GMV | 616 | 6 | 150 | 83 | 61.57 |
| 972 | I | 2413 | 24 | 13 | 67 | 66.56 |
| 973 | BSLP | 655 | 6 | 130 | 69 | 50.28 |
| 974 | BSPH | 810 | 8 | 100 | 72 | 56.17 |
| 975 | ACH | 1845 | 18 | 45 | 103 | 72.14 |
| 976 | ACHR | ..... | .. | ..... | ... | ...... |
| 977 | ALG | 609 | 6 | 70 | 42 | 39.94 |
| 978 | BHG | 670 | 6 | 99 | 54 | 32.25 |
| 979 | BML | 595 | 6 | 85 | 50 | 37.00 |
| 980 | BML | 1235 | 12 | 35 | 45 | 46.08 |
| 981 | BEH | 1210 | 12 | 100 | ... | 80.90 |
| 982 | ASL | 3025 | 30 | 25 | ... | 90.98 |
| 983 | ASL | 1635 | 16 | 35 | ... | ...... |
| 984 | AEL | 1281 | 12 | 81 | ... | 67.58 |

| Serial No. | PHILADELPHIA DIAM'D GRID. Type & Patr No. May 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 985 | 116LL-A | 6 | 60 | 44 | 34.90 |
| 986 | 116LL-A-2 | 6 | 60 | 44 | 36.50 |
| 987 | 136LL-A | 6 | 77 | 50 | 39.60 |
| 988 | 136LL-A-5 | 6 | 77 | 50 | 39.60 |
| 989 | 136LL-A-8 | 6 | 77 | 50 | 41.10 |
| 990 | 136LL-A-11 | 6 | 77 | 50 | 39.60 |
| 991 | 136LL-A-2 | 6 | 77 | 50 | 40.50 |
| 992 | 136LL-D | 6 | 77 | 50 | 39.60 |
| 993 | 136LL-D-4 | 6 | 77 | 50 | 39.60 |
| 904 | 136LL-D-7 | 6 | 77 | 50 | 39.60 |
| 995 | 136LL-D-6 | 6 | 77 | 50 | 39.60 |
| 996 | 156LL-A | 6 | 95 | 56 | 43.80 |
| 997 | 156LL-A-7 | 6 | 95 | 56 | 45.40 |
| 998 | 156LL-A-9 | 6 | 95 | 56 | 43.80 |
| 999 | 156LL-A-11 | 6 | 95 | 56 | 43.80 |
| 1000 | 156LL-A-12 | 6 | 95 | 56 | 43.80 |
| 1001 | 156LL-A-10 | 6 | 95 | 56 | 43.80 |
| 1002 | 156LL-D | 6 | 95 | 56 | 43.80 |
| 1003 | 196LL-A | 6 | 130 | 70 | 51.70 |
| 1004 | 196LL-A-4 | 6 | 130 | 70 | 53.10 |
| 1005 | 196LL-A-1 | 6 | 130 | 70 | 51.70 |
| 006 | 196LL-D | 6 | 130 | 70 | 51.70 |
| 1007 | 236LL-D | 6 | 165 | 84 | 58.90 |
| 1008 | 512LL-A-3 | 12 | 18 | 46 | 41.70 |
| 1009 | 712LL-A-4 | 12 | 30 | 58 | 49.50 |
| 1010 | 712LL-A-16 | 12 | 30 | 58 | 50.20 |
| 1011 | 712LL-A-1 | 6 & 12 | 30 | 58 | 51.40 |
| 1012 | 712LL-A-15 | 6 & 12 | 30 | 58 | 49.90 |
| 1013 | 712LL-A-9 | 6 & 12 | 30 | 58 | 49.90 |
| 1014 | 912LL-A-2 | 12 | 44 | 70 | 57.40 |

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| Serial No. | PHILADELPHIA DIAM'D GRID Type & Part No. Nov 15, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|
| 1015 | 912LL-A-4 | 12 | 44 | 70 | 58.20 |
| 1016 | 912LL-E-1 | 12 | 44 | 70 | 57.40 |
| 1017 | 1112LL-A-4 | 12 | 60 | 82 | 65.00 |
| 1018 | 1312LL-A-1 6 & | 12 | 77 | 95 | 70.70 |
| 1019 | 1512LL-E | 12 | 95 | 112 | 75.10 |
| 1020 | 716LL-A-1 | 16 | 30 | 75 | 63.60 |
| 1021 | 716LL-A-4 | 16 | 30 | 75 | 65.90 |
| 1022 | 916LL-A-3 | 16 | 44 | 90 | 71.40 |
| 1023 | 1116LL-A-1 | 16 | 60 | 105 | 81.20 |
| 1024 | 524LL-A-1 | 24 | 18 | 90 | 73.40 |
| 1025 | 724LL-H-1 | 24 | 30 | 105 | 82.80 |
| 1026 | 116LH-A | 6 | 60 | 44 | 34.90 |
| 1027 | 116LH-A-2 | 6 | 60 | 44 | 34.90 |
| 1028 | 116LH-J | 6 | 60 | 44 | 34.90 |
| 1029 | 136LH-A | 6 | 77 | 50 | 39.60 |
| 1030 | 136LH-A-3 | 6 | 77 | 50 | 41.10 |
| 1031 | 136LH-A-9 | 6 | 77 | 50 | 41.40 |
| 1032 | 136LH-D-1 | 6 | 77 | 50 | 39.60 |
| 1033 | 156LH-A | 6 | 95 | 56 | 43.80 |
| 1034 | 156LH-A-4 | 6 | 95 | 56 | 45.40 |
| 1035 | 156LH-A-5 | 6 | 95 | 56 | 45.80 |
| 1036 | 156LH-D-1 | 6 | 95 | 56 | 43.80 |
| 1037 | 196LH-A | 6 | 130 | 70 | 51.70 |
| 1038 | 196LH-A-5 | 6 | 130 | 70 | 53.10 |
| 1039 | 196LH-A-7 | 6 | 130 | 70 | 53.20 |
| 1040 | 196LH-A-2 | 6 | 130 | 70 | 51.70 |
| 1041 | 196LH-D-1 | 6 | 130 | 70 | 51.70 |
| 1042 | 216LH-A-2 | 6 | 14 | 77 | ..... |
| 1043 | 712LH-A-1 | 12 | 30 | 58 | 49.50 |
| 1044 | 912LH-A | 12 | 44 | 70 | 57.40 |
| 1045 | 912LH-A-4 | 12 | 44 | 70 | 58.10 |
| 1046 | 912LH-A-5 | 12 | 44 | 70 | 59.20 |
| 1047 | 912LH-E-1 | 12 | 44 | 70 | 58.40 |
| 1048 | 912LH-G-1 | 12 | 44 | 70 | 58.30 |
| 1049 | 1112LH-A-1 | 12 | 60 | 82 | 64.90 |
| 1050 | 1312LH-A | 12 | 77 | 95 | 70.20 |
| 1051 | 1512LH-E-3 | 12 | 95 | 112 | 75.60 |
| 1052 | 716LH-A-1 | 16 | 30 | 75 | 63.60 |
| 1053 | 916LH-F | 16 | 44 | 90 | 71.00 |
| 1054 | 718LH-G-1 | 18 | 30 | 85 | 69.70 |
| 1055 | 1118LH-G-1 | 18 | 60 | 125 | 84.70 |
| 1056 | 524LH-H-2 | 24 | 18 | 90 | 73.20 |
| 1057 | 724LH-H-2 | 24 | 30 | 105 | 82.40 |
| 1058 | 724LH-H-1 | 24 | 30 | 105 | 82.80 |
| 1059 | 724LH-Y-1 | 24 | 30 | 105 | 82.40 |
| 1060 | 76LM-A-1 | 6 | 35 | 30 | 29.80 |
| 1061 | 116LM-A | 6 | 70 | 48 | 38.40 |
| 1062 | 116LM-A-1 | 6 | 70 | 48 | 38.40 |
| 1063 | 116LM-A-2 | 6 | 70 | 48 | 38.40 |
| 1064 | 116LM-A-4 | 6 | 70 | 48 | 38.40 |
| 1065 | 116LM-A-5 | 6 | 70 | 48 | 38.40 |
| 1066 | 116LM-A-10 | 6 | 70 | 48 | 38.40 |
| 1067 | 116LM-A-14 | 6 | 70 | 48 | 38.40 |
| 1068 | 116LM-A-15 | 6 | 70 | 48 | 38.40 |
| 1069 | 116LM-A-16 | 6 | 70 | 48 | 38.40 |
| 1070 | 116LM-A-7 | 6 | 70 | 48 | 38.40 |
| 1071 | 116LM-D-3 | 6 | 70 | 48 | 38.40 |
| 1072 | 116LM-D-2 | 6 | 70 | 48 | 38.40 |
| 1072 | W 136LM-A | 6 | 90 | 57 | 42.50 |
| 1073 | 136LM-A | 6 | 90 | 57 | 43.30 |
| 1074 | 136LM-A-1 | 6 | 90 | 57 | 43.30 |
| 1075 | 136LM-A-3 | 6 | 90 | 57 | 43.30 |
| 1076 | 136LM-A-7 | 6 | 90 | 57 | 43.30 |
| 1077 | 136LM-A-9 | 6 | 90 | 57 | 43.30 |
| 1078 | 136LM-A-11 | 6 | 90 | 57 | 43.30 |
| 1079 | 136LM-A-12 | 6 | 90 | 57 | 43.30 |
| 1080 | 136LM-A-5 | 6 | 90 | 57 | 43.30 |
| 1081 | 136LM-A-6 | 6 | 90 | 57 | 43.30 |
| 1082 | 136LM-D | 6 | 90 | 57 | 43.30 |
| 1083 | 136LM-D-1 | 6 | 90 | 57 | 43.30 |
| 1084 | 136LM-D-2 | 6 | 90 | 57 | 43.30 |
| 1085 | 136LM-D-4 | 6 | 90 | 57 | 43.30 |
| 1086 | 136LM-D-3 | 6 | 90 | 57 | 43.30 |
| 1087 | 136LM-J-1 | 6 | 90 | 57 | 43.30 |
| 1088 | 156LM-A | 6 | 100 | 66 | 48.00 |
| 1089 | 156LM-A-1 | 6 | 100 | 66 | 48.00 |
| 1090 | 156LM-A-2 | 6 | 100 | 66 | 48.00 |
| 1091 | 156LM-D-1 | 6 | 100 | 66 | 48.00 |
| 1092 | 176LM-J-1 | 6 | 130 | 75 | 52.70 |
| 1093 | 712LM-A-1 | 12 | 35 | 67 | 50.40 |
| 1094 | 712LM-A-5 | 12 | 35 | 67 | 50.40 |
| 1095 | 712LM-A-6 6 & | 12 | 35 | 67 | 50.70 |
| 1096 | 712LM-E-1 | 12 | 35 | 67 | 50.40 |
| 1097 | 912LM-A-1 6 & | 12 | 50 | 81 | 58.30 |
| 1098 | 912LM-E-1 | 12 | 50 | 81 | 58.00 |
| 1099 | 912LM-E-5 6 & | 12 | 50 | 81 | 58.30 |
| 1100 | 1112LM-A-1 | 12 | 70 | 95 | 64.70 |
| 1101 | 1112LM-A-2 | 12 | 70 | 95 | 64.70 |
| 1102 | 1112LM-E-1 | 12 | 70 | 95 | 64.60 |
| 1103 | 1112LM-E-2 | 12 | 70 | 95 | 64.60 |
| 1104 | 116LG-A-1 | 6 | 100 | 42 | 45.80 |
| 1155 | 116LG-A-6 | 6 | 100 | 42 | 44.80 |
| 1106 | 116LG-A-8 | 6 | 100 | 42 | 45.40 |
| 1107 | 156LG-A-1 | 6 | 150 | 80 | 56.10 |
| 1108 | 156LG-A-4 | 6 | 150 | 80 | 54.30 |
| 1109 | 156LG-J-1 | 6 | 150 | 80 | 54.20 |
| 1110 | 156LG-J-2 | 6 | 150 | 80 | 58.10 |
| 1111 | 912LG-A-1 6 & | 12 | 70 | 98 | 63.70 |
| 1112 | 330A-A-1 | 30 | 15 | 100 | 80.80 |
| 1113 | 524STD-H-2 | 24 | 15 | 68 | 68.40 |
| 1114 | 718STH-4 | 18 | 40 | 96 | 74.40 |
| 1115 | 524STH-A-1 12& | 24 | 25 | 96 | 75.60 |
| 1116 | 156LL-A-2 | 6 | 95 | 56 | 43.80 |
| 1117 | 136LL-A-3 | 6 | 77 | 50 | 39.60 |
| 1118 | X-116-LMD | 6 | 70 | 48 | 37.40 |
| 1119 | V-216-LHA | 6 | 148 | 77 | .... |
| 1120 | 136-LSF-A-1 | 6 | 67 | 39 | 37.50 |
| 1121 | 76-LSF-A-1 | 6 | 26 | 24 | 29.00 |
| 1122 | 116-LL-A-1 | 6 | 60 | 44 | 34.90 |
| 1123 | X-96LMA | 6 | 50 | 39 | 32.80 |
| 1124 | 76-SH | 6 | 60 | 36 | ..... |
| 1125 | 116LM-A-12 | 6 | 70 | 48 | 38.40 |

| Serial No. | PHILADELPHIA DIAM'D GRID Type & Part No. Nov. 15, 1918 | Volts | Amperes Hrs a 5 Hour Rate | Ne Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1126 | 96-SH | 6 | 75 | 45 | 00.00 |
| 1127 | 136LH-A-1 | 6 | 77 | 50 | 39.60 |
| 1128 | W-116-LM-A | 6 | 70 | 48 | 37.40 |
| 1129 | 116 STN-A-1 | 6 | 70 | 45 | 34.90 |
| 1130 | 76-SPN | 6 | 39 | 23 | 25.40 |
| 1131 | 196-LL-A-2 | 6 | 130 | 70 | 51.60 |

| Serial No. | U S L Tyze and Form Oct. 3rd, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1132 | AD-313B 67 | 6 | 90 | 49 | $37.38 |
| 1133 | AD-313-B 70C | 6 | 90 | 49 | 37.38 |
| 1134 | AD-313-B 1C | 6 | 90 | 49 | 37.38 |
| 1135 | AD-313-B 71C | 6 | 90 | 49 | 37.38 |
| 1136 | AD-313-B 74 | 6 | 90 | 49 | 37.38 |
| 1137 | AD-313-B 69 | 6 | 90 | 49 | 37.38 |
| 1138 | AD-313-B 68 | 6 | 90 | 49 | 37.38 |
| 1139 | AD-313-B 81D | 6 | 90 | 49 | 37.38 |
| 1140 | AD-313-D 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B 2C | .. | ..... | ... | ..... |
| 1157 | AD-323-B 67 | .. | ..... | ... | ..... |
| 1158 | AD-327-A 7C | .. | ..... | ... | ... |
| 1159 | CD-309-B 81E | 6 | 63 | 39 | ... |
| 1160 | CD-311-C 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C 81E | 6 | 84 | 47 | 36.80 |
| 1103 | CD-311-C 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B 2C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B 51E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H 6A | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B 2C | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L 115C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B 85 | 6 | 144 | 69 | 48.30 |
| 1217 | F-319-B 83C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G 4 | 6 | 166 | 80 | 54.05 |

| Serial No. | U S L Type and Fore Oct. 3rd, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1229 | F-415-A 52C | .. | ..... | ... | ..... |
| 1230 | AD-607-B 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B 63A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B 116 D | 12 | 52½ | 70 | 54.05 |
| 1241 | AD-609-A 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B 96 | 12 | 70 | 84 | 60.38 |
| 1244 | AD-613-B 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C 98A | 12 | 90 | 97 | ..... |
| 1246 | AD-615-H 117 | 12 | 106 | 110 | ..... |
| 1247 | CD-607-B 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A 18A | 12 | 84 | 95 | 64.98 |
| 1265 | F-607-B 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G 99A | 12 | 85 | 104 | ..... |
| 1279 | EL-607-D | 12 | ..... | ... | 54.06 |
| 1280 | AD-807-B 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B 103 | 16 | ..... | ... | 68.43 |
| 1283 | AD-811-B 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A 105 | 18 | ..... | ... | 75.90 |
| 1286 | F105-911-A | 18 | ..... | ... | 85.6 |
| 1287 | EDC-909 | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A 32A | 24 | ..... | ... | ..... |
| 1289 | F-1207-C 33 | 24 | ..... | ... | ..... |
| 1290 | EL-1207 | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | 30 | ..... | ... | 77.63 |
| 1293 | AD-313-B 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L 107 | 6 | 70 | 43 | 37.38 |
| 1295 | AD-311-B 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B 1C | 6 | 70 | 43 | 33.93 |

| Serial No. | PREST-O-LITE Type and Replacement No. August 15, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1300 | 611AH7 400 | 6 | 70 | 42 | 32.65 |
| 1301 | 611WHN 405 | 6 | 70 | 42 | 32.65 |
| 1302 | 611WHN 406 | 6 | 70 | 42 | 32.65 |
| 1303 | 611RHN 411 | 6 | 85 | 51 | 36.3 |
| 1304 | 611RHN 412 | 6 | 85 | 51 | 36.4 |
| 1305 | 611RHN 413 | 6 | 85 | 51 | 36.45 |
| 1306 | 611RHN 414 | 6 | 85 | 51 | 36.45 |
| 1307 | 611RHN 415 | 6 | 85 | 51 | 36.45 |
| 1308 | 611RHN 416 | 6 | 85 | 51 | 36.45 |
| 1309 | 611RHN 417 | 6 | 85 | 51 | 36.45 |
| 1310 | 611RHN 418 | 6 | 85 | 51 | 36.45 |
| 1311 | 611RHN 419 | 6 | 85 | 51 | 36.45 |
| 1312 | 611RHN 430 | 6 | 85 | 51 | 36.45 |
| 1313 | 611RHN2 431 | 6 | 85 | 51 | 36.4 |
| 1314 | 611JFN 436 | 6 | 110 | 62 | 26.00 |
| 1315 | 611BHN 440 | 6 | 110 | 62 | 43.20 |
| 1316 | 614BHN 441 | 6 | 110 | 62 | 43.20 |
| 1317 | 611BHN 442 | 6 | 110 | 62 | 43.20 |
| 1316 | 613AH 447 | 6 | 85 | 50 | 37.10 |
| 1319 | 613AH 448 | 6 | 85 | 50 | 37.10 |
| 1320 | 613AH 449 | 6 | 85 | 50 | 37.10 |
| 1321 | 613AH 450 | 6 | 85 | 50 | 37.10 |
| 1322 | 613AH2 455 | 6 | 85 | 50 | 37.10 |
| 1323 | 613WHN 460 | 6 | 85 | 50 | 37.10 |
| 1324 | 613WHN 461 | 6 | 85 | 50 | 37.10 |
| 1325 | 613WHN 462 | 6 | 85 | 50 | 37.10 |
| 1326 | 613WHN 463 | 6 | 85 | 50 | 37.10 |
| 1327 | 613WHN 464 | 6 | 85 | 50 | 37.10 |
| 1328 | 613WHN 465 | 6 | 85 | 50 | 37.10 |
| 1329 | 613WHN2 475 | 6 | 85 | 50 | 37.10 |
| 1330 | 613WHN2 476 | 6 | 85 | 50 | 37.10 |
| 1331 | 613WHN2 477 | 6 | 85 | 50 | 37.10 |
| 1332 | 613RHN 485 | 6 | 105 | 56 | 40.90 |
| 1333 | 613RHN 486 | 6 | 105 | 56 | 40.90 |
| 1334 | 613RHN 487 | 6 | 105 | 56 | 40.90 |

| Serial No. | U. S. L. Type and Fore Oct. 3rd, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lb. | Price |
|---|---|---|---|---|---|
| 1335 | 613RHN 488 | 6 | 105 | 56 | 40.90 |
| 1336 | 613RHN 489 | 6 | 105 | 56 | 40.90 |
| 1337 | 613RHN 490 | 6 | 105 | 56 | 40.90 |
| 1338 | 613RHN 491 | 6 | 105 | 56 | 40.90 |
| 1339 | 613RHN 492 | 6 | 105 | 56 | 40.90 |
| 1340 | 613RHN 493 | 6 | 105 | 56 | 40.90 |
| 1341 | 613RHN2 503 | 6 | 105 | 56 | 40.90 |
| 1342 | 613RHN2 504 | 6 | 105 | 56 | 40.90 |
| 1343 | 613RHN2 505 | 6 | 105 | 56 | 40.90 |
| 1344 | 613RHN7 510 | 6 | 105 | 56 | 40.90 |
| 1345 | 613JFN 515 | 6 | 90 | 40 | 36.4 |
| 1346 | 613BHN 520 | 6 | ..... | ... | 48.5 |
| 1347 | 613BHN7 525 | 6 | ..... | ... | 48.5 |
| 1348 | 613BHN7 526 | 6 | ..... | ... | 48.5 |
| 1349 | 613CM2 531 | 6 | ..... | ... | 65.2 |
| 1350 | 613CM2 532 | 6 | ..... | ... | 65.2 |
| 1351 | 615AH 537 | 6 | 102 | 59 | 39.6 |
| 1352 | 615AH 538 | 6 | 102 | 59 | 39.6 |
| 1353 | 615AH 539 | 6 | 102 | 59 | 39.6 |
| 1354 | 615AH2 544 | 6 | 102 | 59 | 39.6 |
| 1355 | 615WHN 550 | 6 | 102 | 59 | 39.6 |
| 1356 | 615WHN 551 | 6 | 102 | 59 | 39.6 |
| 1357 | 615WHN 552 | 6 | 102 | 59 | 39.6 |
| 1358 | 615WHN 553 | 6 | 102 | 59 | 39.6 |
| 1359 | 615WHN 554 | 6 | 102 | 59 | 39.6 |
| 1360 | 615WHN2 560 | 6 | 102 | 59 | 39.6 |
| 1361 | 615RHN 568 | 6 | 125 | 65 | 46.2 |
| 1362 | 615RHN 569 | 6 | 125 | 65 | 46.2 |
| 1363 | 615RHN 570 | 6 | 125 | 65 | 46.2 |
| 1364 | 615RHN2 578 | 6 | 125 | 65 | 46.2 |
| 1365 | 615RHN2 579 | 6 | 125 | 65 | 46.2 |
| 1366 | 615RHN2 580 | 6 | 125 | 65 | 46.2 |
| 1367 | 615JFN 585 | 6 | 110 | 46 | 39.6 |
| 1368 | 615JFN 586 | 6 | 110 | 46 | 39.6 |
| 1369 | 615JFN2 592 | 6 | 110 | 46 | 39.6 |
| 1370 | 615BHN 598 | 6 | 160 | 80 | 56.2 |
| 1371 | 615BHN 599 | 6 | 160 | 80 | 56.2 |
| 1372 | 615BHN 600 | 6 | 160 | 80 | 56.2 |
| 1373 | 619AH 610 | 6 | 135 | 69 | 48.5 |
| 1374 | 619AH 611 | 6 | 135 | 69 | 48.5 |
| 1375 | 619AH 612 | 6 | 135 | 69 | 48.5 |
| 1376 | 619AH 613 | 6 | 135 | 69 | 48.5 |
| 1377 | 619WHN 623 | 6 | 135 | 69 | 48.5 |
| 1378 | 619WHN 624 | 6 | 135 | 69 | 48.5 |
| 1379 | 619WHN 625 | 6 | 135 | 69 | 48.5 |
| 1380 | 619WHN 626 | 6 | 135 | 69 | 48.5 |
| 1381 | 619RHN 631 | 6 | ..... | ... | 56.9 |
| 1382 | 619RHN2 636 | 6 | ..... | ... | 56.9 |
| 1383 | 619JFN7 641 | 6 | ..... | ... | 49.9 |
| 1384 | 127AH 646 | 12 | 37.5 | 51 | 35.4 |
| 1385 | 127AH 647 | 12 | 37.5 | 51 | 35.4 |
| 1386 | 127AH 648 | 12 | 37.5 | 51 | 35.4 |
| 1387 | 127WMN 657 | 12 | 37.5 | 51 | 45.2 |
| 1388 | 127WHN 658 | 12 | 37.5 | 57 | 45.2 |
| 1389 | 127WHN 659 | 12 | 37.5 | 57 | 45.2 |
| 1390 | 127WHN 660 | 12 | 37.5 | 57 | 45.2 |
| 1391 | 127WHN 661 | 12 | 37.5 | 57 | 45.2 |
| 1392 | 127WHN 662 | 12 | 37.5 | 57 | 45.2 |
| 1393 | 127WHN 663 | 12 | 37.5 | 57 | 45.2 |
| 1394 | 127WHN 664 | 12 | 37.5 | 57 | 45.2 |
| 1395 | 127WHN 665 | 12 | 37.5 | 57 | 45.2 |
| 1396 | 127RHN 675 | 12 | 47.5 | 69 | 45.6 |
| 1397 | 127RHN 676 | 12 | 47.5 | 69 | 45.6 |
| 1398 | 127RHN 677 | 12 | 47.5 | 69 | 45.6 |
| 1399 | 127RHN 678 | 12 | 47.5 | 69 | 45.6 |
| 1400 | 127RHN 679 | 12 | 47.5 | 69 | 45.6 |
| 1401 | 129AH 688 | 12 | 34 | 70 | 41.2 |
| 1402 | 129WHN 693 | 12 | 54 | 70 | 52.6 |
| 1403 | 129WHN 694 | 12 | 54 | 70 | 52.6 |
| 1404 | 129WHN 695 | 12 | 54 | 70 | 52.6 |
| 1405 | 129WHN 696 | 12 | 54 | 70 | 52.6 |
| 1406 | 129WHN3 701 | 12 | 54 | 70 | 52.6 |
| 1407 | 129RHN 706 | 12 | 66 | 83 | 58.8 |
| 1408 | 129RHN3 711 | 12 | 66 | 83 | 58.8 |
| 1409 | 129RHN3 712 | 12 | 66 | 83 | 58.8 |
| 1410 | 1211AH 717 | 12 | 70 | 80 | 61.1 |
| 1411 | 1211WHN 722 | 12 | 70 | 80 | 61.1 |
| 1412 | 1211RHN 727 | 12 | 85 | 97 | 68.0 |
| 1413 | 1211RHN3 732 | 12 | 85 | 97 | 68.0 |
| 1414 | 1211RHN3 733 | 12 | 85 | 97 | 68.0 |
| 1415 | 1213AH 738 | 12 | 85 | 92 | 68.3 |
| 1416 | 1213WHN 743 | 12 | 85 | 92 | 76.9 |
| 1417 | 1215AH3 748 | 12 | 103 | 110 | 76.9 |
| 1418 | 167WHN 753 | 16 | 37.5 | 75 | 60.1 |
| 1419 | 167WHN 754 | 16 | 37.5 | 75 | 60.1 |
| 1420 | 169WHN 759 | 16 | 54 | 90 | 68.0 |
| 1421 | 169WHN 760 | 16 | 54 | 90 | 68.0 |
| 1422 | 187AH5 765 | 18 | 37.5 | 85 | 65.20 |
| 1423 | 167RHN7 770 | 16 | ..... | ... | ... |
| 1424 | 1811AH5 775 | 18 | 70 | 115 | 68.0 |
| 1425 | 243GM6 780 | 24 | ..... | ... | 63.6 |
| 1426 | 245AH6 785 | 24 | 25 | 90 | 52.0 |
| 1427 | 247AH5 790 | 24 | 37.5 | 115 | 81.8 |
| 1428 | 305WHN 795 | 30 | ..... | ... | 79.2 |
| 1429 | 67WHP 800 | 6 | ..... | ... | 21.4 |

| Serial No. | WITHERBEE May 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1500 | WRS 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS 6-80 | 6 | ..... | 50 | 36.50 |

| Serial No. | WITHERBEE May 1, [illegible] |
|---|---|
| 1509 | WHE |
| 1510 | WLS |
| 1511 | WLE |
| 1512 | WRS |
| 1513 | WRE |
| 1514 | WHS |
| 1515 | WHE |
| 1516 | WLS |
| 1517 | WLE |
| 1518 | WRS |
| 1519 | WRE |
| 1520 | WHS |
| 1521 | WHE |
| 1522 | WGS |
| 1523 | WGE |
| 1524 | WGS |
| 1525 | WGE |
| 1526 | WGJ |
| 1527 | WRS |
| 1528 | WRE |
| 1529 | WHS |
| 1530 | WHE |
| 1531 | WLS |
| 1532 | WLE |
| 1533 | WRS |
| 1534 | WRE |
| 1535 | WHS |
| 1536 | WHE |
| 1537 | WLS |
| 1538 | WLE |
| 1539 | WRS |
| 1540 | WRE |
| 1541 | WHS |
| 1542 | WHE |
| 1543 | WLS |
| 1544 | WLE |
| 1545 | WRS |
| 1546 | WRE |
| 1547 | WHS |
| 1548 | WHE |
| 1549 | WLS |
| 1550 | WLE |
| 1551 | WRS |
| 1552 | WRE |
| 1553 | WHS |
| 1554 | WHE |
| 1555 | WLS |
| 1556 | WLE |
| 1557 | WRS |
| 1558 | WRE |
| 1559 | WHS |
| 1560 | WHE |
| 1561 | WRS |
| 1562 | WRE |
| 1563 | WHS |
| 1564 | WHE |
| 1565 | WRS |
| 1566 | WRE |
| 1567 | WHS |
| 1568 | WHE |
| 1569 | WRS |
| 1570 | WRE |
| 1571 | WHS |
| 1572 | WHE |
| 1573 | WRS |
| 1574 | WRE |
| 1575 | WHS |
| 1576 | WHE |
| 1577 | WRS |
| 1578 | WRE |
| 1579 | WHS |
| 1580 | WHE |
| 1581 | WRS |
| 1582 | WRE |
| 1583 | WHS |
| 1585 | WRS |
| 1586 | WRE |
| 1587 | WHS |
| 1588 | WHE |
| 1589 | WRS |
| 1590 | WRE |
| 1591 | WHS |
| 1592 | WHE |
| 1593 | WLS-T |
| 1594 | WRS-T |
| 1595 | WLJ |
| 1596 | WRS-T |
| 1597 | WLS |
| 1598 | WRS-T |
| 1599 | WHJ |
| 1600 | WRS-T |
| 1601 | WRS-T |
| 1602 | WRS-T |
| 1603 | WRJ |
| 1604 | WLS |
| 1605 | WHE |
| 1606 | PWRS |
| 1607 | WHS-T |
| 1608 | WRS-T |
| 1609 | WRS-T |

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# Dealers in Parts for Orphan Cars

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2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Atlanta, Ga.
9 Auto Parts Co. of Amer., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
21 Boulevard Motor Co., Cambridge,
22 Brown-Lipe Gear Co., Syracuse. Mass.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Columbus Buggy Parts Co., Columbus, O.
42 Corbin Motor Vehicle Co., New Britain, Conn.
43 Crow-Elkhart Motor Co., Elkhart, Ind.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Empire Automobile Co., Indianapolis, Ind.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Kalamazoo, Mich.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Parts Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pullman Motor Car Co., York, Pa.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha.
146 Wayne Wks., Richmond, Ind.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Tex
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y
159 Commonwealth Motors Co., 326 W. Madison St., Chicago.
161 Loper, G. E., Port Jefferson, N. Y
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton. N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 423 Grand River Ave., Detroit.
170 Chadick, DeLamater Corp., 159 W 24th St., N. Y. City.
171 Premier Motor Corp., Indianapolis, Ind.
172 Clyde Cars Co., Clyde, O.
173 Florence Motor Rep. Co., 250 W 54th St., N. Y. City.
174 Campbell Motor Car Co., Kingston. N. Y.
175 Enger Motor Car Co., Indianapolis, Ind.
176 Zimmerman Mfg. Co., Auburn, Ind.
177 L. & D. Motors, Inc., 237 W. 58th St., N. Y. City.
178 Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
179 Wyckoff Auto Salvage Co., Sioux City, Iowa.
180 Knox Motors Associates, Springfield, Mass.
181 Hal Motor Car Co., Cleveland, O.
182 Newton Co., J. E., Fall River, Mass.
183 Rothschild, Maurice, Detroit.
184 Abbott Motor Car Co., Cleveland.
185 Wilco Co., Detroit.
186 Atlantic Refining Co., Phila., Pa.
187 Staver Co., Chicago.
188 Lozier Motor Car Co., Detroit.

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*The B. F. Goodrich Rubber Co. Call attention to their More Mileage Adjustment as follows:*

# FABRIC TIRES - - 6,000 Miles
# SILVERTOWN CORDS 8,000 Miles

Fix these new Goodrich Adjustment figures firmly in your mind—6,000 miles for Fabrics and 8,000 miles for Silvertowns—instead of 3,500 and 5,000 respectively heretofore in force.

This new adjustment stands back of all Goodrich Tires, including tires already purchased and in the hands of user and dealer. Goodrich Tires in actual usage on road and pavement are today unfolding such matchless mileage, regularly in excess of adjustment basis that Goodrich knows it has the strongest, most durable tires that the rubber industry has produced.

The Goodrich Adjustment Mileage is increased because Goodrich knows the mileage in its tires, and you can supply your trade confident that with fair and square usage a Goodrich Fabric will render at least 6,000 miles and a Silvertown Cord at least 8,000.

We maintain Branches in over a hundred cities and towns. Get in touch with your nearest Goodrich Branch for further information.

THE B. F. GOODRICH RUBBER COMPANY
AKRON, OHIO

# GOODRICH TIRES

*Best in the Long Run*


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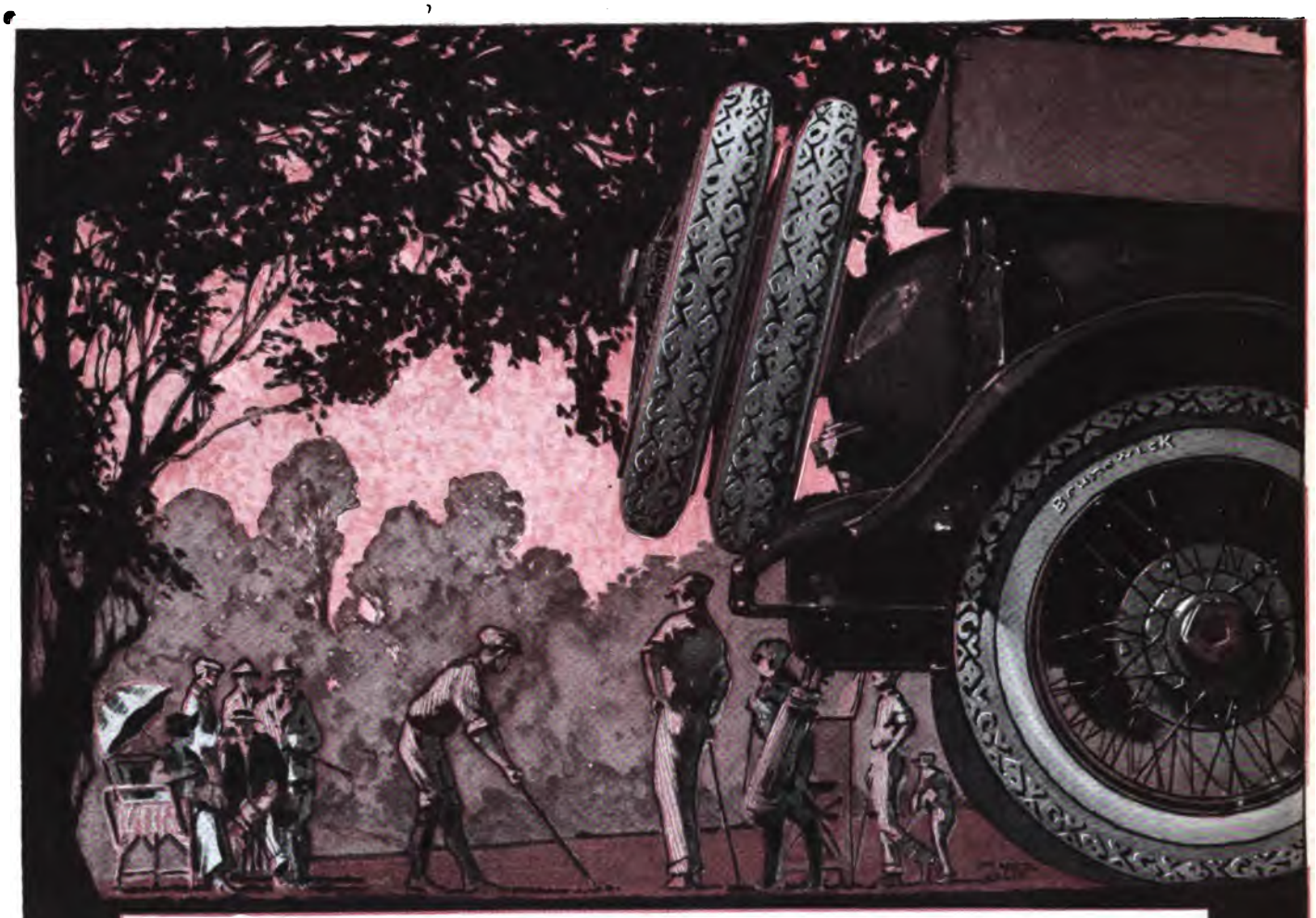

# BRUNSWICK TIRES

## The Choice of Men Who Know Quality

THE experienced driver, the man who knows tires by tests and comparisons, best appreciates the merits of Brunswicks. He realizes that tire quality depends on the standards and principles of the maker.

The House of Brunswick won success in many fields of production by giving all that it was possible to give. A narrow margin of profit made possible the highest quality and brought far greater sales. The tremendous selling-organization developed through 74 years of manufacture saved on the cost.

Tires are not built by secret processes. It is a question of workmanship and choice of materials. The Brunswick Tire you buy is the best that money, research and experience can make it. A corps of experts is constantly striving to build still better tires. Every Brunswick must meet their severe standards of excellence before it leaves the factory.

Put a Brunswick to any test you wish. Examine the fabric and other materials in a laboratory. This has already been done by us before it reaches you. Study its construction. You will find that it combines every known tire feature.

Then test it on the road, by actual use. Note its record for durability and resiliency. You'll want all Brunswicks.

These sound, enduring tires cost no more than others. For it is logical that The House of Brunswick can stand a higher manufacturing cost than that of other concerns selling tires at equal prices.

Brunswick Dealers can supply you with cord and fabric tires in a variety of treads. Choose the one that suits you best. All will give more mileage than you are used to.

There's a Brunswick Tire for every car.

**The Brunswick-Balke-Collender Co.,** General Offices: 623-633 S. Wabash Ave., Chicago

Branches in the Principal Cities of the United States and Canada

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x37 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bar-Circle—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Batavia Rubber Co., | P | ..... | c15.80 | ..... | c20.05 | ..... | d23.50 | ..... | ..... | ..... | ..... | d31.95 | d33.50 | d34.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1928 Broadway, N.Y. | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | *26.05 | *29.60 | ..... | ..... | ..... | d35.55 | *37.30 | *38.05 | 139.80 | q40.40 | q47.45 | d49.00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | ..... | ..... | *65.80 | ..... | ..... |
| (4000 miles) | Security N.S. | c15.85 | c18.50 | ..... | c23.50 | c25.30 | *27.45 | *31.20 | ..... | c30 65 | *37.40 | 5.55 | *39.25 | *40 10 | *41.90 | *42.55 | q50.00 | 151 60 | 53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.95 | q108.90 |
| May 1 | G.T. | 3.25 | 3.35 | ..... | 3.80 | 4.00 | 4.20 | 4.50 | ..... | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9 25 | 10.10 | 10.40 |
| Beacon Tire Co., | "Rib Skid" | c14.50 | c14.75 | ..... | c18.70 | ..... | d21.85 | ..... | ..... | c29.20 | d29.70 | d31.20 | d31.85 | ..... | d35.50 | ..... | ..... | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | ..... | d55.60 | ..... | ..... |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | 6.60 | ..... | ..... | 6.85 | 6.90 | 7.25 | 8.35 | 8.40 | ..... | 8.70 | ..... | ..... |
| Beaw—see Cleveland Rubber Works | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P. | 16.30 | 18.20 | ..... | 23.05 | 21.40 | 26.70 | ..... | ..... | 31.50 | 33.45 | 35.80 | 37.80 | 38.75 | 40.75 | 47.35 | 48.45 | 51.20 | 51.85 | 52 40 | 54.00 | 60.50 | 61.75 | 63.50 | 81.75 | 84.65 |
| 49 West 64th St., N.Y. City | N.S. | 17.95 | 20.00 | ..... | 26.25 | 26.85 | 29.35 | ..... | ..... | 34.65 | 36.80 | 39.40 | 41.60 | 42.60 | 44.85 | 52.10 | 53.35 | 56.35 | 57.05 | 57.65 | 59.40 | 66.55 | 68.02 | 69 80 | 89.95 | 93.07 |
| June 1 | R.T. | 3.50 | 3.60 | ..... | 4.15 | 4.50 | 4.60 | ..... | ..... | 5.65 | 5.85 | 6.15 | 6.30 | 6.45 | 6.65 | 7.50 | 7.55 | 7.65 | 7.80 | 8.10 | 8.20 | 9.10 | 9.35 | 9.55 | 10.40 | 10.55 |
| Bilt-On Tire Co., Cleveland, O. | N.S. | ..... | 10.50 | ..... | 12.70 | 12.50 | 14.75 | ..... | ..... | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | ..... | ..... | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 29.95 | ..... | ..... |
| Biltwell Tire & Rubber Co., | Ribbed | ..... | c17.98 | ..... | c22.11 | ..... | d25.88 | ..... | ..... | c32.72 | d34.91 | d35.96 | d37.02 | ..... | ..... | d42.36 | d43.93 | *45.49 | d47.43 | *50.14 | ..... | *57.15 | ..... | *60.26 | ..... | ..... |
| Akron, O. | N.S. | ..... | ..... | ..... | c26.89 | ..... | d30.99 | ..... | ..... | c37.18 | d39.98 | d41.03 | d42.57 | ..... | ..... | d48.92 | d50.87 | *52.81 | d53.78 | *56.74 | ..... | *65.53 | ..... | *68.73 | ..... | ..... |
| May 12, 1919 | G.T. | 3.19 | 3.33 | ..... | 4.28 | 4.45 | 4.60 | ..... | ..... | 5.40 | 5.58 | 5.71 | 5.94 | 6.03 | 6.16 | 7.02 | 7.20 | 7.47 | 7.56 | 7.78 | 8.19 | 8.77 | 9.13 | 9.40 | ..... | ..... |
| Black Oak—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bonner—see Story | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | ..... | c14.40 | ..... | c18.40 | d19.65 | d20.90 | ..... | ..... | c28.00 | d28.65 | d29.85 | d30.65 | ..... | d32.75 | d38.50 | ..... | d40.95 | d42.90 | d43.50 | ..... | d50.25 | ..... | d53.30 | ..... | ..... |
| Rubber Co., | Rib Tread | ..... | c15.80 | ..... | c20.20 | c21.60 | d23.00 | ..... | ..... | c30.80 | d31.55 | d32.85 | d33.70 | ..... | d36.05 | d42.25 | ..... | d45.05 | d47.10 | d48.00 | ..... | d55.25 | ..... | d58.75 | ..... | ..... |
| Sycamore, Ill. | (5000 miles) N.S. | ..... | c18.75 | ..... | c23.80 | c25.60 | d27.20 | ..... | ..... | c36.30 | d37.05 | d38.90 | d39.70 | ..... | d42.10 | d49.50 | ..... | d52.75 | d55.05 | d55.95 | ..... | d64.70 | ..... | d68.60 | ..... | ..... |
| June 1, 1919 | R.T. | ..... | 3.90 | ..... | 4.45 | 4.70 | 4.90 | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.90 | ..... | 7.15 | 8.35 | ..... | 8.55 | 8.75 | 8.85 | ..... | 10.40 | ..... | 10.85 | ..... | ..... |
| | B.T. | ..... | 3.40 | ..... | 3.80 | 4.00 | 4.20 | ..... | ..... | 5.35 | 5.50 | 5.70 | 5.85 | ..... | 6.10 | 7.05 | ..... | 7.25 | 7.35 | 7.50 | ..... | 8.85 | ..... | 9.20 | ..... | ..... |
| ‡Braender Rubber & Tire Co., | P. | ..... | c14.30 | ..... | §18.65 | ..... | §21.60 | ..... | ..... | §28.45 | §29.10 | §30.40 | §31.20 | ..... | ..... | §39.45 | §40.65 | 41.95 | 43.90 | 44.50 | ..... | 50.05 | ..... | 60.50 | ..... | ..... |
| Rutherford, N.J. | N.S. | c17.15 | c17.50 | ..... | §22.20 | ..... | §25.90 | ..... | ..... | §34.70 | §35.35 | §37.00 | §37.85 | ..... | ..... | §47.20 | §48.65 | 50.25 | 52.50 | 53.30 | ..... | 61.65 | ..... | 65.30 | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.55 | ..... | 4.10 | ..... | 4.45 | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | ..... | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | ..... | 8.75 | ..... | 9.20 | ..... | ..... |
| | G.T. | 2.80 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... |
| • | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.95 | ..... | ..... | c40.00 | d54.35 | d54.70 | d56.20 | ..... | ..... | d60.00 | d61.60 | d63.25 | d64.90 | d66.30 | ..... | d78.60 | ..... | d82.20 | ..... | ..... |
| Brasilian Tubes—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 |
| May 1 (10,000 m.) | Tubes | 4.25 | 4.40 | ..... | 5.25 | 5.40 | 5.45 | 5.75 | ..... | ..... | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | ..... | 18.05 | ..... | 21.15 | ..... | ..... | 28.15 | 28.75 | 30.15 | 30.85 | ..... | ..... | 38.50 | 39.65 | 40.95 | 42.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. | Ribbed Tread | ..... | 16.20 | ..... | 20.60 | ..... | 24.00 | ..... | ..... | 32.10 | 32.80 | 34.40 | 35.10 | ..... | ..... | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | ..... | 57.15 | ..... | 60.55 | ..... | ..... |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | ..... | 21.15 | ..... | 24.70 | ..... | ..... | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | ..... | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | ..... | 58.80 | 59.70 | 62.35 | ..... | ..... |
| | Cord Driving Tread | ..... | ..... | ..... | ..... | ..... | 37.20 | ..... | ..... | ..... | 47.40 | 48.60 | 49.95 | ..... | ..... | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | ..... | 69.90 | ..... | 73.15 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 40.05 | ..... | ..... | ..... | 50.90 | 52.20 | 53.65 | ..... | ..... | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | ..... | 74.05 | ..... | 78.65 | ..... | ..... |
| | G.T. | 2.80 | 2.85 | ..... | 3.30 | ..... | 3.55 | ..... | ..... | 4.60 | 4.75 | 4.90 | 5.00 | ..... | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | ..... | 7.65 | 7.80 | 7.90 | ..... | ..... |
| | R.T. | 3.20 | 3.30 | ..... | 3.90 | ..... | 4.15 | ..... | ..... | 5.25 | 5.40 | 5.60 | 5.85 | ..... | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | ..... | 8.20 | 8.40 | 8.50 | ..... | ..... |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | ..... | 20.65 | 21.80 | 24.25 | 28.15 | ..... | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | ..... | ..... | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | ..... | ..... |
| Bucyrus, O. | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | 5.10 | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| Apr. 22 | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | 5.60 | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| | "Henderson" Cord | ..... | ..... | ..... | 41.65 | ..... | 44.50 | ..... | ..... | 54.60 | 56.55 | 58.00 | 59.60 | ..... | ..... | ..... | ..... | 67.05 | 68.75 | 70.35 | ..... | 79.55 | ..... | 87.40 | ..... | ..... |
| Bull—see Kansas | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | ..... | c22.20 | ..... | c24.00 | ..... | d32.00 | ..... | ..... | c39.00 | d42.25 | d43.35 | d44.65 | ..... | ..... | d48.65 | d50.10 | d51.65 | d53.50 | d56.80 | ..... | d65.80 | ..... | †70.00 | ..... | ..... |
| Noblesville, Ind. | N.S. | ..... | c23.75 | ..... | c28.15 | ..... | d36.55 | ..... | ..... | c43.70 | d47.00 | d47.80 | d49.30 | ..... | ..... | d53.10 | 54.85 | d56.55 | d58.85 | d62.00 | ..... | d72.00 | ..... | †76.00 | ..... | ..... |
| (7500 miles) | R.T. | ..... | 4.25 | ..... | 4.45 | ..... | 5.70 | ..... | ..... | 6.05 | 6.15 | 6.40 | 6.85 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.50 | ..... | 10.55 | ..... | ..... |
| Butler Bros., | Rfbbed | ..... | c16.45 | ..... | c21.20 | ..... | d25.55 | ..... | ..... | c32.90 | d34.85 | c36.30 | c38.40 | ..... | ..... | ..... | d47.30 | d49.00 | d51.05 | d52.20 | ..... | *59.00 | ..... | *64.15 | ..... | ..... |
| 426 Randolph St., Chicago | N.S. | ..... | c16.85 | ..... | c21.75 | ..... | d26.35 | ..... | ..... | c33.75 | d35.75 | d37.25 | d39.40 | ..... | ..... | ..... | d48.50 | d50.25 | d52.35 | d53.55 | ..... | *61.35 | ..... | *65.80 | ..... | ..... |
| May 12 (5000 miles) | "Sheridon" Tubes | ..... | 2.75 | ..... | 3.35 | ..... | 3.85 | ..... | ..... | 4.60 | 4.75 | 4.85 | 4.95 | ..... | ..... | ..... | 5.90 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| Canton-Blackstone Co., | Knight N.S. | ..... | c23.50 | ..... | c29.40 | ..... | d33.60 | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.15 | ..... | ..... | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | ..... | q72.25 | ..... | q76.80 | .. .. | ..... |
| Youngstown, O. | Knight Ribbed T. | ..... | c22.35 | ..... | d27.95 | ..... | d31.90 | ..... | ..... | d38.50 | d42.00 | d43.25 | d44.80 | ..... | ..... | c48.70 | d50.60 | c52.45 | d55.55 | ..... | ..... | d68.65 | ..... | ..... | ..... | ..... |
| May 12, 1919 | Knight R.T. | ..... | 3.85 | ..... | 4.80 | 4.95 | 5.10 | ..... | ..... | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 |
| | Canton Cord | ..... | ..... | ..... | ..... | ..... | d46.30 | ..... | ..... | ..... | d59.45 | d60.95 | d62.55 | ..... | ..... | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | ..... | d87.45 | ..... | q88.95 | ..... | ..... |
| | Canton Tubes | ..... | ..... | ..... | ..... | ..... | 5.60 | ..... | ..... | ..... | 7.20 | 7.30 | 7.40 | ..... | ..... | 8.50 | 8.65 | 8.75 | 9.00 | 9.18 | ..... | 9.55 | ..... | 9 95 | ..... | ..... |
| Capitol—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlisle Cord Tire Co., | Lightning Tread | ..... | ..... | ..... | ..... | ..... | d38.00 | ..... | ..... | ..... | d49.00 | d49.50 | d50.75 | ..... | ..... | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | ..... | d71.00 | ..... | d74.00 | ..... | ..... |
| Andover, Mass. May 20, 1919 | R.T. | ..... | 4.00 | ..... | 4.50 | ..... | 4.75 | ..... | ..... | 5.20 | ■5.50 | 5.65 | 5.90 | ..... | ..... | 6.80 | 7.00 | 7.20 | ■7.40 | 7.75 | ..... | 8.75 | ..... | 9.00 | ..... | 11.00 |
| Carspring—see New Jersey | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | ..... | 19.15 | ..... | 23.35 | ..... | 26.50 | ..... | ..... | 34.75 | 36.05 | 37.60 | 38.50 | ..... | ..... | 45.90 | 47 15 | 48.45 | 50.15 | 51.40 | ..... | 59 50 | 61 60 | 62.05 | ..... | ..... |
| Plainfield, N.J. | N.S. | 18.90 | 19.95 | ..... | 24.25 | ..... | ..... | ..... | ..... | 35.70 | 37.90 | 39.10 | 39.50 | ..... | ..... | 47.60 | 49.30 | 51.00 | 52.70 | 54.40 | ..... | 61.20 | 64 60 | 65.45 | 82.65 | 84.55 |
| July 5, 1919 | Tubes | 3.30 | 3.50 | ..... | 4.25 | 4.35 | 4.50 | 5.00 | ..... | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 |
| Chain—see U. S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

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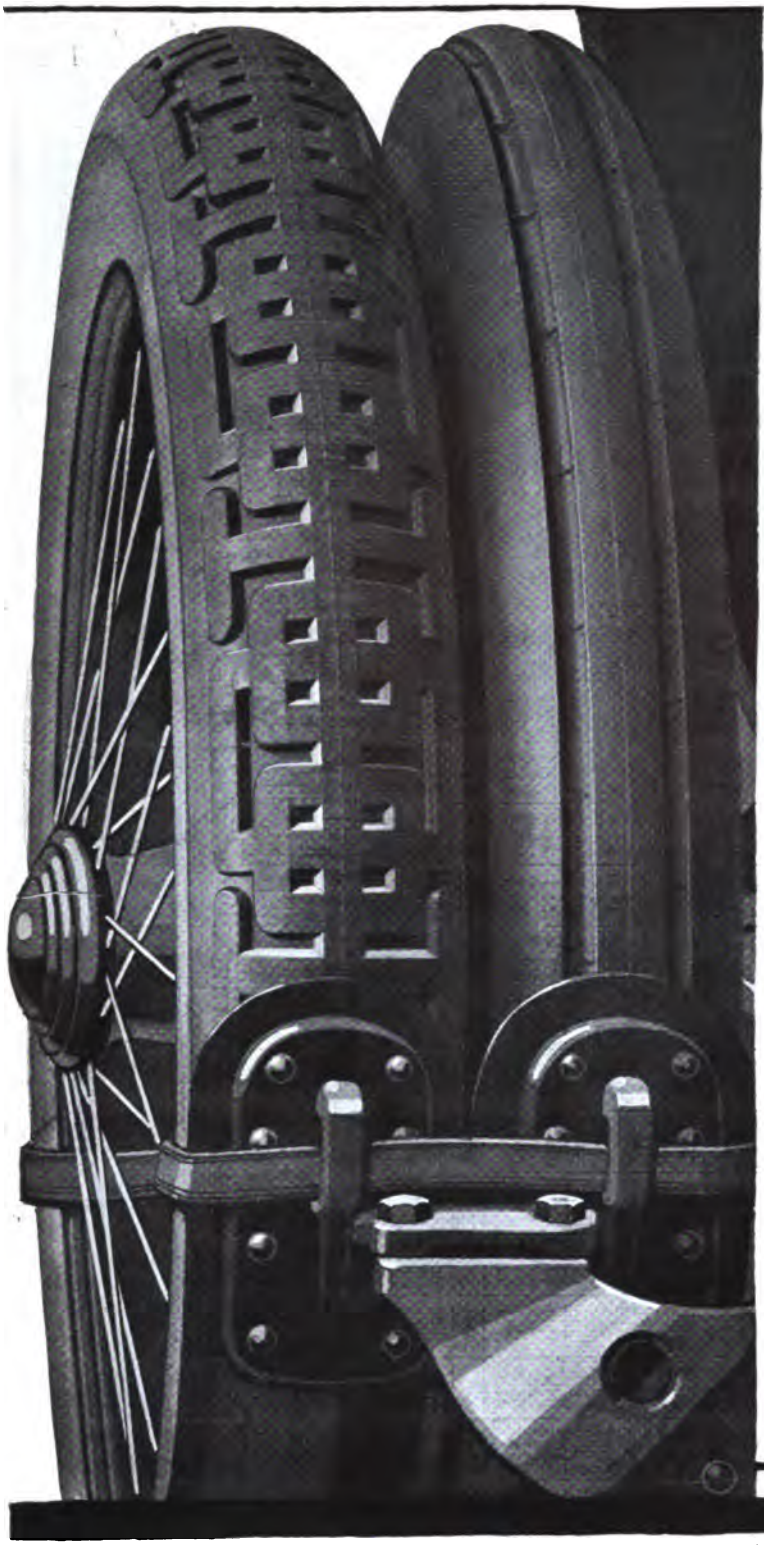

## MORE AND BETTER SERVICE

Users of high-grade tires are getting more and better service out of them; but there is no certainty of mileage. High quality of itself does not assure it. The tire structure may be imperfect.

In McGraw Tires such uncertainty is avoided by a simple operation which automatically prevents imperfections during manufacture — The Duplex Process.

Barring mis-use and abuse, McGraw Tires yield the full mileage expected of them.

**GUARANTEE**

**Fabric Tires.... 6,000 Miles**
**Cord Tires..... 8,000 Miles**

The McGraw proposition is especially attractive to dealers because of the percentage of repeat orders. The uniform service of McGraw Tires makes satisfied customers.

**THE McGRAW TIRE & RUBBER COMPANY**
**Cleveland, Ohio**

***Factories:*** **East Palestine, Ohio**

# McGRAW TIRES

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Century Rubber Works, Chicago, Ill. Dec. 2 | P. | ..... | 15.20 | ..... | 19.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Ribbed | ..... | 15.45 | ..... | 20.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | 15.85 | ..... | 20.65 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 2.85 | 3.00 | ..... | 3.75 | 3.85 | 4.00 | 4.30 | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.25 | 5.45 | 5.65 | ..... | ..... | 6.45 | 6.60 | 6.85 | 7.10 | 8.00 | 8.15 | 8.30 | ..... | ..... |
| | R.T. | 3.65 | 3.75 | ..... | 4.65 | 4.80 | 4.90 | 5.35 | ..... | ..... | 6.00 | 6.06 | 6.15 | 6.25 | 6.55 | 6.65 | ..... | ..... | 8.10 | 8.25 | 8.40 | 8.50 | 9.65 | 9.90 | 10.10 | ..... | ..... |
| | Cord Ribbed Tread | ..... | ..... | ..... | c35.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c37.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Champion Tube—see Essex | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Channon Company, H. "Gripwell" Chicago, Ill. Triangle June 15, 1916 (6000 miles) | Ribbed | c17.20 | c17.75 | ..... | c23.80 | ..... | d27.80 | ..... | ..... | ..... | c36.50 | d37.80 | d39.60 | d41.40 | ..... | ..... | d50.10 | d51.90 | d54.20 | d56.50 | d57.80 | ..... | *67.70 | ..... | *71.60 | ..... | ..... |
| | N.S. | c18.15 | c18.65 | ..... | c25.10 | ..... | d29.40 | ..... | ..... | ..... | 38.50 | d39.90 | d41.80 | d43.60 | ..... | ..... | d52.80 | d54.70 | d57.10 | d59.50 | d60.80 | ..... | *71.40 | ..... | *75.40 | ..... | ..... |
| | Garnet T. | 3.60 | 3.65 | ..... | 4.60 | ..... | 4.75 | ..... | ..... | ..... | 5.90 | 6.10 | 6.40 | 6.60 | ..... | ..... | 7.25 | 7.85 | 8.10 | 8.25 | 8.35 | ..... | 9.85 | ..... | 10.35 | ..... | ..... |
| | G.T. | 3.20 | 3.25 | ..... | 4.00 | ..... | 4.30 | ..... | ..... | ..... | 5.05 | 5.30 | 5.45 | 5.60 | ..... | ..... | 6.25 | 6.90 | 7.15 | 7.25 | 7.40 | ..... | 8.85 | ..... | 9.30 | ..... | ..... |
| Cleveland Rubber Corp. Cleveland, O., June 10, 1919 | "Beeaw" T. | ..... | §13.40 | ..... | 16.80 | ..... | 20.55 | ..... | ..... | ..... | 25.30 | 25.85 | 26.75 | 27.15 | ..... | ..... | ..... | ..... | 33.60 | 36.10 | 36.90 | ..... | 44.45 | 45.00 | 45.45 | ..... | ..... |
| | | ..... | 2.65 | ..... | 2.95 | ..... | 3.10 | ..... | ..... | ..... | 3.80 | 3.85 | 3.95 | 4.05 | ..... | ..... | ..... | ..... | 4.75 | 4.90 | 5.00 | ..... | 5.80 | 5.85 | 5.90 | ..... | ..... |
| Cleveland Standard—see Standard | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Climax—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clipper—see Krohn. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbia Tire & Rubber Co. Columbiana, O. May 12, 1919 | P | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | c28.67 | d29.79 | d30.63 | d31.30 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c15.11 | d22.79 | c19.54 | ..... | ..... | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... |
| | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... |
| Combination Rubber Mfg. Co., (6000) Bloomfield, N. J. May 15, 1919 | "Viking" 5000 P. | 19.15 | 18.80 | ..... | 24.50 | 27.10 | 27.85 | 30.30 | ..... | ..... | 33.20 | 33.60 | 35.20 | 36.95 | 37.30 | 38.10 | 42.10 | 43.90 | 45.45 | 46.85 | 48.20 | 49.55 | 55.65 | 57.45 | 58.80 | 76.50 | 78.05 |
| | Hold-On N.S. | 21.55 | 21.40 | ..... | 26.25 | 29.60 | 31.25 | 34.85 | ..... | ..... | 36.65 | 37.30 | 38.95 | 39.65 | 41.30 | 41.60 | 45.70 | 48.90 | 51.05 | 54.05 | 57.30 | 59.30 | 64.00 | 65.30 | 69.85 | 87.25 | 93.60 |
| | R.T. | 3.25 | 3.40 | 3.70 | 3.95 | 4.15 | 4.20 | 4.40 | ..... | 5.50 | 5.55 | 5.75 | 5.95 | 6.10 | 6.15 | 6.40 | 7.25 | 7.35 | 7.50 | 7.55 | 7.80 | 7.95 | 8.90 | 9.20 | 9.25 | 10.30 | 10.45 |
| Continental Rubber Works, Erie, Pa. May 1, 1919 | P. | ..... | c14.25 | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c14.90 | ..... | c19.40 | ..... | §22.85 | ..... | ..... | ..... | c29.75 | d30.30 | 31.65 | *32.50 | ..... | ..... | ..... | ..... | ..... | *45.75 | *46.50 | *48.40 | ..... | ..... | *55.30 | ..... | ..... |
| | "Vitalic" G.T. | 3.70 | 3.90 | 4.20 | 4.70 | 4.80 | 4.85 | 5.15 | 5.50 | 5.70 | 5.90 | 6.15 | 6.25 | 6.50 | 6.70 | 6.85 | 7.75 | 7.85 | 7.95 | 8.20 | 8.50 | 8.70 | 9.75 | 10.00 | 10.20 | 10.55 | 10.75 |
| | R.T. | 3.90 | 4.05 | 4.50 | 4.85 | 4.95 | 5.15 | 5.50 | 5.75 | 5.95 | 6.15 | 6.50 | 6.60 | 6.80 | 6.95 | 7.20 | 8.15 | 8.20 | 8.30 | 8.70 | 8.85 | 9.10 | 10.20 | 10.55 | 10.75 | 11.10 | 11.30 |
| Extra Heavy | G.T. | 4.20 | 4.50 | 4.85 | 5.35 | 5.50 | 5.60 | 5.95 | 6.25 | 6.60 | 6.80 | 7.05 | 7.15 | 7.50 | 7.65 | 7.85 | 8.95 | 9.05 | 9.10 | 9.50 | 9.75 | 9.95 | 11.20 | 11.55 | 11.75 | 12.10 | 12.30 |
| Converse Rubber Shoe Co., Malden, Mass. May 21, 1919 (6000 miles) | P. | ..... | 19.10 | ..... | 24.90 | ..... | 28.60 | ..... | ..... | ..... | 33.60 | 34.25 | 35.75 | 36.50 | 40.50 | 41.50 | 44.50 | 45.65 | 46.80 | 48.65 | 50.50 | 52.50 | 56.50 | 58.50 | 60.50 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 26.55 | 32.90 | 31.95 | ..... | ..... | ..... | 38.00 | 40.25 | 41.10 | 41.95 | 45.95 | 46.95 | 49.35 | 50.50 | 52.60 | 54.90 | 56.80 | 59.90 | 64.50 | 66.50 | 68.50 | ..... | ..... |
| "Triple Tread" | G.T. | ..... | 3.15 | ..... | 3.70 | ..... | 3.90 | ..... | ..... | ..... | 4.20 | 4.90 | 5.15 | 5.35 | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.80 | 7.00 | ..... | 7.75 | 7.90 | 8.20 | ..... | ..... |
| | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | 4.65 | 5.45 | 5.70 | 5.95 | ..... | ..... | 6.95 | 7.15 | 7.40 | 7.55 | 7.80 | ..... | 8.60 | 8.80 | 9.10 | ..... | ..... |
| Cortland Tire & Rubber Co., Belleville, N. J. May 12, 1919 | "Yankee" P. | ..... | 16.95 | ..... | 21.90 | ..... | 25.85 | ..... | ..... | ..... | 31.90 | 32.65 | 34.45 | 35.25 | ..... | ..... | 42.75 | ..... | 45.50 | 47.75 | 48.75 | 52.75 | 60.75 | 61.75 | 64.00 | ..... | ..... |
| | "Yankee" N.S. | ..... | 17.95 | ..... | 22.90 | ..... | 26.85 | ..... | ..... | ..... | 33.15 | 33.90 | 35.70 | 36.50 | ..... | ..... | 46.00 | ..... | 48.00 | 50.25 | 51.25 | 54.75 | 62.50 | 63.50 | 65.75 | ..... | ..... |
| Supersize Fabric | | ..... | ..... | ..... | 26.80 | ..... | 31.20 | ..... | ..... | ..... | 39.05 | 41.50 | 42.65 | 43.90 | ..... | ..... | ..... | ..... | 55.40 | 57.50 | ..... | ..... | 71.75 | ..... | 74.50 | ..... | ..... |
| Supersize Cord | | ..... | ..... | ..... | 29.80 | ..... | 36.00 | ..... | ..... | ..... | 45.85 | 47.45 | 49.15 | 50.90 | ..... | ..... | ..... | ..... | 62.50 | 64.00 | ..... | ..... | 78.50 | ..... | 81.25 | ..... | ..... |
| Country Road—see Racine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crown—see Great Eastern | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cupples Co., St. Louis, Mo. May 12, 1919 | P. | ..... | c15.90 | ..... | c19.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c18.80 | ..... | c23.85 | ..... | d28.00 | ..... | ..... | ..... | c36.50 | d38.10 | d39.10 | d39.90 | ..... | ..... | d50.80 | d52.10 | d54.20 | d56.50 | d57.20 | ..... | d65.90 | ..... | q70.50 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 4.75 | 5.00 | 5.25 | 5.45 | ..... | ..... | 6.55 | 6.70 | 6.85 | 7.00 | 7.25 | ..... | 8.25 | ..... | 8.60 | ..... | ..... |
| Curtis Tire & Rubber Co., Muskegon, Mich. May 12, 1919 | P. | 13.30 | 14.80 | ..... | 18.85 | ..... | 20.90 | ..... | ..... | ..... | 26.25 | 26.85 | 28.10 | 28.80 | ..... | ..... | ..... | 37.50 | 38.75 | 40.55 | 41.25 | ..... | 46.20 | ..... | 51.65 | ..... | ..... |
| | N.S. | 15.50 | 16.55 | ..... | 21.00 | ..... | 24.45 | ..... | ..... | ..... | 32.05 | 32.65 | 34.20 | 34.95 | ..... | ..... | ..... | 44.95 | 46.40 | 48.50 | 49.20 | ..... | 56.95 | ..... | 60.30 | ..... | ..... |
| | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | ..... | d55.50 | *52.00 | d58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| Dayton Rubber Mfg. Co., "Thoroughbred" Dayton, O. June 1 | (5000 miles) P. | ..... | c20.70 | ..... | c25.20 | c30.75 | 32.60 | ..... | ..... | †49.15 | c38.20 | ..... | 41.15 | 42.55 | ..... | 45.20 | †61.55 | ..... | 52.45 | 54.05 | 55.55 | 57.05 | 64.55 | ..... | 68.10 | ..... | ..... |
| | (6000 m.) N.S. | ..... | c24.75 | ..... | c31.05 | ..... | 39.00 | ..... | ..... | ..... | c47.20 | 48.75 | 50.20 | 51.95 | 53.70 | 56.70 | ..... | ..... | 60.95 | 64.65 | 70.20 | 71.65 | 79.85 | †82.95 | 84.90 | †105.70 | †123.00 |
| Daisy—see Portage | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delion Tire & Rubber Co., Trenton, N. J. (5000 miles) May 15, 1919 | P. | 17.50 | 18.55 | ..... | 22.40 | ..... | 27.40 | 30.70 | ..... | ..... | 33.45 | 35.10 | 36.65 | 37.25 | 39.85 | 41.70 | 42.25 | 43.90 | 46.30 | 48.25 | 52.38 | 55.60 | 59.30 | 61.00 | 62.60 | ..... | ..... |
| | N.S. | 19.25 | 20.40 | ..... | 24.75 | ..... | 30.15 | 33.75 | ..... | ..... | 36.75 | 38.50 | 40.30 | 41.10 | 43.90 | 45.90 | 46.50 | 48.35 | 50.95 | 53.05 | 57.60 | 61.20 | 65.25 | 67.05 | 68.85 | ..... | ..... |
| Tubes | | 3.60 | 3.65 | ..... | 4.25 | ..... | 4.50 | 4.85 | ..... | ..... | 5.55 | 5.70 | 6.05 | 6.30 | 6.55 | 6.90 | 7.40 | 7.65 | 7.90 | 8.10 | 8.35 | 8.60 | 8.90 | 9.15 | 9.35 | ..... | ..... |
| Eureka P. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eureka N.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| De Luxe—see Thermoid | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Diamond Rubber Co., Akron, O. (see also Goodrich & Co. B.F.) May 12, 1919 | P. | ..... | c13.20 | ..... | c17.20 | ..... | d19.95 | ..... | ..... | ..... | c26.30 | d26.85 | d28.10 | d28.80 | ..... | ..... | d36.45 | d37.50 | d38.75 | d40.55 | d41.10 | ..... | d46.25 | ..... | d48.95 | ..... | ..... |
| | Squeegee N.S. | ..... | c15.10 | ..... | c19.15 | ..... | §22.40 | ..... | ..... | ..... | c29.95 | d30.45 | *32.00 | *32.65 | ..... | ..... | d41.15 | d42.50 | *43.80 | *45.80 | *46.50 | ..... | *53.80 | ..... | *57.00 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.35 | ..... | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | 5.95 | 6.10 | 6.25 | 6.30 | 6.60 | ..... | ▲7.65 | ..... | 7.95 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 4.00 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.85 | 7.00 | 7.05 | 7.45 | ..... | 8.60 | ..... | 8.90 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | d52.70 | d54.25 | d55.80 | d57.10 | d58.35 | ..... | d69.25 | ..... | d72.50 | ..... | ..... |
| | Cord Squeegee Tread | ..... | ..... | ..... | ..... | ..... | d38.85 | ..... | ..... | ..... | ..... | d49.30 | d50.50 | d52.00 | ..... | ..... | d55.35 | d56.95 | d58.60 | d59.95 | d61.25 | ..... | d72.70 | ..... | d76.15 | ..... | ..... |
| Double Fabric (6000 miles) Tire Co., (6000 miles) Auburn, Ind. May 27, 1919 | Xtra Ply | c16.55 | c17.65 | ..... | c23.30 | c25.10 | *27.50 | ..... | ..... | ..... | c33.90 | d35.90 | *38.40 | *39.25 | ..... | *41.75 | ..... | ..... | *48.65 | *50.45 | *52.05 | *54.50 | *63.90 | ..... | *67.60 | ..... | ..... |
| | Duo Cord | ..... | c22.00 | ..... | c26.25 | ..... | d28.95 | ..... | ..... | ..... | ..... | d48.70 | d49.30 | d50.50 | ..... | ..... | d53.45 | d54.95 | d56.95 | d58.25 | ..... | ..... | *70.80 | ..... | *73.55 | ..... | ..... |
| | Brasil G.T. | 3.00 | 3.25 | ..... | 3.65 | 3.70 | 3.90 | 4.00 | 4.20 | ..... | 4.95 | 5.15 | 5.25 | 5.35 | 5.60 | 5.70 | 6.60 | 6.70 | 6.80 | 6.85 | 7.00 | 7.10 | 8.20 | 8.30 | 8.55 | 9.40 | 9.65 |

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# Sell True Tire Service

THE *true value* in Racine Multi-Mile Cord Tires is an all important point both for tire dealer and for tire user. To both it means sure service, and the good dealer is as anxious to sell sure service as the user is to buy it.

## Racine Extra Tests

True value is certified in Racine Multi-Mile Cord Tires by the exacting Extra Tests to which each tire is subjected in Racine Rubber Company factories.

## Racine Absorbing Shock Strip

And then—Racine Multi-Mile Cord Tires are even further bettered by the exclusive development of Racine chemists—the Racine Absorbing Shock Strip. Just look at the tire. It is scientifically non-skid, and renowned for its extra wear.

Sell the complete Racine Rubber Company line—Racine Multi-Mile Cord Tires, Racine Country Road Tires, Racine Tubes, Racine Supreme Tire Sundries. For complete details of the Racine opportunity, write the factory or the nearest Racine Rubber Company distributor.

RACINE RUBBER COMPANY
Racine, Wisconsin

# RACINE MULTI-MILE CORD TIRES

RACINE RUBBER COMPANY · EXTRA TESTED · TIRES

See that extra strip of blended rubber between tread and carcass. That is the Racine Absorbing Shock Strip. It is of graduated resiliency, so that flex of body and tread is equalized, and what is known as tread separation is prevented.

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dreadnaught Tire & | Ribbed Tread | | ‡17.75 | | a22.30 | c24.25 | *26.20 | | | | a34.25 | *34.85 | *36.25 | *37.55 | | q40.60 | | d47.75 | *48.55 | *49.65 | *51.55 | q54.85 | *60.15 | q61.75 | *63.00 | | |
| Rubber Co. (6000 m.) | Vacuum Tread | | c18.75 | | a22.90 | c24.90 | *26.90 | | | | a35.15 | *35.75 | *37.20 | *38.50 | | q41.65 | | d48.95 | *49.80 | *50.95 | *52.90 | q56.25 | *61.70 | q63.35 | *64.65 | | |
| Baltimore, Md. | G.T. | | 3.05 | | 3.75 | 3.85 | 3.95 | | | | 4.85 | 5.00 | 5.15 | 5.30 | | 5.70 | | 6.40 | 6.50 | 6.60 | 6.80 | 7.10 | 8.00 | 8.15 | 8.30 | | |
| May 12, 1919 | R.T. | | 3.35 | | 4.15 | 4.20 | 4.35 | | | | 5.35 | 5.55 | 5.70 | 5.80 | | 6.25 | | 7.00 | 7.15 | ‡7.30 | 7.55 | 7.80 | 8.85 | 9.10 | 9.15 | | |
| Dry Climate Tire & | "Victory" P. | | 12.90 | | 16.80 | | *19.45 | | | | 25.65 | d26.20 | *27.40 | *28.10 | | | | | *37.80 | q39.55 | q41.10 | | d45.10 | q48.20 | q50.30 | | |
| Rubber Co., Arvada, Colo. | N.S. | | | | 20.00 | | *23.35 | | | | 31.25 | d31.85 | *33.35 | *34.10 | | | | d43.85 | d45.25 | q47.30 | q48.00 | | d55.55 | q56.40 | q58.85 | | |
| (5000 miles) | G.T. | 2.70 | 2.75 | | 3.25 | 3.50 | 3.70 | 4.00 | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | 7.60 | 7.75 | | |
| May 12, 1919. | R.T. | 3.30 | 3.40 | | 3.90 | 4.10 | 4.25 | 4.50 | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.90 | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | 8.55 | 8.85 | | |
| Dunlop Tire Sales Co., | Cross Groove | | 22.90 | | 26.10 | 27.75 | 29.50 | 31.50 | | | 36.25 | 39.65 | 40.90 | 43.95 | 45.55 | 48.10 | 49.55 | 50.40 | 51.45 | 54.00 | 55.25 | 56.60 | 60.30 | 63.55 | 65.95 | 73.50 | |
| New York | Traction N.S. | | | | 27.10 | 29.30 | 30.25 | 32.60 | | | 38.95 | 40.35 | 44.60 | 46.70 | 48.65 | 50.00 | 50.65 | 51.35 | 54.10 | 55.65 | 57.70 | 59.55 | 66.80 | 69.80 | 70.90 | 77.60 | 80.20 |
| June 1, 1919 | Tubes | | 4.55 | | 5.45 | 5.50 | 5.70 | 6.00 | | | 7.00 | 7.15 | 7.25 | 7.60 | 7.85 | 8.00 | 8.85 | 8.95 | 9.05 | 9.25 | 9.55 | 9.70 | 10.75 | 10.95 | 11.20 | 12.10 | 13.40 |
| Duplex Tire Co., Inc., | N.S. | | 18.00 | | 23.00 | | 26.50 | | | | 36.90 | 48.50 | 51.00 | 52.45 | | | | | 60.80 | 61.70 | 64.65 | | 73.60 | | 82.80 | | |
| 106 W. 52nd St., N. Y. | R.T. | | 4.50 | | 6.15 | | 6.50 | | | | 8.95 | 8.30 | 8.50 | 8.75 | | | 10.15 | | 10.60 | 10.90 | 11.15 | | 12.55 | | 13.05 | | |
| June 20, 1919 (6000 miles) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dural Rubber Corp., | G.T. | 3.25 | 3.35 | 3.75 | 3.95 | 4.15 | 4.20 | 4.55 | 4.85 | 5.15 | 5.20 | 5.35 | 5.50 | 5.70 | 6.05 | 6.25 | 6.90 | 7.00 | 7.10 | 7.30 | 7.50 | 7.75 | 8.55 | 8.70 | 8.80 | 10.30 | 10.60 |
| Flemington, N.J. May 12 1919, | R.T. | 2.90 | 3.10 | 3.35 | 3.55 | 3.75 | 3.80 | 4.10 | 4.35 | 4.75 | 4.70 | 4.80 | 4.95 | 5.15 | 5.45 | 5.60 | 6.20 | 6.30 | 6.40 | 6.55 | 6.75 | 6.95 | 7.70 | 7.85 | 7.90 | 9.25 | 9.55 |
| East Palistine Rubber Co. | P. | c19.95 | c20.95 | | ‡25.45 | c28.20 | 29.90 | *32.50 | | | ‡35.00 | *36.30 | *37.65 | *38.95 | *40.10 | *41.35 | | | *46.35 | *47.95 | *49.40 | *50.75 | *52.10 | *58.95 | *60.65 | *62.15 | *81.05 | q93.10 |
| Pittsburgh, "Nabob" (6000 m.) | N.S. | | c25.00 | | ‡31.30 | c32.30 | 35.70 | *38.80 | | | ‡43.15 | *44.55 | *45.90 | *47.50 | *49.05 | *51.80 | | | *53.70 | *55.65 | *59.60 | *64.05 | *65.40 | *72.85 | *75.65 | *77.45 | *93.35 | q112.05 |
| Pa. Fev. 4, 1919 | T. | 3.65 | 3.75 | | 4.60 | 4.95 | 5.15 | 5.45 | | | 6.10 | 6.20 | 6.40 | 6.65 | 6.75 | 6.90 | | | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.15 | 10.55 | 12.05 | 12.25 |
| Ehman Tire & Rubber Co., | Track Tread | | 16.55 | | 21.00 | | 24.55 | | | | 32.85 | 33.45 | 35.00 | 35.85 | | | 44.65 | 46.05 | 47.50 | 49.70 | | | 58.30 | | 61.80 | | M |
| 176 N. Mich. Ave., | Worm Drive Trd. | | 16.55 | | 21.00 | | 24.55 | | | | | 33.45 | 35.00 | 35.85 | | | | | | | | | | | | | |
| Chicago, Ill. May 12, 1919 | G. & R.T. | | 3.50 | | 4.10 | | 4.60 | | | | 5.20 | 5.35 | 5.65 | 5.85 | | | 6.90 | 7.05 | 7.20 | 7.25 | 7.65 | | 8.85 | | 9.15 | | |
| Empire Rubber & Tire Co., | Grey N.S. | | | | *22.20 | c23.30 | ‡25.90 | 29.40 | 30.65 | | *34.40 | ‡35.00 | ‡36.55 | ‡37.25 | 38.75 | 39.00 | c47.55 | ‡48.75 | ‡50.35 | c52.55 | ‡53.40 | 55.70 | c61.70 | 62.70 | c65.40 | | |
| Trenton, N. J. | Grey N.S. | | c15.70 | | c20.00 | | d23.35 | | | | c30.95 | d31.50 | d32.90 | d33.50 | | | d42.50 | d43.85 | d45.15 | *47.30 | d48.00 | | *55.55 | | *58.85 | | |
| May 12, 1919 | Cord N.S. | | | | | | d37.80 | | | | | d48.55 | d49.30 | d50.50 | | | d54.05 | d55.45 | d57.00 | d58.35 | d59.70 | | d70.80 | | d74.00 | | |
| | G.T. | 2.70 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | |
| | R.T. | 3.30 | 3.35 | | 3.95 | | 4.20 | | | | 4.50 | 5.25 | 5.50 | 5.70 | | | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | | 8.30 | | 8.80 | | |
| Eurake—see Delion | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Everlaster—see Kokomo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excello Tire & Rubber Co., | P. | | ‡26.45 | | 30.55 | ‡31.60 | 32.80 | 33.85 | | ‡36.50 | ‡38.45 | 39.20 | 39.80 | 40.90 | 41.60 | 42.80 | 50.20 | 47.65 | 50.25 | 50.95 | 51.85 | 53.25 | 58.85 | 59.20 | 60.60 | 70.50 | 72.25 |
| 15th St., Phila., Pa. | Multi-grip N.S. | | ‡28.00 | | 32.85 | ‡33.40 | 36.05 | 37.30 | | ‡41.25 | ‡42.95 | 43.90 | 44.75 | 45.70 | 46.85 | 47.80 | 54.90 | 52.30 | 54.15 | 58.20 | 62.00 | 63.75 | 67.25 | 68.90 | 71.60 | 81.40 | 85.50 |
| May 19, 1919 (6000 miles) | R.T. | | 3.80 | | 4.75 | 4.95 | 5.20 | 5.40 | | 5.80 | 6.05 | 6.15 | 6.35 | 6.50 | 6.60 | 6.70 | 7.75 | 8.00 | 8.25 | 8.45 | 8.70 | 8.75 | 9.65 | 9.90 | 10.40 | 11.25 | 11.40 |
| Falls Rubber Co., | Ribbed | | c18.75 | | c24.00 | | ‡27.00 | | | | c34.25 | d35.50 | d37.00 | d38.00 | | | | | d46.50 | d49.25 | | | | | | | |
| Cuyahoga Falls, O. | Neverslip N.S. | | c20.25 | | c25.25 | | ‡29.75 | | | | c36.75 | d38.00 | d39.25 | d40.50 | | | d45.50 | d66.50 | d48.00 | d50.50 | *53.00 | | *64.00 | q65.50 | *67.00 | q84.00 | |
| May 12, 1919 | "Evergreen" Tubes | | 3.50 | | 4.15 | | 4.40 | | | | 5.20 | 5.40 | 5.60 | 5.80 | | | 7.00 | 7.15 | 7.30 | 7.50 | 7.65 | | 8.95 | 9.15 | 9.35 | 10.75 | |
| | Cord Ribbed | | | | | | ‡39.50 | | | | | d51.25 | d52.75 | d54.00 | | | d59.50 | d41.25 | d63.00 | d65.00 | *67.00 | | *80.50 | | *83.50 | | |
| | Cord N.S. | | | | | | d40.50 | | | | | d52.75 | d54.25 | d56.00 | | | d61.50 | d63.25 | d65.00 | d67.00 | *69.00 | | *83.50 | | *86.50 | | |
| Faure, A., May12,1919, | Neverskid, N.S. | | c22.70 | | c29.00 | | | | | | c45.15 | c47.40 | | c54.25 | | | c68.75 | | c73.10 | c46.20 | d77.40 | | | c89.55 | c89.80 | | c133.40 |
| 153 W. 56th St., | Neverskid S.S. | | | | | | | | | | | | d48.30 | d49.40 | | | d62.05 | d64.35 | d66.50 | d69.65 | d70.60 | | d81.65 | | d86.60 | | |
| N.Y. City | R.T. | | 4.20 | | 4.80 | | | | | | 6.50 | 6.70 | 6.95 | 7.35 | | | 8.40 | 8.60 | 8.75 | 8.95 | 9.30 | | 10.65 | 12.60 | 11.20 | | 13.90 |
| Federal Rubber Co., | P. | | 13.50 | | 17.40 | | 20.25 | | | | 26.70 | 27.35 | 28.50 | 29.20 | | | | 38.10 | 39.40 | 41.15 | | | | | | | |
| Cudahy, Wis. | Traffik | | 14.15 | | 18.25 | | 21.25 | | | | 28.05 | 28.70 | 29.95 | 30.65 | | | | 40.00 | 41.35 | 43.20 | | | | | | | |
| May 12, 1919 | Rugged | | 16.30 | | 22.80 | | 25.50 | | | | 32.75 | 33.50 | 34.95 | 35.75 | | | | 46.65 | 48.25 | 50.40 | 51.20 | | 55.40 | | 61.00 | | |
| | Cord N.S. | | | | | | 38.40 | | | | | 48.90 | 50.10 | 51.45 | | | 54.85 | 56.50 | 58.05 | 59.40 | 60.80 | | 72.05 | | 75.35 | | |
| | G.T. | | 2.75 | | 3.40 | | 3.75 | | | | 4.40 | 4.60 | 4.80 | 5.00 | | | 5.95 | 6.10 | 6.25 | 6.40 | 7.15 | | 7.50 | | 7.85 | | |
| | R.T. | | 3.30 | | 4.50 | | 5.00 | | | | 5.90 | 6.15 | 6.40 | 6.65 | | | 8.35 | 8.55 | 8.75 | 8.95 | 10.00 | | 10.50 | | 11.00 | | |
| Fellsen Tires, Inc., | P. | | c19.75 | | c23.05 | | | | | | c37.05 | *37.15 | *38.20 | *39.25 | | | *43.75 | *45.45 | *47.15 | *49.35 | *54.35 | | *61.40 | | *65.40 | | |
| New York City | N.S. | | c24.00 | | c28.00 | | 35.00 | | | | c41.90 | *43.10 | *44.35 | *45.85 | | | 49.80 | *51.70 | *53.55 | 56.70 | 62.45 | | *69.75 | | *74.15 | | |
| May 15, 1919 (6000 miles) | Tubes | | 4.25 | | 5.35 | | 5.70 | | | | 6.05 | 6.15 | 6.49 | 6.65 | | | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | | 9.95 | | 10.55 | | |
| Firestone Tire & Rubber Co., | P. | | c12.90 | | c16.80 | c17.65 | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | | | | |
| Akron, O. | N.S. | | c15.75 | | c20.00 | c21.50 | d23.35 | | | | c31.25 | d31.85 | d33.35 | d34.10 | d35.60 | | d42.50 | d43.85 | d45.25 | d47.30 | *48.00 | d50.15 | *55.55 | | *58.85 | | |
| May 12, 1919 | G.T. | | 2.75 | | 3.25 | 3.50 | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | | 7.75 | | |
| | R.T. | | 3.40 | | 3.90 | 4.10 | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.70 | 8.35 | | 8.75 | | |
| Fisk Rubber Co., | P. | | c12.90 | | c16.80 | | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | | d36.60 | d37.80 | d39.55 | | | | | | | |
| Chicopee Falls, Mass. | N.S. | c15.00 | c15.10 | | 19.15 | | d22.40 | | | | c29.50 | d30.55 | d31.95 | d32.70 | | | d40.75 | d42.05 | *43.35 | d45.35 | *46.00 | | *53.25 | d54.05 | *56.40 | | |
| | Red Top, N.S. | | c18.15 | | c25.75 | | d28.90 | | | | c34.30 | d36.00 | d37.75 | d38.75 | | | | | d48.65 | d50.80 | | | | | | | |
| | Cord Ribbed | | | | | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | | *66.00 | | *69.00 | | |
| | Cord N.S. | | | | | | d36.90 | | | | | d46.85 | d48.05 | d49.45 | | | d52.65 | d54.20 | d55.70 | d57.05 | d58.35 | | *69.15 | d71.50 | *72.40 | | |
| May 12, 1919 | G.T. | 2.90 | 2.95 | | 3.65 | | 3.95 | | | | 4.50 | 4.80 | 4.80 | 5.10 | | | 6.25 | 6.25 | 6.60 | 6.60 | 6.95 | | 7.70 | 8.00 | 8.00 | | |
| G. & J. Tire Co., | P. | 11.90 | 12.90 | | 16.80 | 17.65 | 19.50 | 22.20 | | | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | | | 37.80 | 39.55 | 40.10 | 45.70 | 45.10 | 50.00 | 47.75 | | |
| 1790 Broadway, N.Y. City | "G" N.S. | 12.50 | 13.90 | | 18.00 | 18.95 | 20.90 | 23.35 | | | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | | | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | | |
| May 12, 1919 | Stalwart N.S. | | 15.85 | | 20.05 | 21.45 | 23.45 | | | | 31.35 | 31.85 | 33.55 | 34.25 | | | | 44.00 | 45.30 | 47.25 | 48.10 | | 55.60 | | 58.90 | | |
| | Cord | | | | | | 36.95 | | | | | 47.95 | 48.25 | 49.70 | | | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | | 69.50 | | 72.30 | | |
| | G.T. | | 2.80 | | 3.25 | 3.40 | 3.70 | | | | 4.40 | 4.60 | 4.80 | 4.95 | | | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | | 7.50 | | 7.70 | | |
| | R.T. | | 3.55 | | 4.25 | 4.35 | 4.55 | | | | 5.25 | 5.45 | 5.55 | 5.75 | | | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | | 8.75 | | 9.10 | | |
| G. & J.—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Trade Name and Tread | | 30x3 | 30x3½ | 32x3½ | 31x4 | 32x4 | 33x4 | 34x4 | 35x4 | 36x4 | 37x4 | 38x4 | 39x4 | 40x4 | 41x4 | 42x4 | 43x4 | 44x4 | 45x4 | 46x4 | 47x4 | 48x4 | 49x4 | 50x4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **General Tire & Rubber Co., Akron, O. May 12, 1919** | P. | | 16.10 | | 19.70 | | 24.50 | 29.50 | | | | 31.95 | 32.45 | 34.40 | 35.00 | 38.50 | 39.00 | | | 43.10 | 45.20 | 47.00 | 52.90 | 55.55 | 60.40 | 57.40 | | |
| | N.S. | 18.20 | 18.30 | | 23.15 | 26.40 | 27.55 | 33.30 | | | | 36.15 | 36.85 | 38.95 | 39.65 | 44.15 | 44.85 | | 48.80 | 50.15 | 52.80 | 53.55 | 59.10 | 62.35 | 68.75 | 65.85 | | |
| | Cord Rib Tread | | | | | | d38.05 | | | | | | d48.25 | d49.55 | d51.00 | | | *54.50 | d55.85 | *57.40 | d58.70 | *60.10 | | *71.35 | | *74.60 | | |
| | Cord N.S. | | | | | | d39.80 | | | | | | d51.50 | d51.90 | d53.30 | | | *56.90 | d58.40 | *60.00 | d61.50 | *62.90 | | *74.50 | | *77.95 | | |
| | G.T. | 2.95 | 3.00 | | 3.60 | 3.90 | 4.20 | 4.50 | | | | 4.80 | 4.95 | 5.15 | 5.35 | 5.60 | 5.95 | 6.70 | 6.80 | 6.90 | 7.05 | 7.25 | 7.55 | 8.14 | 8.35 | 8.50 | | |
| | R.T. | 3.55 | 3.60 | | 4.30 | 4.50 | 4.80 | 5.00 | | | | 6.00 | 6.10 | 6.20 | 6.35 | 6.60 | 6.90 | 7.35 | 7.45 | 7.60 | 7.75 | 7.90 | 8.15 | 9.35 | 9.60 | 9.75 | | |
| **Giant Tire & Rubber Co., Findlay, O. June 19, 1919.** | Ribbed Tread | 9.25 | 9.75 | | c12.15 | c13.05 | | | | | | c15.20 | d16.00 | 16.75 | 17.55 | | | | | | | | | d26.50 | | | | |
| | N.S. | | c9.75 | | c12.15 | | 13.70 | | | | | c15.20 | d16.00 | 16.75 | 17.55 | | 19.10 | | | 22.85 | 24.05 | 25.20 | | | | 28.75 | | |
| **Giant—see also Porter** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gillette Rubber Co., 1834 Broadway, New York City May 12, 1919 | P. | 14.00 | 13.10 | | 17.25 | | 20.00 | | | | | 25.65 | 26.20 | 27.40 | 28.10 | | 30.20 | 35.55 | 36.60 | 37.85 | 39.55 | | | 45.10 | 49.95 | 50.50 | | |
| | Ribbed Tread N.S. | 14.75 | 15.75 | | 20.00 | | 23.35 | 25.35 | | | | 31.00 | 31.65 | 33.25 | 34.10 | 35.95 | 34.50 | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | | 55.55 | 56.40 | 58.85 | | |
| | G.T. | 2.70 | 3.00 | | 3.70 | | 3.95 | 4.25 | | | | 4.80 | 4.95 | 5.10 | 5.15 | 5.40 | 5.60 | 5.85 | 6.10 | 6.40 | 6.55 | 6.85 | | 7.90 | 8.05 | 8.25 | | |
| | R.T. | 3.30 | 3.35 | | 4.20 | | 4.40 | 4.80 | | | | 5.40 | 5.45 | 5.55 | 5.65 | 5.90 | 5.90 | 6.10 | 6.65 | 7.30 | 7.40 | 7.65 | | 8.70 | 8.90 | 9.00 | | |
| | Cord P. | | | | | | 35.20 | | | | | | 44.65 | 45.85 | 47.20 | | | 50.40 | 51.65 | 53.10 | 54.30 | 55.60 | | 66.00 | | 69.00 | | |
| | Cord N.S. | | | | | | 37.80 | | | | | | 48.95 | 49.30 | 50.65 | | | 54.05 | 55.50 | 57.00 | 58.45 | 59.75 | | 70.80 | | 74.05 | | |
| **Gladiator Tire & Rubber Co., Auburn, Ind. (4000 miles) Jan. 1, 1919** | F. | 16.50 | 15.50 | | 19.80 | 21.25 | 23.20 | 26.30 | | 30.35 | | 31.00 | 31.65 | 33.20 | 34.00 | 35.55 | 36.10 | 42.45 | 43.50 | 44.90 | 47.05 | 47.80 | 49.80 | 55.25 | 56.15 | 58.65 | | |
| | N.S. | 18.15 | 17.05 | | 21.80 | 23.35 | 25.50 | 28.90 | | 34.90 | | 35.55 | 36.30 | 37.95 | 38.80 | 44.35 | 45.50 | 46.70 | 47.85 | 49.40 | 51.75 | 52.60 | 54.75 | 60.75 | 61.75 | 64.50 | | |
| | G.T. | 3.00 | 3.05 | | 3.75 | 3.80 | 3.85 | 3.95 | | 4.65 | | 4.75 | 4.85 | 5.00 | 5.15 | 5.35 | 5.50 | 5.85 | 6.05 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 7.90 | 8.10 | | |
| | R.T. | 3.25 | 3.35 | | 4.20 | 4.25 | 4.30 | 4.40 | | 5.20 | | 5.30 | 5.40 | 5.55 | 5.70 | 5.90 | 6.10 | 6.60 | 6.80 | 7.00 | 7.15 | 7.35 | 7.65 | 8.70 | 8.85 | 8.95 | | |
| **Globe Rubber Tire Mfg. Co., Good Grip Tenton, N. J. May 12, 1919** | (5000 miles) P. | †18.40 | | | 21.50 | †26.50 | 27.20 | 29.65 | | †35.25 | | 33.40 | 33.75 | 35.85 | 36.95 | 37.50 | 38.35 | 40.90 | d42.70 | 44.20 | 45.55 | 46.85 | 48.20 | 54.10 | 55.85 | 57.15 | †72.65 | †74.15 |
| | (6000 miles) N.S. | †20.95 | | | 25.90 | †28.95 | 29.95 | 34.10 | | †38.80 | | 36.95 | 37.75 | 39.35 | 39.95 | 41.50 | 41.85 | 46.45 | d47.65 | 49.65 | 52.50 | 55.65 | 57.60 | 62.20 | 63.50 | 67.90 | †82.85 | †88.90 |
| | R.T. | 3.25 | 3.45 | 3.65 | 3.95 | 4.15 | 4.40 | 4.65 | | 5.55 | | 5.65 | 5.80 | 6.10 | 6.15 | 6.25 | 6.50 | 7.10 | 7.20 | 7.30 | 7.40 | 7.60 | 7.80 | 8.65 | 8.95 | 9.10 | 9.85 | 9.95 |
| | G.T. | 2.80 | 2.95 | 3.25 | 3.60 | 3.65 | 3.95 | 4.05 | | 4.90 | | 5.10 | 5.15 | 5.35 | 5.45 | 5.60 | 5.75 | 6.30 | 6.35 | 6.50 | 6.60 | 6.80 | 6.90 | 7.80 | 7.90 | 8.10 | 8.75 | 8.95 |
| | Cord | | | | | | | | | | | | d53.40 | d54.70 | d56.15 | | | d60.10 | d61.55 | d62.95 | d64.75 | d66.30 | | 78.10 | | 80.95 | | |
| **Goodrich Co., B. F., Akron, O. May 12, 1919** | P. | | c12.90 | | c16.80 | | §19.45 | | | | | c25.65 | d26.20 | *27.40 | *28.10 | | | d35.55 | d36.60 | *37.80 | *39.55 | *40.10 | | *45.10 | | *47.75 | | |
| | "Safety" N.S. | | c14.75 | | c18.70 | | §21.85 | | | | | c29.20 | d29.70 | *31.20 | *31.85 | | | d40.15 | d41.45 | *42.75 | *44.70 | *45.35 | | *52.50 | | *55.60 | | |
| | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | 9.10 |
| | R.T. | | 3.30 | | 3.90 | | 4.35 | | | | | 4.95 | 5.10 | 5.35 | 5.55 | | | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | | 8.40 | | 8.70 | | 10.25 |
| | Silvertown Ribbed Tread | | | | c24.55 | | d35.20 | | | | | | d44.65 | d45.85 | d47.20 | | | *50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | q83.70 |
| | Silvertown Safety Tread | | | | c26.00 | | d37.00 | | | | | | d46.90 | d48.10 | d49.50 | | | *52.70 | d54.25 | *55.80 | d57.10 | *58.35 | | *69.25 | | *72.50 | | q88.00 |
| **Goodyear Tire & Rubber Co., Akron, O. May 12, 1919** | P. | | c12.90 | | c16.80 | c17.65 | 19.45 | | | | | c25.65 | d26.20 | d27.40 | 28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | *49.95 | | | |
| | All Weather, N.S. | | c15.75 | | c20.00 | c21.50 | 23.35 | d26.50 | | | | §31.25 | *31.85 | *33.35 | 34.10 | d35.60 | *36.15 | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | d50.15 | *55.55 | *56.40 | *58.85 | | |
| | Regular Tubes | | 2.75 | | 3.25 | 3.40 | 3.70 | 3.90 | | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | | |
| | Heavy Tourist Tubes | | 3.40 | | 3.90 | | 4.25 | | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | 8.55 | 8.75 | | 10.60 |
| | Cord Ribbed | | | | c24.55 | | d35.20 | | | | | d43.25 | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | *83.70 |
| | Cord N.S. | | | | c26.45 | | d37.80 | | | | | d46.40 | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.50 | *57.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | *89.90 |
| | Cord Ribbed | | | | d32.75 | | | | | | | | | | | | | | | | | | | | | | | |
| | Cord N.S. | | | | d35.35 | | | | | | | | | | | | | | | | | | | | | | | |
| **Gordon Tire & Rubber Co., Canton, O. May 15, 1919** | P. | | c16.90 | | c21.05 | | d25.00 | | | | | c30.65 | d34.25 | d34.90 | d36.75 | | | | | d46.80 | d47.25 | d48.95 | | c55.25 | | c58.65 | | |
| | (5000 miles) N.S. | c15.75 | c17.80 | | c22.90 | c24.30 | d26.25 | | | | | c31.95 | *35.95 | *36.70 | *38.70 | *39.60 | *41.00 | d46.75 | d47.50 | *49.25 | *49.65 | *51.50 | *54.75 | *58.15 | q64.75 | *61.70 | | |
| | G.T. | 3.40 | 3.55 | | 4.05 | 4.30 | 4.45 | 4.80 | | | | 5.75 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 7.60 | 7.70 | 7.80 | 7.90 | 8.05 | 8.35 | 9.45 | 9.70 | 9.85 | | |
| | R.T. | 3.85 | 3.95 | | 4.50 | 4.75 | 4.95 | 5.35 | | | | 6.40 | 6.60 | 6.75 | 6.95 | 7.05 | 7.20 | 8.35 | 8.50 | 8.65 | 8.80 | 8.95 | 9.25 | 10.50 | 10.75 | 10.95 | | |
| | Cord N.S. | | | | | | d41.00 | | | | | | d48.95 | | d50.65 | | | | d57.85 | d62.25 | d64.35 | d66.55 | | d77.40 | | | | |
| **Grafinite—see Savage** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Granite—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Grant—see Giant Tire** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Great Eastern Rubber Co., Allentown, Pa., "Crown" April 2** | P. | 15.85 | 13.65 | | 20.30 | 22.45 | 23.10 | 25.15 | | | | 27.50 | 28.85 | 30.20 | 30.60 | 31.00 | 32.00 | | d38.40 | 38.95 | 40.00 | 41.00 | 42.05 | 47.10 | 48.65 | 49.75 | | |
| | N.S. | 17.85 | 17.75 | | 22.45 | 24.55 | 25.90 | 28.95 | | | | 32.80 | 33.95 | 34.30 | 35.35 | 36.20 | 36.95 | | d44.50 | 46.30 | 47.60 | 48.50 | 49.90 | 55.65 | 57.90 | 59.95 | | |
| | G.T. | 2.85 | 2.90 | | 3.45 | 3.60 | 3.75 | 3.95 | | | | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | | 6.40 | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | 7.90 | 8.15 | | |
| | R.T. | 3.30 | 3.40 | | 4.15 | 4.25 | 4.40 | 4.65 | | | | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | | 7.15 | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | 8.85 | 9.50 | | |
| **Great Republic Tire & Rubber Mfg. Co., Muskogee, Okla. June, 1919** | Ribbed | c16.50 | 18.90 | | 24.75 | 26.05 | 28.00 | 30.50 | | | | 36 40 | 37.20 | 38.30 | 39.50 | 40.55 | 41.75 | | | 53.20 | 54.85 | 56.10 | | 64.50 | 65.80 | 58.15 | | |
| | N.S. | 17.60 | 20.20 | | 26.30 | 27.90 | 30.25 | 32.15 | | | | 40.20 | 40.75 | 42.10 | 43.00 | 45.35 | 46.00 | | | 57.20 | 58.80 | 60.45 | | 68.95 | 70.85 | 72.40 | | |
| | "Sequoyah" R.T. | 3.75 | 4.05 | | 4.90 | 5.10 | 5.45 | 5.65 | | | | 6.55 | 6.70 | 6.90 | 7.40 | 7.45 | 7.90 | | | 9.20 | 9.35 | 9.55 | | 10.25 | 10.90 | 11.45 | | 13.75 |
| **Green Bay—see Peerless.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Greensburg Tire & Rubber Co., Greensburg, Pa. Getthere Pure Gum T.** | | 3.40 | 3.50 | 4.00 | 4.25 | 4.35 | 4.50 | 4.75 | | 5.00 | | 5.25 | 5.75 | 5.90 | 6.00 | 6.25 | 6.50 | 7.25 | | 7.75 | 8.00 | 8.25 | 8.75 | 9.00 | 9.75 | 10.00 | 11.50 | |
| **Gripwell—see Channon Co.:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hamilton Rubber Mfg. Co., Trenton, N.J. May 15, 1919** | R.T. | 3.95 | 4.05 | 4.25 | 4.85 | 4.90 | 5.05 | 5.35 | 5.55 | 6.25 | | 6.30 | 6.40 | 6.50 | 6.80 | 7.00 | 7.15 | 7.90 | 8.00 | 8.10 | 8.30 | 8.55 | 8.70 | 9.60 | 9.85 | 10.00 | 10.85 | 12.00 |
| **Hardman Tire & Rubber Co., Belleville, N.J. Senior (5000 m.) Feb. 1** | P. | | 17.20 | | 20.20 | | 23.50 | | | | | 31.50 | 32.60 | 33.50 | 34.90 | 35.80 | | 45.00 | 46.10 | 47.30 | 48.50 | 49.90 | 51.20 | 56.30 | | 61.00 | | |
| | N.S. | d17.80 | d19.20 | | d24.70 | | d28.50 | | | | | d37.90 | d38.60 | d40.60 | d41.50 | | | d54.70 | d55.30 | d56.20 | d57.70 | d58.70 | | 66.50 | | 69.80 | | |
| | R.T. | 3.90 | 4.05 | | 4.45 | | 4.85 | | | | | 6.05 | 6.20 | 6.55 | 6 70 | | | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | | 10.05 | | 10.35 | | |
| **Hartford—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hawkeye Tire & Rubber Co., Des Moines, Ia. Jan. 1** (3500 m.) Santa Fe | P. | | 17.50 | | 20.95 | | 24.65 | | | | | 32.50 | 33.40 | 35.00 | 36.05 | | 37.65 | | 46.65 | 47.95 | 49.80 | 50.90 | 53.00 | 58.85 | 59.35 | 61.50 | | |
| (6000 m.) Santa Fe | N.S. | | 18.55 | | 24.30 | | 27.55 | | | | | 36.85 | 37.65 | 39.75 | 40.80 | | 43.45 | 49.80 | 51.95 | 54.05 | 56.20 | 57.25 | 59.35 | 66.25 | 67.85 | 68.90 | | |
| (6000 m.) Hawkeye | N.S. | 21.75 | 24.40 | | 31.30 | | 36.05 | | | | | 44.50 | 45.60 | 47.15 | 48.75 | | 51.95 | 53.00 | 55.65 | 58.30 | 60.95 | 66.25 | 67.85 | 74.20 | 76.85 | 79.50 | | |
| Hawkeye | N.S. | 21.75 | 24.40 | | 31.30 | | 36.05 | | | | | 44.50 | 45.60 | 47.15 | 48.75 | | 51.95 | | 55.65 | 58.30 | 60.95 | 66.25 | 67.85 | 74.20 | 76.85 | 79.50 | | |
| | R.T. | 3.80 | 4.00 | | 4.65 | 4.80 | 5.10 | 5.40 | | | | 6.45 | 6.60 | 6.80 | 7.00 | 7.15 | 7.40 | 8.50 | 8.70 | 9.00 | 9.25 | 9.55 | 9.80 | 10.10 | 10.35 | 10.60 | | |
| | G.T. | 3.46 | 3.52 | | 4.18 | 4.34 | 4.62 | 4.95 | | | | 5.72 | 5.77 | 6.10 | 6.21 | 6 32 | 6.49 | 7.48 | 7.64 | 7.75 | 7.95 | 8.30 | 8.58 | 9.40 | 9.51 | 9.62 | | |

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# INDIA Tires

## Do As A Minimum What Other Tires Do As A Maximum

## Any Open Territory ?

## Yes .. But Act Quickly!

THE INDIA TIRE & RUBBER COMPANY
Akron, Ohio.

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hendrie Rubber Co.,** | P. | 15.95 | 16.10 | ..... | 19.45 | *20.85 | 22.65 | 25.65 | ..... | ..... | 30.20 | 30.80 | 32.35 | 33.10 | 34.55 | 35.05 | 41.25 | 42.55 | 43.90 | ‖45.95 | 46.65 | 48.65 | 53.95 | 54.70 | 57.00 | ..... | ..... |
| **Los Angeles, Cal.** | N.S. | ‖17.70 | 17.90 | ..... | ‖21.60 | 23.15 | ‖25.15 | ‖28.50 | ..... | ..... | 33.55 | 34.20 | 35.95 | 36.80 | 38.40 | 38.95 | 45.85 | 47.30 | 48.80 | ‖51.05 | 51.85 | 54.05 | ‖59.95 | 60.80 | 63.35 | ..... | ..... |
| **June 25, 1919** | G.T. | 2.95 | 3.15 | 3.40 | 3.85 | 3.95 | 4.15 | 4.30 | ..... | ..... | 5.15 | 5.40 | 5.50 | 5.70 | 5.95 | 6.05 | 6.80 | 7.00 | 7.10 | 7.20 | 7.45 | 7.60 | 8.65 | 8.75 | 8.90 | ..... | ..... |
| | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
| **Hewitt Rubber Co.,** | Ribbed | c15.75 | c16.75 | ..... | c20.85 | ..... | d26.50 | ..... | ..... | ..... | c32.60 | d33.15 | d34.85 | d35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| **Buffalo, N.Y.** | N.S. | c16.50 | c17.60 | ..... | c21.90 | ..... | d27.90 | ..... | ..... | ..... | c34.20 | d34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.65 | ..... | *66.30 | ..... | ..... |
| **May 12, 1919** | G.T. | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.90 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T. | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | ‖6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |
| **Highway—see National Tire & R. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hold-Tite—see Tyer** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hood Tire Co.,** | P. | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| **Watertown, Mass.** | Ribbed Tread | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| **May 12, 1919** | Arrow | 23.90 | 24.80 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| **Horse Shoe—see Racine** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Howe Rubber Co.,** | Ribbed | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| **New Brunswick, N. J.** | N.S. | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12, 1919 (5000 miles)** | R.T. | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| **Ideal Tire & Rubber Co.,** | Ribbed | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| **Cleveland, O. "Greyhound"** | N.S. | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| **(6000 miles)** | G.T. | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| **May 19, 1919** | R.T. | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| **"Greyhound" Cord** | Ribbed | ..... | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | ..... | 50.25 | 51.80 | 52.65 | ..... | ..... | 55.70 | 57.00 | 59.85 | 62.50 | 63.65 | ..... | 71.85 | ..... | 77.55 | ..... | ..... |
| **July 1, 1919** | N.S. | ..... | ..... | ..... | 32.25 | ..... | 42.80 | ..... | ..... | ..... | ..... | 54.00 | 55.10 | 56.75 | ..... | ..... | 60.50 | 62.10 | 64.75 | 66.25 | 68.50 | ..... | 76.35 | ..... | 83.85 | ..... | ..... |
| **India Tire & Rubber Co.,** | Ribbed | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Akron, O.** | N.S. | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| **June 1, 1919** | Cord N.S. | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | d65.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T. | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| **Indiana Rubber & Ins. Wire Co.,** | P. | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| **Jonesboro, Ind. Button & Trac.** | N.S. | c16.90 | ‖18.00 | ..... | ‖23.00 | ‖24.60 | ‖27.15 | 29.65 | ..... | ..... | 36.20 | ‖37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| **April 22 (3500 miles)** | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| **Indian Tubes—see Vulcan** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **International India Rubber** | Ribbed | c16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| **Corp.,So. Bend,Ind. (7000 m.)** | Rough | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| **May 12, 1919 South Bend** | R.T. | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| **Iowa Cord Tire Co., (5000 miles)** | P. | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| **Des Moines, Iowa** | N.S. | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| | Cord P. | ..... | c19.50 | ..... | c20.50 | ..... | d34.50 | ..... | ..... | ..... | ‖42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | d68.50 | ..... | ..... |
| **April 1 (7500 miles)** | Cord N.S. | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | ‖44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | d55.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.10 | ..... | ..... |
| **Jaco—see Johnstown** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **J. & D. Tire Co.,** | Ribbed Tread | ..... | 16.20 | ..... | 19.70 | ..... | 23.20 | ..... | ..... | ..... | 30.40 | 31.05 | 32.55 | 33.20 | ..... | ..... | ..... | ..... | 43.65 | 45.90 | 46.70 | ..... | 55.80 | ..... | 58.50 | ..... | ..... |
| **Charlotte, N. C.** | N.S. | ..... | ..... | ..... | 21.15 | ..... | 24.75 | ..... | ..... | ..... | 32.85 | 33.75 | 35.35 | 36.00 | ..... | ..... | ..... | ..... | 47.70 | 49.95 | 50.85 | ..... | 58.95 | ..... | 62.10 | ..... | ..... |
| **May 12, 1919** | G.T. | 2.95 | 3.05 | ..... | 3.50 | 3.60 | 3.80 | 4.15 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.30 | 5.40 | 5.55 | ..... | 6.50 | 6.55 | 6.70 | 6.95 | 7.05 | 7.80 | 7.95 | 8.10 | ..... | 8.65 |
| | R.T. | 3.20 | 3.30 | ..... | 4.05 | 4.15 | 4.30 | 4.40 | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | 5.95 | 6.10 | ..... | 7.00 | 7.15 | 7.30 | 7.45 | 7.55 | 8.50 | 8.70 | 8.80 | ..... | 9.35 |
| **Johnstown Automobile Co., "Jaco" T.** | | 2.95 | 3.05 | ..... | 3.45 | 3.65 | 3.80 | 4.10 | ..... | ..... | 4.90 | 5.05 | 5.25 | 5.35 | 5.45 | 5.55 | 6.50 | 6.60 | 6.65 | 6.75 | 6.90 | 7.10 | 8.10 | 8.25 | 8.40 | ..... | ..... |
| **Johnstown, Pa. April 1** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Kant Slip—see Kelly** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Keaton—see Mohawk** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **‡Keaton Tire & Rubber Co.,** | Ribbed | ..... | 15.70 | ..... | 20.00 | ..... | 23.00 | ..... | ..... | ..... | 31.20 | 31.80 | 33.30 | 34.10 | ..... | ..... | 42.50 | 43.80 | 45.20 | 47.30 | 48.00 | ..... | 55.50 | ..... | 58.80 | ..... | ..... |
| **San Francisco, Cal.** | N.S. | ..... | ..... | ..... | 22.00 | ..... | 25.65 | ..... | ..... | ..... | 34.40 | 35.00 | 36.70 | 37.50 | ..... | ..... | 46.75 | 48.25 | 49.75 | 51.90 | 52.90 | ..... | 51.10 | ..... | 64.70 | ..... | 79.80 |
| **June 16, 1919 (5000 miles)** | R.T. | ..... | 3.75 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.30 | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | 10.90 |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49.10 | 50.45 | 51.90 | ..... | ..... | 55.45 | 56.80 | 58.40 | 59.75 | 61.15 | ..... | 72.60 | ..... | 75.90 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58.85 | 54.25 | 55.70 | ..... | ..... | 59.45 | 61.00 | 62.70 | 64.30 | 65.75 | ..... | 77.90 | ..... | 81.40 | ..... | ..... |
| | R.T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | ..... |
| **Kelly Springfield Tire (5000 miles)** | P. | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ..... | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Co.,** | Bailey T. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | ‖44.60 | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | d43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| **New York (6000 m.)** | Kant Slip T. | c25.16 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q102.05 | q105.80 |
| **May 15, 1919 (6000 m.)** | R.T. | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| | Grooved Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| | Block & Button Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |
| **Kendall Tire &** | Ribbed Tread | ..... | c24.20 | ..... | c29.15 | c31.25 | q33.90 | ..... | ..... | ..... | ‖41.25 | d43.10 | d44.55 | *45.90 | ..... | ..... | *53.80 | d55.55 | *57.30 | *59.00 | *60.85 | ..... | *70.25 | d72.65 | *75.10 | q94.60 | ..... |
| **Rubber Co., Akron, O.** | N.S. | ..... | c27.40 | ..... | c31.90 | ..... | q35.30 | ..... | ..... | ..... | ‖43.65 | d45.10 | d46.50 | *48.10 | ..... | *51.00 | *55.45 | d57.00 | *58.85 | *60.50 | *62.25 | q64.00 | *72.60 | d75.00 | *77.45 | q97.35 | q103.04 |
| **(6000 miles)** | Wrapped Tread | ..... | ..... | ..... | ..... | ..... | q33.90 | ..... | ..... | ..... | ..... | ..... | g44.55 | *45.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | g75.10 | ..... | ..... |
| **Nov. 20** | R.T. | ..... | 3.65 | ..... | 4.70 | 4.90 | 5.10 | 5.40 | ..... | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 |

‡ Prices apply only to Pacific States. ‖ See Mohawk Rubber Co. for extra prices and Middle West.

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# FEDERAL

## DOUBLE CABLE BASE CORD TIRES

## A Big Selling Advantage

THE firm grip the Double-Cable-Base gives Federal tires to their rims, also gives Federal dealers a "firm grip" upon the tire sales of their territory.

Additional wear and long life are afforded by four twisted steel cables running through the base of the tires. They hold the tire securely on the rim, prevent tube pinching, rim cutting and blow-outs above rim, and relieve side wall chafing.

Unusual resiliency and durability are also added by our method of internal air pressure moulding of separate diagonal layers of loose cords, impregnated with live rubber. This gives even tension that distributes road strain uniformly.

Besides the black non-skid Federal Cord Tire there are the white non-skid "Rugged" tread extra ply fabric and the black "Traffik" tread.

Write for dealer information.

**The Federal Rubber Co., of Illinois**

**Factories, Cudahy, Wisconsin**

Manufacturers of Federal Cord and Fabric Automobile Tires, Motor Cycle Tires, Bicycle Tires, Inner Tubes Accessories and Mechanical Rubber Goods

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| Name | Trade Name and Trade | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Keystone Rubber Mfg. Co. | G.T. | 3.15 | 2.90 | 3.50 | 3.50 | 4.10 | 3.70 | 4.35 | 4.50 | 5.00 | 4.55 | 4.65 | 4.75 | 4.85 | 5.65 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.10 | 7.00 | 7.00 | 8.10 | 7.40 | 9.00 | 9.25 |
| Erie, Pa. May 15, 1919 | R.T. | 3.50 | 3.25 | 3.85 | 3.90 | 4.55 | 4.10 | 4.80 | 5.00 | 5.55 | 5.05 | 5.20 | 5.25 | 5.40 | 6.25 | 6.35 | 6.10 | 6.25 | 6.45 | 6.60 | 6.80 | 7.80 | 7.75 | 8.95 | 8.15 | 9.95 | 10.20 |
| "Moomy" Extra Heavy | T. | 3.75 | 3.75 | 4.20 | 4.60 | 5.00 | 4.80 | 5.25 | 5.50 | 6.20 | 5.95 | 6.10 | 6.25 | 6.45 | 6.95 | 7.15 | 7.25 | 7.45 | 7.65 | 7.95 | 8.10 | 8.80 | 9.35 | 10.20 | 9.85 | 11.30 | 11.55 |
| Keystone Tire & Rubber Co., | N.S. | ..... | *17.68 | ..... | *22.79 | ..... | †26.27 | ..... | ..... | ..... | *35.20 | d35.73 | †37.49 | †38.50 | ..... | ..... | ..... | ..... | †51.13 | d53.46 | d54.21 | ..... | †60.98 | ..... | †64.46 | ..... | ..... |
| New York City, N. Y. | R.T. | ..... | 3.48 | ..... | 4.05 | ..... | 4.40 | ..... | ..... | ..... | 5.50 | 5.63 | 5.85 | 5.98 | ..... | ..... | ..... | ..... | 7.70 | 7.92 | 8.14 | ..... | 8.71 | ..... | 9.11 | ..... | ..... |
| May 12, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kimball Tire & Rubber Co. Ribbed | N.S. | ..... | §15.20 | ..... | §19.74 | §20.95 | §23.84 | §27.06 | ..... | ..... | §31.75 | §30.91 | §32.45 | §33.16 | §34.65 | §35.20 | ..... | ..... | †44.00 | §45.95 | §46.70 | §48.75 | ..... | §55.70 | §58.25 | ..... | ..... |
| Chicago, Ill. Feb. 1 | G.T. | ..... | 2.85 | ..... | 3.25 | 3.35 | 3.40 | 3.60 | ..... | ..... | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.05 | ..... | ..... | 6.05 | 6.15 | 6.25 | 6.45 | ..... | .750 | 7.65 | ..... | ..... |
| Kokomo Rubber Co., | P. | c14.75 | c14.95 | ..... | c19.00 | ..... | d22.20 | ..... | ..... | ..... | c29.70 | d30.25 | d31.70 | d32.40 | ..... | ..... | ..... | ..... | d53.00 | d44.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kokomo, Ind. | N.S. | c15.10 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | d45.25 | *47.30 | d48.00 | ..... | d55.55 | ..... | *58.35 | ..... | ..... |
| May 12, 1919 Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | ..... | ..... | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | ..... |
| Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | ..... | ..... | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | ..... |
| The Krohn Co., Inc., 227 W. 51st | N.S. | ..... | c12 90 | ..... | c16.90 | ..... | §19.40 | ..... | ..... | ..... | c24.70 | d25.30 | *26.00 | *26.50 | ..... | ..... | ..... | ..... | *35.50 | *38.00 | *38.50 | ..... | *46.00 | ..... | *48.00 | ..... | ..... |
| St., N.Y.C., June 5, "Clipper" | R.T. | ..... | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.35 | 4.50 | 4.75 | 4.97 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.65 | ..... | 7.90 | ..... | 8.20 | ..... | ..... |
| Lambert Tire & Rubber Co., Cord Rib. | | ..... | c35.00 | ..... | c40 00 | ..... | 52.00 | ..... | ..... | ..... | 54.50 | 56.00 | 59.50 | 62.00 | ..... | ..... | ..... | ..... | 69.50 | ..... | ..... | ..... | 85.00 | ..... | ..... | ..... | ..... |
| Akron O., (7000 m.) Jan. 31 Cord | N.S. | ..... | c7.50 | ..... | c41.75 | ..... | 54.00 | ..... | ..... | ..... | 56.75 | 58.50 | 62.25 | 65.00 | ..... | ..... | ..... | ..... | 72.75 | ..... | ..... | ..... | 89.50 | ..... | ..... | ..... | ..... |
| Lancaster Tire (3500 m.) Crescent | N.S. | 12.55 | 13.70 | .... | 17.95 | 18.45 | 20.65 | ..... | ..... | ..... | 27.00 | 27.50 | 28.65 | 29.40 | ..... | ..... | ..... | ..... | 39.60 | 41.35 | 42.00 | ..... | 47.25 | ..... | 50.00 | ..... | ..... |
| & Rubber (6000 m.) Wiregrip | N.S. | ..... | 22.35 | ..... | 27.95 | 28.80 | 31.90 | ..... | ..... | ..... | 38.50 | 39.80 | 41.00 | 42.45 | ..... | ..... | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | ..... | 65.00 | ..... | 69.15 | ..... | ..... |
| Co., Columbus, O. May 12, 1919 | T. | 2.60 | 2.95 | ..... | 3.20 | 3.50 | 3.60 | ..... | ..... | ..... | 4.40 | 4.50 | 4.70 | 4.80 | ..... | ..... | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | ..... | 7.30 | ..... | 7.50 | ..... | ..... |
| Lee Tire & Rubber Co., Ribbed Tread | | ..... | 13.75 | ..... | c17.45 | ..... | d21.00 | ..... | ..... | ..... | c26.65 | d27.55 | d28.59 | d29.60 | ..... | ..... | ..... | d38.40 | d39.65 | d41.55 | d42.20 | ..... | d48.90 | ..... | d51.80 | ..... | ..... |
| Conshohocken, Pa. | N.S. | c15.15 | ..... | ..... | c20.15 | ..... | d23.10 | ..... | ..... | ..... | c30.45 | d31.45 | d32.45 | d33.20 | ..... | d37.05 | d44.10 | d43.35 | d44.80 | d46.90 | d48.00 | ..... | d54.95 | d58.10 | d58.10 | ..... | ..... |
| May 12, 1919 Puncture | P. | ..... | c25.25 | ..... | c31.65 | ..... | d33.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Proof | N.S. | ..... | c27.75 | ..... | c34.65 | ..... | d36.90 | ..... | ..... | ..... | c44.15 | d48.25 | d49.95 | d51.60 | ..... | ..... | d61.65 | d61.70 | d64.35 | d66.80 | d68.15 | ..... | d73.75 | ..... | d75.80 | ..... | ..... |
| Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.55 | ..... | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| G.T. | | 3.00 | 3.00 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 4.95 | 5.00 | 5.15 | 5.35 | ..... | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| L. & M. Rubber Co., | P. | †13.35 | †14.00 | ..... | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | ..... | ..... | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 |
| Carrollton, Ohio | N.S. | †15.20 | †16.20 | ..... | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | †32.60 | 33.30 | 35.10 | 36.00 | 37.15 | 38.25 | ..... | d46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.85 | 62.10 | †79.95 | †81.70 |
| May 15, 1919 | G.T. | 3.25 | 3.35 | ..... | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | ..... | ..... | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 |
| "L. & M. Buckskin" | R.T. | 3.95 | 4.10 | ..... | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | ..... | ..... | 8.80 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 |
| Lewis Tire Co., May 12, 1919, | N.S. | ..... | 16.05 | ..... | 20 .0 | ..... | 24.0 | ..... | ..... | ..... | 32.20 | 33.00 | 34.45 | 35.15 | 35.40 | 37.90 | ..... | ..... | 6.80 | 47.95 | 48.9 | ..... | 56.10 | 58.40 | 59.95 | ..... | ..... |
| Allentown, Pa. (5000 m.) "Mack" | R.T. | ..... | 3.15 | ..... | 3.70 | ..... | 4.0 | ..... | ..... | ..... | 5.10 | 5.20 | 5.30 | 5.60 | 6.20 | 6.50 | ..... | ..... | 6 95 | 7.10 | 7.2 | ..... | 8.40 | 8.50 | 8.6 | ..... | ..... |
| Liberty Tire & Rubber Co., | P. | ..... | c19.50 | ..... | c25.00 | ..... | *29.50 | ..... | ..... | ..... | c39.25 | *40.00 | *42.00 | *42.70 | ..... | ..... | ..... | ..... | *57.50 | *60.25 | *61.25 | ..... | ..... | ..... | *73.00 | ..... | ..... |
| Green Bay, Wisc. | N.S. | ..... | c22.50 | ..... | c28.50 | ..... | *36.25 | ..... | ..... | ..... | c45.00 | *45.75 | *48.20 | *49.25 | ..... | ..... | ..... | ..... | *65.20 | *68.50 | *69.60 | ..... | ..... | ..... | *85.40 | ..... | ..... |
| June 1 | G.T. | ..... | 3.35 | ..... | 3.90 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.40 | 7.50 | 7.65 | ..... | ..... | ..... | 9.30 | ..... | ..... |
| (5000 miles) | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.75 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... |
| Lion Tire & Rubber Corp., | Ribbed | ..... | c19.60 | ..... | c24.20 | ..... | d27.45 | ..... | ..... | ..... | c36.55 | d38.00 | d39.15 | d40.05 | ..... | ..... | ..... | ..... | d53.20 | d55.50 | d56.40 | ..... | d66.30 | ..... | c71.45 | ..... | ..... |
| Lafayette, Ind. | N.S. | ..... | ..... | ..... | ..... | ..... | *28.90 | ..... | ..... | ..... | ..... | d39.30 | *41.25 | *42.10 | d44.00 | ..... | ..... | d54.20 | *55.90 | *58.45 | q59.50 | *62.00 | *69.85 | ..... | *75.20 | ..... | ..... |
| July 1, 1918 (5000 miles) | G.T. | ..... | 4.00 | ..... | 4.40 | 4.65 | 4.90 | ..... | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.85 | 6.95 | ..... | ..... | 8.10 | 8.40 | 8.65 | 8.95 | 9.25 | 10.30 | ..... | 10.70 | ..... | ..... |
| Long-Wear Rubber Co., Ribbed Tread | | ..... | c21.00 | ..... | c25.40 | ..... | d29.60 | ..... | ..... | ..... | c36.50 | d37.20 | d38.80 | d39.20 | ..... | ..... | d47.09 | d49.40 | d50.75 | d53.00 | d54.00 | ..... | *62.50 | ..... | *66.20 | ..... | ..... |
| Elyria, O. | N.S. | ..... | ..... | ..... | c26.00 | ..... | d30.50 | ..... | ..... | ..... | c37.25 | d38.00 | d39.50 | d40.00 | ..... | ..... | d48.50 | 50.00 | d51.50 | d54.00 | d55.50 | ..... | *63.00 | ..... | *67.00 | ..... | ..... |
| (5000 miles) May 13, 1919 | G. & R.T. | 2.80 | 3.35 | ..... | 4.15 | ..... | 4.50 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.50 | ..... | ..... | 6.50 | 6.70 | 7.00 | 7.20 | 7.40 | ..... | 8.40 | ..... | 8.80 | ..... | ..... |
| McCreary Tire & Rubber Co., | P. | 17.65 | 18.75 | ..... | 22.45 | ..... | 28.25 | ..... | ..... | ..... | 35.65 | 37.30 | 38.20 | 39.25 | ..... | 40.20 | ..... | 50.50 | ..... | 55.05 | 56.50 | 57.00 | 65.85 | ..... | 67.20 | ..... | ..... |
| Indiana, Pa. (6000 miles) | N.S. | 17.90 | 19.00 | ..... | 23.50 | ..... | 29.75 | ..... | ..... | ..... | 36.90 | 39.30 | 40.30 | 41.25 | ..... | 42.20 | 50.15 | 52.00 | 54.00 | 57.25 | 58.75 | 59.35 | 69.15 | ..... | 70.55 | ..... | ..... |
| May 20, 1919 | R.T. | 3.40 | 3.50 | ..... | 4.25 | ..... | 4.50 | ..... | ..... | ..... | 5.35 | 5.45 | 5.80 | 6.00 | ..... | 6.30 | 6.75 | 6.95 | 7.15 | 7.35 | 7.55 | 7.80 | 8.45 | ..... | 9.35 | ..... | ..... |
| McGraw Tire & Rubber Co., | Ribbed | c15.20 | c15.65 | ..... | c20.75 | ..... | d24.15 | ..... | ..... | ..... | c31.40 | d32.50 | d34.00 | d35.50 | ..... | ..... | d42.75 | d44.25 | d46.15 | d48.10 | d49.20 | ..... | *57.50 | ..... | *60.70 | ..... | ..... |
| Cleveland, O. | N.S. | c16.00 | c16.45 | ..... | c21.85 | ..... | d25.45 | ..... | ..... | ..... | c33.10 | d34.20 | d35.80 | d37.35 | ..... | ..... | d45.00 | d46.60 | d48.60 | d50.65 | d51.75 | ..... | *60.55 | ..... | *63.90 | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.60 | ..... | 4.30 | ..... | 4.65 | ..... | ..... | ..... | 5.40 | 5.60 | 5.70 | 5.85 | ..... | ..... | 7.10 | 7.25 | 7.40 | 7.50 | 7.60 | ..... | 8.90 | ..... | 9.50 | ..... | ..... |
| | G.T. | 2.75 | 2.85 | ..... | 3.50 | ..... | 3.90 | ..... | ..... | ..... | 4.80 | 4.95 | 5.05 | 5.15 | ..... | ..... | 6.00 | 6.25 | 6.35 | 6.45 | 6.55 | ..... | 7.80 | ..... | 8.25 | ..... | ..... |
| Cord Ribbed | | ..... | ..... | ..... | c26.50 | ..... | ..... | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... |
| Cord | N.S. | ..... | ..... | ..... | c28.50 | ..... | ..... | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| McLean Tire & Rubber Co., | N.S. | ..... | c17.50 | ..... | c23.00 | ..... | d27.00 | ..... | ..... | ..... | c36.00 | d37.00 | d38.00 | d39.00 | ..... | ..... | d46.00 | d47.00 | d49.00 | d51.00 | d53.00 | ..... | *59.00 | ..... | *63.00 | ..... | ..... |
| East Liverpool, O. | G.T. | ..... | 3.45 | ..... | 4.20 | ..... | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | 6.70 | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | ..... | ..... |
| Jan. 1 | R.T. | ..... | 3.80 | ..... | 4.60 | ..... | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | ..... | ..... | 7.35 | 7.60 | 7.75 | 8.00 | 8.25 | ..... | 9.70 | ..... | 10.00 | ..... | ..... |
| McNaull Tire Co., Toledo, O. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 1 (6000 miles) Heavy Duty | | ..... | ..... | ..... | 44.50 | ..... | 45.50 | ..... | ..... | ..... | ..... | 51.10 | ..... | 54.95 | ..... | 56.25 | ..... | ..... | 67.55 | ..... | 72.65 | ..... | ..... | ..... | ..... | ..... | 84.75 |
| McTal Rubber Co., | G.T. | ..... | 3.35 | ..... | 4.15 | 4.25 | 4.40 | 5.20 | ..... | ..... | 5.40 | 5.55 | 5.70 | 5.85 | 6.25 | 6.30 | ..... | 7.10 | 7.20 | 7.35 | 7.55 | 7.85 | 8.90 | 9.05 | 9.20 | 10.55 | 10.75 |
| West Haven, Conn. Apr. 22 | R.T. | ..... | 3.70 | ..... | 4.60 | 4.65 | 4.80 | 5.75 | ..... | ..... | 5.95 | 6.15 | 6.30 | 6.45 | 6.90 | 6.95 | ..... | 7.75 | 7.95 | 8.10 | 8.35 | 8.65 | 9.80 | 10.10 | 10.15 | 11.60 | 11.85 |
| Mansfield Tire & Rubber Co., | P. | 15.20 | 15.60 | 19.00 | 20.30 | 21.40 | 23.65 | 30.70 | 34.30 | 32.85 | 31.10 | 31.70 | 33.15 | 33.90 | 40.90 | 36.10 | ..... | ..... | 45.75 | 47.80 | 48.60 | 50.50 | 54.50 | 63.65 | 57.80 | ..... | ..... |
| Mansfield, O. (4000 miles) | N.S. | 15.95 | 16.40 | ..... | 21.25 | 22.40 | 24.70 | 32.15 | ..... | ..... | 32.65 | 33.20 | 34.80 | 35.65 | 42.90 | 37.95 | ..... | 46.55 | 48.00 | 50.20 | 51.10 | 53.10 | 57.25 | 66.80 | 60.70 | ..... | ..... |
| April 22 | G.T. | 3.25 | 3.30 | 3.75 | 4.15 | 4.20 | 4.25 | 5.00 | 5.30 | 5.45 | 5.25 | 5.35 | 5.50 | 5.65 | 6.35 | 6.05 | ..... | 6.75 | 6.90 | 7.10 | 7.30 | 7.55 | 8.60 | 9.45 | 8.90 | ..... | ..... |
| | R.T. | 3.65 | 3.70 | 4.20 | 4.60 | 4.70 | 4.75 | 5.55 | 5.90 | 6.06 | 5.85 | 5.95 | 6.10 | 6.25 | 7.10 | 6.70 | ..... | 7.50 | 7.70 | 7.85 | 8.10 | 8.40 | 9.55 | 10.45 | 9.85 | ..... | ..... |
| Marathon Tire & Rubber Co., | Runner | ..... | c21.50 | ..... | c24.40 | c25.35 | †28.80 | *30.55 | ..... | ..... | c35.30 | *36.70 | *37.90 | *39.00 | *41.20 | *42.15 | d47.90 | ..... | *50.85 | *52.25 | *53.90 | *56.60 | *63.30 | *65.00 | *66.80 | ..... | ..... |
| Cuyahoga Falls, O. | Angle N.S. | c21.00 | c22.00 | ..... | c25.00 | c26.00 | †29.50 | *31.35 | ..... | ..... | c36.20 | *37.65 | *38.85 | *40.00 | *42.25 | *43.30 | d49.15 | *50.60 | *52.20 | *53.65 | *55.25 | *58.05 | *64.80 | *66.70 | *68.50 | ..... | ..... |
| May 15, 1919 | R.T. | 3.30 | 3.50 | ..... | 4.30 | 4.45 | 4.60 | 4.90 | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.00 | 6.20 | 6.40 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.90 | 8.90 | 9.15 | 9.40 | 10.66 | 10.95 |
| | G.T. | 2.85 | 3.05 | ..... | 3.80 | 3.95 | 4.05 | 4.35 | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | 5.45 | 5.65 | 6.05 | 6.20 | 6.40 | 6.60 | 6.80 | 7.00 | 8.00 | 8.25 | 8.45 | 9.60 | 9.90 |
| Angle Tread Cord | | ..... | ..... | ..... | ..... | ..... | d43.20 | ..... | ..... | ..... | ..... | d54.50 | d56.25 | d57.95 | ..... | ..... | d61.30 | ..... | d65.05 | d67.00 | d68.80 | ..... | *81.00 | ..... | *85.60 | ..... | ..... |

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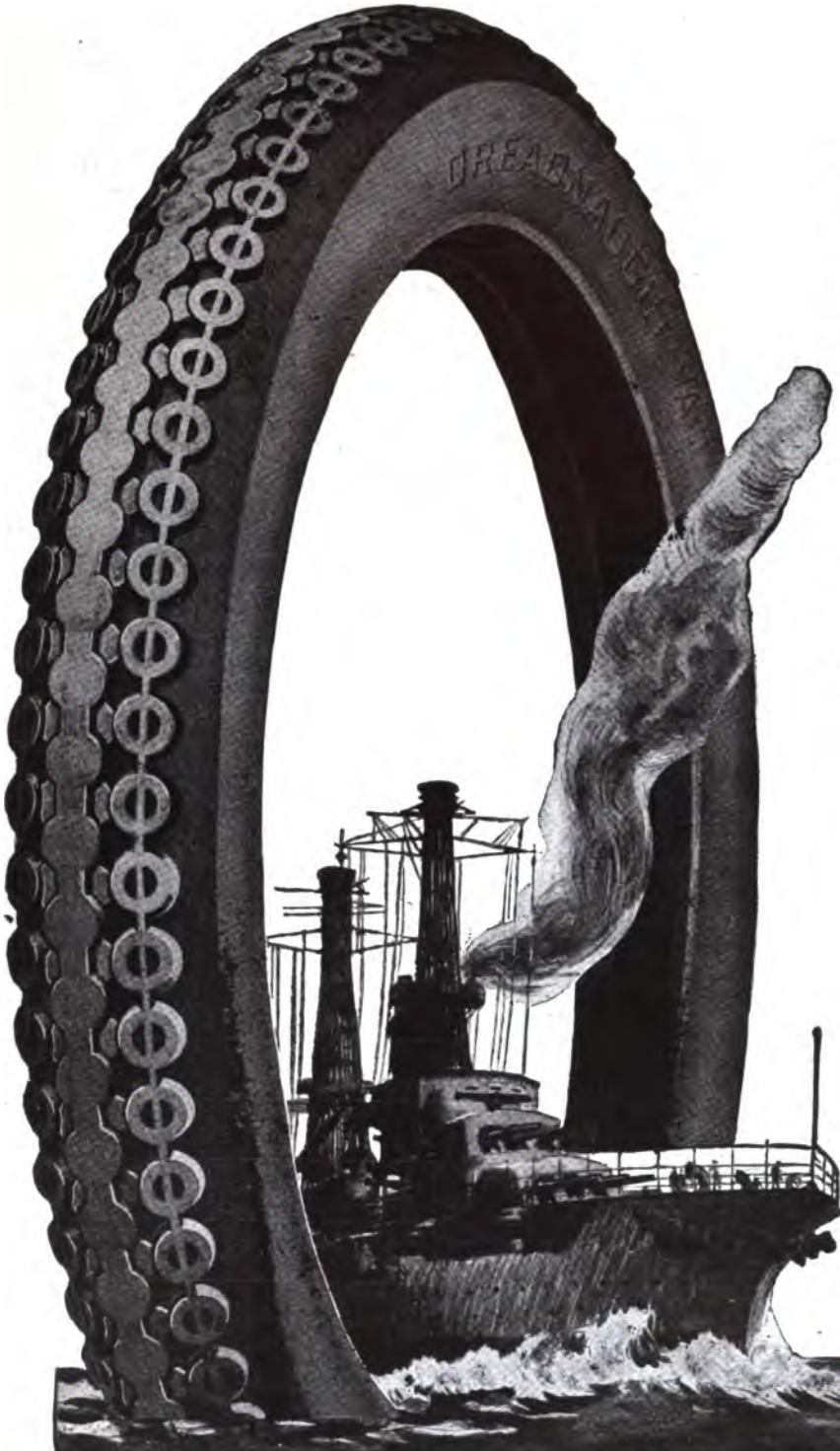
# DREADNAUGHT TIRES




Massive *in* Stature
Gigantic *in* Performance
Dogged *in* Endurance

THE DREADNAUGHT TIRE & RUBBER CO
BALTIMORE, MARYLAND

DEALERS:—We have an exceptional proposition to those who want to join in selling DREADNAUGHT TIRES.

*Write or wire for particulars.*

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SALES DEPARTMENT
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GUARANTEED 6000 MILES


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| Name | Trade Name and Tread | | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Marion Tire & Rubber Co., Marion, O. (4000 miles) May 12, 1919 | | P. | c13.20 | c14.20 | ..... | c18.50 | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | c16.25 | c17.35 | ..... | c22.00 | ..... | *25.70 | ..... | ..... | ..... |
| | | G.T. | 2.95 | 3.05 | ..... | 3.60 | 3.85 | 4.10 | ..... | ..... | ..... |
| | | R.T. | ..... | 4.05 | ..... | 4.70 | 5.15 | 5.40 | ..... | ..... | ..... |
| | Ribbed Tread | | ..... | c16.50 | ..... | c21.20 | *22.00 | *24.20 | ..... | ..... | ..... |
| Mason Tire & Rubber Co., Kent, O. May 12, 1919 | | P. | 16.25 | 17.20 | ..... | 21.65 | ..... | 26.40 | ..... | ..... | ..... |
| | | Ribbed | 17.20 | 18.50 | ..... | 22.40 | ..... | 27.15 | ..... | ..... | ..... |
| | | N.S. | ..... | 20.20 | ..... | 24.65 | ..... | 29.20 | ..... | ..... | ..... |
| | | G.T. | 3.10 | 3.40 | ..... | 3.80 | ..... | 4.05 | ..... | ..... | ..... |
| | | R.T. | 3.25 | 3.70 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... |
| | | Cord | ..... | ..... | ..... | c32.80 | ..... | d39.80 | ..... | ..... | ..... |
| Meyer Rubber Co., Columbiana, Ohio July 1 | | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... |
| | | Runner T. | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... |
| | | Extra Heavy T. | ..... | 2.93 | ..... | 3.40 | ..... | 3.67 | ..... | ..... | ..... |
| | | Special T. | ..... | 2.64 | ..... | 2.98 | ..... | 3.35 | ..... | ..... | ..... |
| Michelin Tire Co., Milltown, N.J. May 12, 1919 | | P. | ..... | ..... | ..... | c21.50 | ..... | ..... | ..... | ..... | ..... |
| | Universal | | ..... | c16.10 | ..... | d20.50 | c22.80 | d24.50 | ..... | ..... | ..... |
| | | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tube | | 3.30 | 3.35 | ..... | 3.95 | 3.35 | 4.20 | 4.60 | ..... | ..... |
| Mid-Contitent Tire Mfg. Co., Wichita, Kan. June 2 Ford sizes (10000 m.) | Ribbed C'd | | ..... | c21.15 | ..... | c26.45 | ..... | d30.25 | ..... | ..... | ..... |
| | "Mdico" (2500 m.) | N.S | ..... | c23.50 | ..... | c27.95 | ..... | d33.60 | ..... | ..... | ..... |
| | | Cord | ..... | ..... | ..... | c39.85 | ..... | d45.50 | ..... | ..... | ..... |
| | | Tubes | ..... | 3.80 | ..... | 4.90 | ..... | 5.10 | ..... | ..... | ..... |
| | Midco G.T. | | ..... | 2.85 | ..... | 3.35 | ..... | 3.80 | ..... | ..... | ..... |
| Miller Rubber Co., Akron, O. May 12, 1919 | Cord Ribbed | | ..... | ..... | ..... | c29.75 | ..... | d37.05 | ..... | ..... | ..... |
| | | N.S. | ..... | ..... | ..... | c32.10 | ..... | d39.75 | ..... | ..... | ..... |
| | Black Tread | N.S. | c15.20 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... |
| | Wrapped | P. | c15.20 | d16.20 | ..... | c20.60 | ..... | d24.10 | ..... | ..... | ..... |
| | | N.S. | c17.60 | c18.90 | ..... | c24.10 | ..... | d28.15 | ..... | ..... | ..... |
| | | C.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... |
| | | R.T. | 3.30 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... |
| Midland Tire & Rubber Co., Coshocton, O. (5000 mls.) Oct 1 | McClurg | P. | ..... | ..... | ..... | 23.95 | 25.85 | 28.05 | 28.85 | ..... | ..... |
| | | N.S | 19.80 | 22.00 | ..... | 27.50 | ..... | 29.85 | 32.65 | ..... | ..... |
| | Peerless | P. | ..... | 15.20 | ..... | 19.60 | 20.70 | 23.05 | 26.90 | ..... | ..... |
| | | N.S | 16.40 | 15.85 | ..... | 20.65 | ..... | 24.25 | 28.15 | ..... | ..... |
| Monarch—see Perfection | | | | | | | | | | | |
| Mohawk Rubber Co., Akron, O. May 12, 1919 | | N.S. | c20.80 | c21.85 | ..... | c26.85 | c27.85 | d30.80 | *33.60 | ..... | ..... |
| | | Ribbed | ..... | c19.45 | ..... | c23.20 | ..... | d27.15 | ..... | ..... | ..... |
| | Keaton, | N.S. | ..... | ..... | ..... | c28.20 | ..... | d32.50 | ..... | ..... | ..... |
| | Tubes | | 3.15 | 3.30 | ..... | 4.20 | 4.35 | 4.50 | 4.80 | ..... | ..... |
| | Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Monarch Rubber Co., Hartsville, O. (4000 miles) June 25, 1919 | | N.S. | ..... | 19.00 | ..... | 23.10 | ..... | 29.05 | ..... | ..... | ..... |
| | | G.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.55 | ..... | ..... | ..... |
| | | R.T. | ..... | 3.75 | ..... | 4.40 | ..... | 5.05 | ..... | ..... | ..... |
| Mutual Tire & Rubber Co., N.Y.C. May 15 | (5500 m.) | N.S. | 22.80 | 23.05 | ..... | 29.20 | ..... | 34.80 | ..... | ..... | ..... |
| | | R.T. | ..... | 4.50 | ..... | 5.35 | ..... | 5.55 | ..... | ..... | ..... |
| National Rubber Products Co., Phila., Pa. May 15, 1919 | "Speedway" | N.S. | ..... | c17.50 | ..... | c22.75 | ..... | *26.10 | ..... | ..... | ..... |
| | Tubes | | ..... | 4.35 | ..... | 4.95 | ..... | 5.45 | ..... | ..... | ..... |
| National Tire & Rubber Co., East Palestine, O. May 12, 1919 | "Capitol" (5000 miles) | P. | 13.30 | 13.05 | ..... | 17.00 | ..... | 19.70 | ..... | ..... | ..... |
| | | N.S. | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... |
| | Olympian & Roamer (6000 miles) | P. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... |
| | | N.S. | ..... | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... |
| | Highway | N.S. | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... |
| | Record | N.S. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... |
| | | G.T. | 2.80 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... |
| | | R.T. | 3.40 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... |
| National Tire Co., Trenton, N.J. May 12, 1919 | | P. | ..... | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... |
| | | N.S. | ..... | 14.75 | ..... | 18.70 | ..... | 21.85 | ..... | ..... | ..... |
| | | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... |
| Needham Tire Co., Charles River, Mass. May 15 (3500 miles) | | P. | c15.85 | c17.15 | ..... | 21.80 | 23.10 | 25.45 | *28.55 | ..... | ..... |
| | | N.S. | ..... | ..... | ..... | 25.10 | 26.30 | 29.15 | *32.70 | ..... | ..... |
| | | T. | 3.00 | 3.10 | ..... | 3.55 | 3.65 | 3.70 | 3.90 | ..... | ..... |
| Neverslip—see Falls | | | | | | | | | | | |
| Neverskid—see Faure | | | | | | | | | | | |
| New Castle Tire Co., Pittsburgh, May 1, 1919 | Ribbed | | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... |
| | | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... |

| Name | Trade Name and Tread | | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Marion Tire & Rubber Co., Marion, O. (4000 miles) May 12, 1919 | | P. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | c34.40 | *35.05 | *36.70 | *37.50 | *39.60 | *41.80 | ..... | ..... | *49.75 |
| | | G.T. | 4.85 | 5.00 | 5.25 | 5.45 | 6.05 | 6.20 | ..... | ..... | 6.70 |
| | | R.T. | 6.40 | 6.55 | 6.85 | 7.00 | 7.35 | 7.55 | ..... | ..... | 8.40 |
| | Ribbed Tread | | c32.45 | *33.00 | d34.65 | d35.75 | ..... | ..... | ..... | ..... | d47.85 |
| Mason Tire & Rubber Co., Kent, O. May 12, 1919 | | P. | 33.45 | 34.05 | 36.05 | 36.65 | ..... | ..... | 44.95 | 45.95 | 47.60 |
| | | Ribbed | 34.75 | 35.30 | 37.50 | 38.05 | ..... | ..... | 48.95 | 49.55 | 52.50 |
| | | N.S. | 36.25 | 36.85 | 39.00 | 39.70 | ..... | ..... | 49.00 | 51.00 | 52.45 |
| | | G.T. | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.10 | 6.25 | 6.45 |
| | | R.T. | 5.10 | 5.25 | 5.45 | 5.70 | ..... | ..... | 6.60 | 6.80 | 7.00 |
| | | Cord | ..... | d51.50 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.40 | *60.00 |
| Meyer Rubber Co., Columbiana, Ohio July 1 | | N.S. | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | ..... | ..... | ..... |
| | | Runner T. | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | ..... | ..... | ..... |
| | | Extra Heavy T. | 4.66 | 4.80 | 4.93 | 5.06 | ..... | 5.27 | ..... | ..... | 6.33 |
| | | Special T. | 4.20 | 4.29 | 4.43 | 4.56 | ..... | 4.85 | ..... | ..... | 5.43 |
| Michelin Tire Co., Milltown, N.J. May 12, 1919 | | P. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Universal | | c27.90 | d33.25 | d34.50 | d35.75 | ..... | ..... | ..... | ..... | ..... |
| | | Cord | ..... | d48.25 | d49.50 | d51.25 | ..... | ..... | d55.25 | ..... | d58.00 |
| | Tube | | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 |
| Mid-Contitent Tire Mfg. Co., Wichita, Kan. June 2 Ford sizes (10000 m.) | Ribbed C'd | | c37.95 | d39.00 | d40.10 | d41.25 | ..... | ..... | *45.60 | d48.15 | d49.50 |
| | "Mdico" (2500 m.) | N.S | c40.55 | d44.20 | d45.50 | d47.50 | ..... | ..... | *51.25 | d53.25 | *55.15 |
| | | Cord | ..... | d57.96 | d58.90 | d60.90 | ..... | ..... | 65.25 | d66.40 | d68.65 |
| | | Tubes | 6.00 | 6.15 | 6.35 | 6.60 | ..... | ..... | 7.70 | 8.00 | 8.25 |
| | Midco G.T. | | 4.50 | 4.75 | 4.95 | 5.10 | ..... | ..... | 6.00 | 6.20 | 6.35 |
| Miller Rubber Co., Akron, O. May 12, 1919 | Cord Ribbed | | ..... | d47.00 | d48.25 | d49.75 | ..... | ..... | d53.05 | d54.45 | d55.90 |
| | | N.S. | ..... | d51.55 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.45 | d60.00 |
| | Black Tread | N.S. | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 |
| | Wrapped | P. | c31.25 | d31.90 | d33.50 | d34.20 | ..... | ..... | d40.65 | d41.85 | d43.25 |
| | | N.S. | c36.55 | d37.35 | d39.20 | d40.00 | ..... | ..... | d47.50 | d49.05 | d50.60 |
| | | C.T. | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 |
| | | R.T. | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 |
| Midland Tire & Rubber Co., Coshocton, O. (5000 mls.) Oct 1 | McClurg | P. | 34.10 | 34.65 | 36.30 | 37.40 | ..... | 39.05 | ..... | ..... | 52.25 |
| | | N.S | 39.85 | 40.70 | 42.90 | 44.00 | ..... | 46.75 | 55.00 | ..... | 58.30 |
| | Peerless | P. | 30.25 | 30.80 | 32.15 | 32.95 | ..... | 38.60 | ..... | ..... | 44.35 |
| | | N.S | 31.75 | 32.30 | 33.70 | 34.55 | ..... | 40.50 | 43.85 | ..... | 46.60 |
| Monarch—see Perfection | | | | | | | | | | | |
| Mohawk Rubber Co., Akron, O. May 12, 1919 | | N.S. | c37.40 | 39.80 | 40.85 | 42.40 | *43.85 | 46.35 | *48.90 | *49.95 | 52.15 |
| | | Ribbed | 34.35 | d36.65 | d37.75 | *38.85 | ..... | ..... | *44.45 | ..... | *47.75 |
| | Keaton, | N.S. | c39.00 | d41.95 | d43.05 | d44.65 | ..... | ..... | *51.35 | ..... | *55.40 |
| | Tubes | | 5.30 | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.80 | 7.05 | 7.20 |
| | Cord | N.S. | ..... | d58.50 | d59.75 | d61.55 | ..... | ..... | d69.05 | d70.65 | d72.25 |
| | Cord | Ribbed | ..... | d55.55 | d56.80 | d58.50 | ..... | ..... | d65.95 | d67.30 | d69.05 |
| Monarch Rubber Co., Hartsville, O. (4000 miles) June 25, 1919 | | N.S. | 36.90 | 38.10 | 39.80 | 41.10 | ..... | ..... | ..... | 49.50 | 51.80 |
| | | G.T. | 5.40 | 5.50 | 5.65 | 5.85 | ..... | ..... | ..... | 6.80 | 6.95 |
| | | R.T. | 6.10 | 6.25 | 6.50 | 6.60 | ..... | ..... | ..... | 7.70 | 7.80 |
| Mutual Tire & Rubber Co., N.Y.C. May 15 | (5500 m.) | N.S. | 43.40 | 44.20 | 46.70 | 47.50 | ..... | ..... | *55.80 | *57.90 | 59.85 |
| | | R.T. | 7.15 | 7.40 | 7.55 | 7.70 | ..... | ..... | 9.00 | 9.15 | 9.35 |
| National Rubber Products Co., Phila., Pa. May 15, 1919 | "Speedway" | N.S. | c34.85 | *35.50 | *37.10 | *38.25 | ..... | ..... | *48.60 | d49.50 | *50.40 |
| | Tubes | | 7.05 | 7.25 | 7.45 | 7.65 | ..... | ..... | 9.30 | 9.45 | 9.60 |
| National Tire & Rubber Co., East Palestine, O. May 12, 1919 | "Capitol" (5000 miles) | P. | 26.00 | 26.55 | 27.95 | 28.45 | ..... | ..... | ..... | ..... | 38.30 |
| | | N.S. | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | 43.30 |
| | Olympian & Roamer (6000 miles) | P. | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | 45.25 |
| | Highway | N.S. | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | ..... |
| | Record | N.S. | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... |
| | | G.T. | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.10 |
| | | R.T. | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 |
| National Tire Co., Trenton, N.J. May 12, 1919 | | P. | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 |
| | | N.S. | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 |
| | | R.T. | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 |
| Needham Tire Co., Charles River, Mass. May 15 (3500 miles) | | P. | 34.00 | *34.80 | *36.50 | *37.15 | *38.70 | *39.30 | ..... | *47.90 | *49.50 |
| | | N.S. | 39.40 | *40.00 | *41.80 | *42.60 | *44.35 | *44.95 | ..... | *55.85 | *57.00 |
| | | T. | 4.90 | 5.10 | 5.20 | 5.35 | 5.50 | 5.50 | ..... | 6.60 | 6.80 |
| Neverslip—see Falls | | | | | | | | | | | |
| Neverskid—see Faure | | | | | | | | | | | |
| New Castle Tire Co., Pittsburgh, May 1, 1919 | Ribbed | | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... |
| | | N.S. | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... |

| Name | Trade Name and Tread | | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|
| Marion Tire & Rubber Co., Marion, O. (4000 miles) May 12, 1919 | | P. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | *52.05 | *52.80 | *57.20 | *61.10 | ..... | *64.75 | ..... | ..... |
| | | G.T. | 6.80 | 7.10 | 7.55 | 8.20 | ..... | 8.50 | ..... | ..... |
| | | R.T. | 9.15 | 9.35 | 10.15 | 10.45 | ..... | 10.95 | ..... | ..... |
| | Ribbed Tread | | d50.40 | d51.15 | ..... | d59.40 | ..... | d62.70 | ..... | ..... |
| Mason Tire & Rubber Co., Kent, O. May 12, 1919 | | P. | 45.95 | 47.60 | 48.35 | 56.00 | ..... | 59.00 | ..... | ..... |
| | | Ribbed | 49.55 | 52.50 | 53.20 | 61.70 | ..... | 65.95 | ..... | ..... |
| | | N.S. | 52.45 | 54.45 | 55.05 | 64.95 | ..... | 68.85 | ..... | ..... |
| | | G.T. | 6.45 | 6.65 | 6.80 | 7.45 | ..... | 7.75 | ..... | ..... |
| | | R.T. | 7.00 | 7.10 | 7.35 | 8.10 | ..... | 8.45 | ..... | ..... |
| | | Cord | d58.40 | *60.00 | d61.55 | *62.90 | ..... | *77.95 | ..... | ..... |
| Meyer Rubber Co., Columbiana, Ohio July 1 | | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Runner T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Extra Heavy T. | 6.33 | 6.47 | 6.60 | 6.80 | 7.73 | 7.87 | 8.00 | ..... |
| | | Special T. | 5.43 | 5.60 | 5.77 | 5.98 | 6.76 | 6.89 | 7.03 | ..... |
| Michelin Tire Co., Milltown, N.J. May 12, 1919 | | P. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Universal | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Cord | d58.00 | ..... | d60.75 | ..... | d68.00 | ..... | d72.00 | ..... |
| | Tube | | 7.10 | 7.30 | 7.50 | ..... | 8.30 | 8.50 | 8.80 | 9.75 | 9.75 |
| Mid-Contitent Tire Mfg. Co., Wichita, Kan. June 2 Ford sizes (10000 m.) | Ribbed C'd | | d49.50 | d51.80 | *53.15 | ..... | *64.45 | ..... | *68.65 | ..... | ..... |
| | "Mdico" (2500 m.) | N.S | *55.15 | d58.50 | *59.10 | ..... | *72.20 | ..... | *76.80 | ..... | ..... |
| | | Cord | d68.40 | d68.65 | d70.40 | d71.90 | d84.15 | ..... | d85.50 | ..... | ..... |
| | | Tubes | 8.25 | 8.40 | 8.70 | ..... | 9.85 | ..... | 10.45 | ..... | ..... |
| | Midco G.T. | | 6.35 | 6.45 | 6.65 | ..... | 7.75 | ..... | 7.95 | ..... | ..... |
| Miller Rubber Co., Akron, O. May 12, 1919 | Cord Ribbed | | d55.90 | d57.20 | d58.60 | ..... | *69.50 | ..... | *72.60 | ..... | ..... |
| | | N.S. | d58.45 | d60.00 | d61.50 | d62.90 | *74.55 | ..... | 78.00 | ..... | ..... |
| | Black Tread | N.S. | d45.25 | d47.30 | d48.00 | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | Wrapped | P. | d43.25 | d45.30 | ..... | ..... | *53.05 | ..... | ..... | ..... | ..... |
| | | N.S. | d50.60 | d52.90 | d53.70 | ..... | *63.70 | ..... | *67.55 | ..... | ..... |
| | | C.T. | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | | R.T. | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Midland Tire & Rubber Co., Coshocton, O. (5000 mls.) Oct 1 | McClurg | P. | ..... | 52.25 | 53.45 | ..... | 61.60 | 62.70 | 64.90 | ..... | ..... |
| | | N.S | 58.30 | 60.50 | 62.15 | 64.90 | 71.50 | 73.15 | 75.90 | 105.15 | 116.60 |
| | Peerless | P. | 44.35 | 46.40 | 47.10 | 53.90 | 52.90 | ..... | ..... | ..... | ..... |
| | | N.S | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | ..... | ..... | ..... | ..... |
| Monarch—see Perfection | | | | | | | | | | | |
| Mohawk Rubber Co., Akron, O. May 12, 1919 | | N.S. | 52.15 | 54.40 | 57.15 | *58.50 | *65.00 | †67.80 | 69.30 | q80.35 | q82.90 |
| | | Ribbed | *47.75 | d49.75 | *52.60 | ..... | *59.95 | ..... | *63.25 | ..... | ..... |
| | Keaton, | N.S. | *55.40 | d56.45 | *59.55 | ..... | *68.75 | q71.25 | *72.10 | q84.60 | q87.20 |
| | Tubes | | 7.20 | 7.35 | 7.60 | 7.90 | 8.60 | 8.90 | 9.20 | 10.50 | 10.80 |
| | Cord | N.S. | d72.25 | d74.05 | d76.75 | ..... | *88.55 | ..... | *90.00 | ..... | ..... |
| | Cord | Ribbed | d69.05 | d70.85 | d72.90 | ..... | *83.90 | ..... | *85.50 | ..... | ..... |
| Monarch Rubber Co., Hartsville, O. (4000 miles) June 25, 1919 | | N.S. | 54.00 | 57.10 | ..... | 64.10 | ..... | 69.70 | ..... | ..... | ..... |
| | | G.T. | 7.15 | 7.40 | ..... | 8.65 | ..... | 8.95 | ..... | ..... | ..... |
| | | R.T. | 8.05 | 8.25 | ..... | 9.65 | ..... | 9.95 | ..... | ..... | ..... |
| Mutual Tire & Rubber Co., N.Y.C. May 15 | (5500 m.) | N.S. | 63.05 | 65.60 | ..... | 75.40 | ..... | 80.15 | ..... | ..... | ..... |
| | | R.T. | 9.55 | 9.80 | ..... | 11.30 | ..... | 11.55 | ..... | ..... | ..... |
| National Rubber Products Co., Phila., Pa. May 15, 1919 | "Speedway" | N.S. | *51.30 | *52.20 | ..... | d60.00 | ..... | *63.00 | ..... | ..... | ..... |
| | Tubes | | 9.75 | 9.85 | ..... | 11.55 | ..... | 12.05 | ..... | ..... | ..... |
| National Tire & Rubber Co., East Palestine, O. May 12, 1919 | "Capitol" (5000 miles) | P. | 40.05 | 40.60 | ..... | 45.70 | ..... | 48.35 | ..... | ..... | ..... |
| | | N.S. | 45.25 | 45.90 | ..... | 53.30 | ..... | 56.30 | ..... | ..... | ..... |
| | Olympian & Roamer (6000 miles) | P. | 43.90 | ..... | ..... | 51.70 | ..... | 54.60 | ..... | ..... | ..... |
| | | N.S. | 45.25 | ..... | ..... | 53.30 | ..... | 56.30 | ..... | ..... | ..... |
| | Highway | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Record | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | G.T. | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... |
| | | R.T. | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... | ..... |
| National Tire Co., Trenton, N.J. May 12, 1919 | | P. | 39.55 | 40.10 | ..... | 45.10 | ..... | 47.75 | ..... | ..... | ..... |
| | | N.S. | 44.70 | 45.35 | ..... | 52.50 | ..... | 55.60 | ..... | ..... | ..... |
| | | R.T. | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... | ..... |
| Needham Tire Co., Charles River, Mass. May 15 (3500 miles) | | P. | *51.70 | *52.40 | *54.35 | *58.85 | *59.65 | *61.90 | q87.75 | q87.80 |
| | | N.S. | *59.35 | *60.00 | *62.30 | *67.45 | *68.35 | *71.00 | q98.20 | q100.75 |
| | | T. | 6.80 | 6.90 | 7.15 | 8.15 | 8.40 | 8.40 | 9.00 | 9.25 |
| Neverslip—see Falls | | | | | | | | | | |
| Neverskid—see Faure | | | | | | | | | | |
| New Castle Tire Co., Pittsburgh, May 1, 1919 | Ribbed | | d46.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | d48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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# BILTWELL TIRES

"MASTER OF THE ROAD"

## LONG SERVICE
of
## BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

TRACTION TREAD

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Jersey Carspring Co., Jersey City, N. J. (5000 miles) May 12, 1919 | "Carspring" P. | c14.28 | c14.44 | | c18.77 | | d21.76 | | | | c28.67 | d29.29 | d30.63 | d31.30 | | | | d41.04 | d42.23 | d44.08 | d44.75 | | d50.32 | | d55.99 | | | | | | | |
| | "Carspring" N.S. | c14.85 | c15.11 | | c19.54 | | d22.79 | | | | c30.21 | d30.73 | d32.12 | d32.89 | | | | d42.95 | d44.29 | d46.30 | d47.02 | | d52.80 | | d55.99 | | | | | | | |
| | G.T. | 2.82 | 2.88 | | 3.44 | | 3.80 | | | | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | | 7.86 | | | | | | | |
| | R.T. | 3.18 | 3.34 | | 4.00 | | 4.26 | | | | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | | 8.72 | | | | | | | |
| Nobby—see U.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Norwalk Tire & Rubber Co., Norwalk, Conn. May 12, 1919 (5000 m.) | P. | | c18.45 | | | | | | | | | | | | | | | | | | g54.40 | | | | g65.70 | | | | | | |
| | N.S. | | c19.45 | | c25.95 | c29.1 | *31.75 | | | | c36.70 | *40.00 | *41.45 | *42.60 | | q45.25 | d50.65 | d52.40 | *54.15 | *55.90 | *57.65 | q59.45 | *65.20 | q66.05 | *69.00 | | | | | | |
| | Cord Ribbed | | | | | | d39.45 | | | | | d49.75 | d51.10 | d52.45 | | | d54.65 | d57.80 | d59.05 | d60.45 | d62.15 | | *73.40 | | d76.90 | | | | | | |
| | Cord N.S. | | | | | | d42.25 | | | | | d53.40 | d54.85 | d56.30 | | | d60.20 | d61.75 | d63.30 | d64.85 | d66.45 | | *78.80 | | *82.45 | | | | | | |
| | G.T. | 3.35 | 3.40 | | 4.20 | 4.35 | 4.45 | 5.25 | | | 5.15 | 5.30 | 5.45 | 5.55 | | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 | | | | |
| | R.T. | 3.50 | 3.55 | | 4.40 | 4.55 | 4.65 | 5.50 | | | 5.70 | 5.85 | 6.00 | 6.15 | | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 | | | | |
| Oldfield Tire Co., Cleveland, O. May 12, 1919 | P. | | c13.60 | | c17.75 | | c21.65 | | | | c28.55 | c29.10 | d30.40 | d31.10 | | | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | | 50.00 | | 55.15 | | | | | | |
| | N.S. | | c16.50 | | c21.10 | | d25.85 | | | | c34.45 | d35.15 | d36.90 | d37.75 | | | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | | 61.55 | | 65.25 | | | | | | |
| | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | | | | | |
| | R.T. | | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | | | |
| | Cord Ribbed | | | | c28.35 | | d35.30 | | | | | d47.20 | d48.50 | d49.60 | | | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | | *69.80 | | *72.90 | | | | | | |
| | Cord N.S. | | | | c30.60 | | d37.90 | | | | | d50.70 | d52.10 | d53.40 | | | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | | *74.80 | | *78.25 | | | | | | |
| Olympian—see Natl. Tire & Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Owen Tire & Rubber Co., (6500 miles) New Bedford, O. May 12, 1919 | Ribbed | | c18.50 | | c22.95 | | c29.50 | | | | c31.65 | c35.10 | c36.10 | c37.20 | | | | | | | | | | | | | | | | | |
| | N.S. | | | | c25.00 | | c32.50 | | | | c36.00 | c40.00 | c41.25 | c43.00 | | | | | | | | | | | | | | | | | |
| | Tubes | | 3.05 | | 3.60 | | 3.95 | | | | 4.80 | 4.80 | 5.00 | 5.20 | | | 6.20 | 6.40 | 6.55 | 6.70 | 6.90 | | 7.85 | | 8.15 | | | | | | |
| | Owen Cords Ribbed | | | | | | d35.25 | | | | | d44.75 | d45.90 | d47.20 | | | d50.40 | d51.75 | d53.05 | d54.34 | d55.65 | | *66.00 | | *69.10 | | | | | | |
| | Owen Cords N.S. | | | | | | d37.85 | | | | | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.55 | d57.00 | d58.55 | d59.80 | | *70.90 | | *74.30 | | | | | | |
| Palmer Tire & Rubber Co., St. Joseph, Mich., June 2, 1919 | Molded Gum Tubes | | 3.80 | | 4.30 | | 4.70 | | | | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | | 9.50 | 10.00 | 10.15 | | 11.25 | | | | |
| | Safety Cord Tubes | | 4.20 | | 4.40 | | 4.70 | | | | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6.90 | 7.05 | 7.35 | 7.50 | 7.75 | | 8.95 | 9.45 | 9.55 | | | | | | |
| Para-Bell Rubber Co., Columbiana, O. (4000 miles) May 12, 1919 | P. | | c14.44 | d21.76 | c18.77 | | | | | | c28.67 | d29.29 | d30.63 | d31.30 | | | | | | d44.08 | | | | | | | | | | | |
| | N.S. | | c15.11 | d22.79 | c19.54 | | | | | | c30.21 | d30.73 | d32.12 | d32.89 | | | | | d44.29 | §46.30 | d47.02 | | §52.80 | | §55.99 | | | | | | |
| | G.T. | | 2.88 | 3.80 | 3.44 | | | | | | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | | 7.86 | | | | | | |
| | R.T. | | 3.31 | 4.26 | 4.00 | | | | | | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | | 8.72 | | | | | | |
| Peerless Tire & Rubber Co., Green Bay, Wisc. May 1 "Green Bay Peerless" | Ribbed Tread | | c16.50 | | c21.00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. | | c18.50 | | c23.50 | | d27.45 | | | | c36.65 | d37.40 | d39.25 | d40.10 | | | | | d53.25 | d55.65 | d56.50 | | | | d69.25 | | | | | | |
| | G.T. | | 3.35 | | 3.80 | | 4.20 | | | | 5.40 | 5.55 | 5.80 | 5.90 | | | | | 7.30 | 7.40 | 7.60 | | | | 9.25 | | | | | | |
| | R.T. | | 3.75 | | 4.35 | | 4.60 | | | | 5.90 | 6.05 | 6.25 | 6.55 | | | | | 8.05 | 8.15 | 8.30 | | | | 10.00 | | | | | | |
| Pennsylvania Rubber Co., Jeanette, Pa. July 19, 1919 | (6000) Vacuum Cup | | c15.70 | | c20.10 | c21.45 | *33.70 | *27.10 | | | c30.00 | *30.55 | *32.25 | *32.90 | *34.70 | *35.25 | d42.45 | d44.25 | *44.60 | *46.35 | *46.90 | *48.60 | *57.10 | *58.20 | *57.10 | | | | | | |
| | (3500 m.) Bar Circle | | c12.65 | | c15.35 | | *17.90 | | | | c23.90 | *24.35 | *25.55 | *26.20 | | | | | | | | | | | | | | | | | |
| | (6000) Vacuum Cup Cd. | | | | c32.75 | | d36.45 | | | | | d46.30 | d47.55 | d48.80 | | | d52.15 | d53.55 | d55.00 | d56.20 | *57.65 | | *68.30 | | *71.40 | | | | | | |
| | (6000) Channel Td. Cd. | | | | c30.50 | | d33.95 | | | | | d43.10 | d44.25 | d45.30 | | | d48.60 | d49.80 | d51.20 | d52.40 | *53.65 | | *63.70 | | *66.60 | | | | | | |
| | Ton Tested G.T. | | 2.40 | | 2.80 | 3.15 | 3.30 | 3.60 | | | 3.95 | 4.10 | 4.30 | 4.45 | 4.70 | 4.85 | 5.25 | 5.40 | 5.55 | 5.65 | 5.85 | 6.20 | 6.75 | 6.95 | 7.00 | | | | | | |
| | Ex. Heavy G.T. | | 3.00 | | 3.50 | | 4.15 | | | | 4.95 | 5.15 | 5.40 | 5.55 | | | 6.55 | 6.75 | 6.95 | 7.05 | 7.30 | | 8.45 | | 8.75 | | | | | | |
| Perfection Tire & Rubber Co., Fort Madison, Ia. July 1st, 1919 | (6000 miles) P. | | 19.95 | | 24.05 | | 27.35 | | | | 34.15 | 35.35 | 36.50 | 37.80 | | | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | | 58.55 | | 62.95 | | | | | | |
| | (6000 miles) N.S. | | 22.00 | | 25.75 | | 31.35 | | | | 37.15 | 38.95 | 40.80 | 42.60 | | | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | | 64.85 | | 69.50 | | | | | | |
| | (3500 miles)) N.S. | | 15.65 | | 19.90 | | 23.25 | | | | 31.15 | 31.75 | 33.25 | 34.00 | | | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | | 55.45 | | 58.75 | | | | | | |
| | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | | 7.45 | | 7.75 | | | | | | |
| | R.T. | | 3.40 | | 3.90 | | 4.25 | | | | 4.85 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | | | |
| Perfection Tube Co., Painesville, O. April 1 "Monarch" | G.T. | 3.15 | 3.35 | | 4.15 | 4.20 | 4.25 | 4.50 | | | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | | 6.80 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | | 9.50 | | | | |
| | R.T. | 3.45 | 3.70 | | 4.65 | 4.70 | 4.75 | 5.00 | | | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | | 10.50 | | | | |
| Pharis Tire & Rubber Co., Newark, O. May 12, 1919 | P. | 13.70 | 12.90 | | 16.80 | | 19.45 | | | | 25.65 | 26.20 | 27.40 | 28.10 | | | | 36.60 | 37.80 | 39.55 | | | 45.10 | | | | | | | | |
| | N.S. | | 15.75 | | 20.00 | | 23.35 | | | | 31.25 | 31.85 | 33.35 | 34.10 | | | | 43.85 | 45.25 | 47.30 | 48.00 | | 55.55 | | 58.85 | | | | | | |
| | R.T. | 3.35 | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | | | |
| Portage Rubber Co., Barberton, O. May 1, 1919 | P. | | c16.50 | | c19.40 | c21.60 | d25.75 | | | | c29.75 | d31.95 | d33.55 | d34.35 | | | d42.65 | d44.10 | d43.20 | d45.30 | d45.95 | | *51.70 | | *54.00 | | | | | | |
| | Daisy N.S. | c16.05 | c17.30 | | c22.25 | c23.45 | d28.20 | | | | c34.10 | d34.80 | d36.60 | d37.40 | | | 47.80 | d49.10 | d49.50 | d51.50 | d52.05 | | *62.30 | | *65.25 | | | | | | |
| | Tubes | 2.85 | 3.10 | | 3.75 | 3.85 | 3.95 | | | | 5.00 | 5.25 | 5.45 | 5.60 | | | 6.55 | 6.70 | 6.80 | 6.95 | 7.20 | | 8.00 | | 8.40 | | | | | | |
| | Cord Ribbed | | | | | | | | | | | d52.65 | d54.00 | d55.50 | | | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | | *77.65 | | *81.30 | | | | | | |
| | Cord Daisy Tread | | | | | | | | | | | d56.55 | d58.00 | d59.60 | | | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | | *82.00 | | *87.40 | | | | | | |
| Porter Rubber Co., Salem, O. May 15, 1919 (5000 miles) | Giant | | c15.75 | | c22.25 | | d26.50 | | | | c33.50 | d34.25 | d35.00 | d36.00 | | | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | | *61.00 | | | | | | |
| | N.S. | | c18.80 | | c23.50 | | d27.75 | | | | c35.00 | d35.75 | d36.60 | d37.40 | | | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | | *63.95 | | | | | | |
| | G.T. | | 3.10 | | 3.75 | | 3.85 | | | | 4.90 | 5.15 | 5.20 | 5.45 | | | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | | 8.40 | | | | | | |
| | R.T. | | 3.50 | | 4.10 | | 4.35 | | | | 5.50 | 5.65 | 5.85 | 6.05 | | | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | | 9.30 | | | | | | |
| Pyramid—see Pharis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Powertown—see RochesterTire & R.Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quaker City Rubber Co., Philadelphia, Pa. May 14, 1919 (5000 miles) | P. | †15.65 | †16.50 | †17.80 | 20.60 | †21.60 | 24.60 | 26.45 | | | †30.85 | 31.25 | 32.60 | 33.10 | *34.60 | 35.10 | c42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 | | | | |
| | "T.T.T" N.S. | †17.60 | †19.10 | †20.70 | 23.95 | †24.90 | 28.90 | 30.90 | | | †35.80 | 36.40 | 37.85 | 38.60 | *40.25 | 40.85 | c46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.90 | *58.55 | 59.30 | *61.60 | q80.10 | q83.35 | | | | |
| | G.T. | 3.20 | 3.35 | 3.50 | 3.75 | 3.95 | 4.00 | 4.20 | 4.35 | 5.00 | 5.10 | 5.40 | 5.50 | 5.60 | 5.80 | 5.90 | 6.80 | 7.00 | 7.05 | 7.15 | 7.25 | 7.45 | 8.55 | 8.65 | 8.90 | 9.45 | 9.85 | | | | |
| | R.T. | 3.30 | 3.70 | 3.90 | 4.15 | 4.35 | 4.40 | 4.60 | 4.85 | 5.50 | 5.55 | 5.95 | 6.05 | 6.15 | 6.40 | 6.50 | 7.55 | 7.70 | 7.75 | 7.85 | 8.00 | 8.20 | 9.40 | 9.50 | 9.80 | 10.40 | 10.90 | | | | |
| Racine Auto Tire Co., Racine, Wis. May 12, 1919 | P. | §15.05 | §15.25 | | §19.35 | | §23.40 | | | | §28.80 | §29.70 | §30.15 | §30.60 | | | d38.25 | d39.60 | §40.95 | §42.75 | §43.65 | | §49.95 | §50.00 | §50.40 | | | | | | |
| | N.B. | §16.65 | §16.85 | | c21.15 | | §26.10 | | | | §32.85 | §33.75 | §35.10 | §36.00 | | | d44.55 | d46.35 | §47.70 | §49.95 | §50.85 | | §58.50 | §59.50 | §62.10 | | | | | | |
| | G.T. | 2.80 | 2.85 | | 3.40 | | 3.85 | | | | 4.55 | 4.75 | 4.95 | 5.15 | | | 6.05 | 6.20 | 6.35 | 6.40 | 6.70 | | 7.75 | 7.90 | 8.05 | | | | | | |
| | Cord Ribbed | | | | | | | | | | | | | | | | | | *56.70 | *58.05 | *58.95 | | *69.30 | | *72.00 | | | | | | |
| | Cord N.S. | | | | | | d40.50 | | | | | d50.85 | d52.20 | d53.55 | | | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | | d75.15 | | d78.75 | | | | | | |
| | Brown Re-Cord Tubes | | 3.90 | | 4.45 | | 4.90 | | | | 5.50 | 5.85 | 6.00 | 6.30 | | | 7.30 | 7.55 | @ 7.75 | 8.03 | 8.40 | | @ 9.55 | 9.80 | 10.00 | | | | | | |

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THERE has never been any difficulty in selling Kelly Tires—cord or fabric.

The only trouble has been in making enough of them.

Why advertise, then?

For the same reason that a wise man carries insurance on a perfectly fire-proof building.

Some day we hope to catch up with the demand.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Racine Rubber Co.,** | P. | 13.70 | 14.00 | ..... | 17.30 | 18.15 | 20.10 | 24.55 | ..... | ..... | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.80 | 36.55 | 37.60 | 38.90 | 40.05 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 53.50 | 55.05 | | |
| **Racine, Wis.** | Country Road N.S. | 16.85 | 17 05 | ..... | 20.55 | 22.05 | 23.95 | 27.15 | ..... | ..... | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 | | |
| **May 12, 1919** | Ribbed Cord | ..... | ..... | | ..... | ..... | 36.20 | ..... | ..... | ..... | 44.50 | 45.95 | 47.15 | 48.25 | ..... | ..... | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | ..... | 67.90 | 69.70 | 70.95 | ..... | ..... | | |
| | N.S. Cord | ..... | ..... | | ..... | ..... | 38.00 | ..... | ..... | ..... | 46.50 | 48.25 | 49.50 | 50.85 | ..... | ..... | 54.20 | 55.80 | 57.35 | 58.65 | 60.05 | ..... | 71.15 | 73.00 | 74.00 | ..... | ..... | | |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | ..... | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 | | |
| | R.T. | 3.40 | 3.55 | 3 75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | ..... | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 | | |
| **Record—See National Tire & Rub. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Redskin Tube—see Federal** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Red Top—see Supertread** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Reliance Tire & Rubber Corp.,** | G.T. | 3.05 | 3.15 | ..... | 3.75 | 4.00 | 3.85 | 4.25 | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.80 | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.60 | 6.90 | 7.85 | 7.95 | 8.05 | ..... | ..... | | |
| **Keyport, N. J. May 12, 1919,** | R.T. | 3.30 | 3.35 | ..... | 3.95 | 4.35 | 4.20 | 4.60 | ..... | ..... | 5.00 | 5.25 | 5.50 | 5.70 | 5.90 | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | 7.80 | 8.30 | 8.55 | 8.80 | ..... | ..... | | |
| **Republic Rubber Co.,** | Ribbed Tread | ..... | c16.20 | ..... | c20.60 | ..... | 24.05 | ..... | ..... | ..... | d32.05 | d32.75 | d34.40 | d35.15 | ..... | ..... | d43.80 | d45.15 | d46.75 | d48.90 | d49.55 | ..... | d57.25 | ..... | ..... | ..... | ..... | | |
| **Youngstown, O.** | Staggard Tread | c16.85 | c17.95 | ..... | c22.90 | c24.80 | d26.80 | 30.45 | ..... | ..... | c35.75 | d36.50 | d38.35 | d39.15 | d41.00 | d41.60 | d48.90 | d50.35 | d52.00 | d54.50 | d55.25 | d57.55 | *63.80 | d64.75 | *67.70 | ..... | ..... | | |
| **May 12, 1919** | G.T. | 2.95 | 3.00 | ..... | 3.50 | 3.65 | 3.75 | 4.20 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.60 | 5.75 | 5.95 | 6.65 | 6.80 | 6.90 | 7.05 | 7.15 | 7.45 | 8.35 | 8.55 | 8.60 | ..... | ..... | | |
| | R.T. | 3.40 | 3.60 | ..... | 4.25 | 4.40 | 4.45 | 4.70 | ..... | ..... | 5.65 | 5.75 | 6.05 | 6.25 | 6.50 | 6.60 | 7.30 | 7.45 | 7.70 | 7.80 | 8.00 | 8.25 | 9.25 | 9.45 | 9.65 | ..... | ..... | | |
| | Grande Cord Ribbed | ..... | ..... | ..... | ..... | ..... | 40.55 | ..... | ..... | ..... | ..... | d51.40 | d52.80 | d54.20 | ..... | ..... | d57.95 | d59.35 | d61.05 | d62.45 | d63.95 | ..... | *75.85 | ..... | ..... | ..... | ..... | | |
| | Staggard | ..... | ..... | ..... | ..... | ..... | 43.45 | ..... | ..... | ..... | ..... | d55.20 | d56.70 | d58.15 | ..... | ..... | d62.20 | d63.80 | d65.50 | d67.05 | d68.70 | ..... | *81.40 | *85.20 | ..... | ..... | ..... | | |
| | Grand Tube | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.75 | 7.85 | 8.00 | ..... | ..... | 9.20 | 9.35 | 9.45 | 9.65 | 9.85 | ..... | 10.35 | 10.75 | ..... | ..... | ..... | | |
| **Revere—see U.S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Reynolds, W. C., 129 W. 37th St.,** | N.S. | ..... | c25.95 | ..... | c31.90 | ..... | d33.75 | ..... | ..... | ..... | c43.85 | $45.90 | d46.90 | $48.60 | ..... | ..... | $62.75 | d63.75 | 64.95 | *65.80 | 67.90 | ..... | 76.75 | c77.55 | 78.85 | c99.65 | q10670 | | |
| **N. Y. City (5000 m.) "Para" tubes** | | ..... | 4.80 | ..... | 6.00 | ..... | 6.35 | ..... | ..... | ..... | 7.65 | 8.20 | 8.65 | 9.20 | ..... | ..... | 11.50 | 11.70 | 11.90 | 12.10 | 12.70 | ..... | 12.10 | 12.90 | 13.75 | 16.60 | 17.80 | | |
| **May, 1919** | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d63.40 | $64.70 | ..... | ..... | $73.10 | d74.15 | 75.65 | *76.80 | 78.50 | ..... | 85.75 | ..... | 87.90 | ..... | ..... | | |
| **Roamer—See National Tire Rubber Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Rochester Tire & Rubber** | Cord Ribbed | ..... | ..... | ..... | 34.40 | ..... | 42.85 | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | ..... | d60.85 | d62.40 | d63.95 | d65.45 | ..... | d77.65 | ..... | d81.30 | ..... | ..... | | |
| **Co., Buffalo, N. Y.** | N.S. | ..... | ..... | ..... | c36.80 | ..... | 45.70 | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | ..... | d65.35 | d67.05 | d68.75 | d70.35 | ..... | d82.00 | ..... | d87.40 | ..... | ..... | | |
| **"Powertown"** | R.T. | ..... | ..... | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | ..... | 6.15 | 6.40 | 6.65 | ..... | ..... | ..... | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... | | |
| **Royal Cord—see U. S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Rubber City Clearing House Co.,** | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | ..... | ..... | 47.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| **Akron, O.** | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | ..... | 6.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| **May 12, 1919 "Blackford"** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Rubber Products Co.,** | P. | ..... | 17.30 | ..... | 22.45 | 25.90 | 26.80 | ..... | ..... | ..... | 31.80 | 34.20 | 35.55 | 37.50 | ..... | 38.75 | ..... | ..... | 45.50 | 46.35 | 48.60 | 49.40 | ..... | ..... | 63.50 | ..... | ..... | | |
| **Barberton, O.** | Stronghold N.S. | ..... | 19.00 | ..... | 24.30 | 28.90 | 28.50 | q32.05 | ..... | ..... | 34.85 | 37.20 | 39.00 | 39.70 | q41.70 | 42.30 | d46.55 | 48.40 | 49.95 | 51.75 | 55.65 | 58.05 | 62.30 | q63.10 | 68.95 | ..... | ..... | | |
| **May 12, 1919 (6000 miles)** | G.T. | ..... | 3.00 | ..... | 3.40 | 3.55 | 3.75 | 3.90 | ..... | ..... | 4.70 | 4.95 | 5.15 | 5.25 | 5.45 | 5.55 | 6.45 | 6.50 | 6.60 | 6.75 | 7.05 | 7.20 | 7.90 | 8.05 | 8.30 | ..... | ..... | | |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d51.35 | d52.65 | ..... | ..... | ..... | d57.80 | ..... | d60.80 | ..... | ..... | ..... | 75.50 | ..... | 79.10 | ..... | ..... | | |
| **Runner—see Marathon** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Santa Fe—see Hawkeye** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Safety Tubes— see U. & G.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Samson—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Savage Tire Co.,** | P. | ..... | 13.90 | ..... | 17.70 | ..... | 20.70 | ..... | ..... | ..... | 27.60 | 28.20 | 29.55 | 30.30 | ..... | ..... | ..... | 38.90 | 40.15 | 42.05 | 42.70 | ..... | 49.30 | ..... | 52.25 | ..... | ..... | | |
| **San Diego, Ca.** | N.S. | ..... | 15.90 | ..... | 20.15 | ..... | 23.60 | ..... | ..... | ..... | 31.45 | 32.15 | 33.75 | 34.45 | ..... | ..... | 42.95 | 44.35 | 45.70 | 47.85 | 48.50 | ..... | 56.10 | ..... | 59.50 | ..... | ..... | | |
| **May 15, 1919** | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.90 | 6.00 | 6.10 | 6.25 | 6.50 | ..... | 7.50 | ..... | 7.80 | ..... | ..... | | |
| | Grafinite T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 5.00 | 5.35 | 5.50 | 5.75 | ..... | ..... | 6.65 | 6.75 | 6.90 | 7.10 | 7.50 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | | |
| **Schavoir Rubber Co.,** | G.T. | 3.35 | 3.40 | 3.65 | 4.10 | 4.15 | 4.20 | 4.40 | 4.60 | 5.10 | 5.20 | 5.30 | 5.50 | 5.65 | 5.85 | 6.05 | 6.65 | 6.75 | 6.85 | 7.05 | 7.30 | 7.55 | 8.55 | 8.80 | 8.90 | 10.30 | 10.35 | | |
| **Stamford, Conn. April 22** | R.T. | 3.40 | 3.65 | 3.95 | 4.60 | 4.65 | 4.70 | 5.00 | 5.15 | 5.65 | 5.80 | 5.90 | 6.05 | 6.25 | 6.50 | 6.70 | 7.25 | 7.45 | 7.65 | 7.85 | 8.05 | 8.40 | 9.30 | 9.55 | 9.80 | 11.25 | 11.50 | | |
| **Sebring Tire & Rubber Co.,** | N.S. | ..... | c15.10 | ..... | c19.30 | ..... | 21.90 | 23.25 | ..... | ..... | c31.65 | 32.10 | 32.80 | 33.65 | 34.65 | 35.95 | ..... | 40.15 | 41.05 | 42.10 | 43.80 | 44.95 | 49.80 | 51.70 | 53.05 | ..... | ..... | | |
| **Sebring, O. June 15 (5000 miles)** | G.T. | ..... | 2.80 | ..... | 3.30 | ..... | 3.35 | 3.55 | ..... | ..... | 4.40 | 4.55 | 4.70 | 4.80 | 4.90 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.40 | 7.30 | 7.45 | 7.60 | ..... | ..... | | |
| **Semple Rubber Co.,** | Semco R.T. | 3.60 | 3.75 | ..... | 4.50 | 4.60 | 4.75 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.40 | 6.60 | 6.75 | 6.95 | 7.95 | 8.20 | 8.35 | 8.50 | 8.70 | 8.90 | 9.85 | 10.05 | 10.35 | 11.00 | 11.30 | | |
| **Trenton, N.J. Jan. 15** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Sheridon—see Butler** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Silvertown—see Goodrich** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Sioux City Tire & Mfg. Co.,** | P. | 14.90 | 15.45 | ..... | 19.60 | ..... | 23.20 | ..... | ..... | ..... | 31.00 | 31.50 | 33.35 | 33.90 | ..... | 42.65 | ..... | 43.30 | 43.65 | 45.40 | 45.90 | ..... | 53.10 | ..... | 56.25 | ..... | ..... | | |
| **Sioux City, Iowa** | N.S. | 15.70 | 16.25 | ..... | 20.65 | ..... | 24.45 | ..... | ..... | ..... | 32.60 | 33.15 | 35.10 | 35.70 | ..... | 44.90 | ..... | 45.55 | 45.95 | 47.80 | 48.35 | ..... | 55.85 | ..... | 59.20 | ..... | ..... | | |
| **May 15, 1919** | G.T. | 3.15 | 3.20 | ..... | 3.80 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.35 | 5.55 | 5.65 | ..... | 6.20 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 8.05 | 8.75 | ..... | 9.10 | ..... | ..... | | |
| | R.T. | 3.65 | 3.75 | ..... | 4.55 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.50 | 6.75 | ..... | 7.25 | ..... | 7.85 | 8.05 | 8.20 | 8.45 | 9.15 | 9.50 | ..... | 9.90 | ..... | ..... | | |
| **Smith Canvas Tread Tire Co.,** | Tires | 20.99 | 21.79 | ..... | 28.22 | ..... | 31.30 | 38.40 | ..... | ..... | 36.95 | 37.90 | 39.30 | 40.40 | ..... | 43.15 | 49.80 | 50.10 | 51.00 | 54.00 | 55.25 | 57.00 | 63.00 | ..... | 68.00 | ..... | ..... | | |
| **Utica, N. Y. May17 (5000 m.)** | Tubes | 3.75 | 3.90 | ..... | 4.50 | ..... | 5.35 | 5.70 | ..... | ..... | 6.65 | 6.80 | 7.00 | 7.20 | ..... | 7.60 | 7.75 | 8.15 | 8.70 | 8.95 | 9.35 | 9.60 | 10.50 | ..... | 10.95 | ..... | ..... | | |
| **Southern Tire & Rubber Co.,** | P. | c14.75 | c15.70 | ..... | $19.95 | c21.30 | 23.25 | *27.05 | ..... | ..... | c31.00 | d31.70 | *33.25 | *34.00 | *36.00 | *36.55 | ..... | ..... | ..... | *47.40 | *48.10 | *51.70 | ..... | d60.00 | *62.05 | ..... | ..... | | |
| **Augusta, Ga.** | "S-Tread" N.S. | ..... | c17.50 | ..... | $23.00 | ..... | 26.25 | ..... | ..... | ..... | c34.45 | d35.10 | *36.80 | *37.85 | ..... | *40.40 | q47.50 | ..... | d50.00 | *53.40 | *53.95 | *56.00 | d62.80 | ..... | *66.15 | ..... | ..... | | |
| **June 1 (4000 miles)** | R.T. | 3.30 | 4.05 | ..... | 4.65 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.40 | 6.60 | 6.80 | 6.90 | 7.10 | 7.30 | 8.30 | ..... | 8.50 | 8.70 | 8.80 | 9.00 | 10.05 | 10.20 | 10.40 | ..... | ..... | | |
| **South Bend—see International** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |





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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Speedway—see National** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprague Tire & Rubber Co., | P. | ..... | 16.00 | ..... | 20.75 | ..... | 24.40 | ..... | ..... | ..... | 32.10 | 32.50 | 34.15 | 34.65 | ..... | ..... | ..... | 45.20 | 47.20 | 48.65 | 52.00 | ..... | 56.10 | ..... | 59.15 | ..... | ..... |
| Omaha, Nebr. | N.S. | 17.60 | 19.15 | ..... | 24.85 | ..... | 29.10 | ..... | ..... | ..... | 38.05 | 38.65 | 40.40 | 41.40 | ..... | ..... | ..... | 51.65 | 53.45 | 55.20 | 56.50 | ..... | 64.85 | ..... | 70.20 | ..... | ..... |
| May 12, 1919 | Cord N.S. | ..... | 25.18 | ..... | 30.50 | ..... | 36.15 | ..... | ..... | ..... | 47.12 | 47.85 | 49.30 | 50.50 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | Tubes | 3.10 | 3.65 | ..... | 4.20 | ..... | 4.65 | ..... | ..... | ..... | 5.10 | 5.60 | 5.80 | 6.10 | ..... | ..... | ..... | 7.20 | 7.50 | 7.75 | 8.00 | ..... | 9.00 | ..... | 10.00 | ..... | ..... |
| **Squeegee—see Diamond** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Stalwart—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Four Tire Co., | Super Tread | c15.50 | c16.15 | ..... | c20.55 | c22.50 | *24.30 | ..... | ..... | ..... | c32.00 | *32.60 | *34.50 | *35.05 | ..... | ..... | ..... | d47.20 | *48.00 | *49.70 | *50.55 | *52.60 | *58.50 | ..... | *61.65 | ..... | ..... |
| Keokuk, Iowa | N.S. | c16.60 | c17.25 | ..... | c22.00 | ..... | *25.95 | ..... | ..... | ..... | c34.70 | *35.30 | *37.30 | *37.95 | ..... | *40.60 | ..... | d51.00 | *51.45 | *53.45 | *54.10 | *56.15 | *65.95 | ..... | *69.40 | ..... | ..... |
| July 1st, 1919 | G.T. | 2.70 | 2.75 | ..... | 3.25 | 3.35 | 3.75 | 3.85 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | ..... | 6.00 | 6.10 | 6.25 | 6.50 | 6.70 | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.35 | ..... | 3.90 | 4.05 | 4.25 | 4.50 | ..... | ..... | 5.30 | 5.45 | 5.65 | 5.80 | 5.90 | 6.15 | ..... | 7.25 | 7.45 | 7.65 | 7.85 | 8.10 | 8.40 | ..... | 8.80 | ..... | ..... |
| Standard Tire Co., Cleveland | Ribbed | 16.50 | 19.50 | ..... | 23.00 | 25.00 | 26.50 | 29.50 | ..... | ..... | 33.50 | 39.00 | 37.00 | 38.00 | 40.00 | 42.00 | 47.00 | 48.20 | 49.30 | 51.00 | 53.00 | 55.55 | 60.00 | 63.75 | 64.50 | ..... | ..... |
| Willoughby, O. | Standard N.S. | 19.50 | 20.80 | ..... | 26.00 | 27.75 | 30.00 | 33.25 | ..... | ..... | 38.00 | 35.00 | 41.00 | 42.50 | 44.25 | 46.00 | 49.60 | 51.50 | 53.75 | 55.00 | 57.00 | 60.00 | 64.00 | 69.00 | 72.50 | 80.75 | 83.30 |
| May 12, 1919 (6000 miles) | Tubes | 3.20 | 3.25 | ..... | 4.00 | 4.25 | 4.45 | 4.70 | ..... | ..... | 5.30 | 5.45 | 5.70 | 5.95 | 6.15 | 6.40 | 6.95 | 7.10 | 7.25 | 7.40 | 7.75 | 8.00 | 8.75 | 9.00 | 9.30 | 10.50 | 11.00 |
| | "Tiger-Foot" Cord N.S. | ..... | ..... | ..... | ..... | ..... | d46.50 | ..... | ..... | ..... | ..... | d58.00 | d59.75 | d60.80 | ..... | ..... | d65.50 | d67.00 | *58.80 | d70.75 | *71.50 | ..... | *83.40 | ..... | d89.00 | ..... | ..... |
| **Staggard—see Republic** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Star Rubber Co., | Ribbed | ..... | c21.05 | ..... | c24.90 | c27.05 | *30.20 | ..... | ..... | ..... | $37.35 | d38.45 | d39.60 | *40.70 | ..... | ..... | *49.85 | d51.35 | *52.95 | *54.50 | *56.05 | ..... | *65.25 | q67.95 | *69.50 | q85.95 | ..... |
| Akron, O. | All-Star Tread | ..... | c23.10 | ..... | c26.75 | ..... | *31.80 | ..... | ..... | ..... | $39.10 | d40.20 | d41.35 | *42.45 | ..... | *45.45 | *51.10 | d52.65 | *54.20 | *55.80 | *57.35 | q58.95 | *67.05 | q69.10 | *71.30 | q88.85 | q92.90 |
| May 15, 1919 | R.T. | ..... | 3.65 | ..... | 4.40 | 4.60 | 4.70 | ..... | ..... | ..... | 5.60 | 5.75 | 5.90 | 6.10 | ..... | 6.35 | 7.00 | 7.20 | 7.30 | 7.45 | 7.60 | 7.80 | 8.75 | 9.00 | 9.25 | 11.00 | 11.20 |
| | G.T. | ..... | 3.25 | ..... | 3.80 | ..... | 4.00 | ..... | ..... | ..... | 5.05 | 5.15 | 5.30 | 5.50 | ..... | ..... | 6.05 | 6.30 | 6.45 | 6.75 | 6.90 | ..... | 7.65 | ..... | 7.85 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.05 | d53.45 | *54.85 | ..... | ..... | *60.90 | d62.50 | *64.05 | *65.60 | *67.15 | ..... | *78.65 | ..... | *82.05 | ..... | ..... |
| | Cord All Star | ..... | ..... | ..... | ..... | ..... | *44.05 | ..... | ..... | ..... | ..... | d55.95 | d57.40 | *58.95 | ..... | ..... | *64.15 | d65.80 | *67.40 | *69.00 | *70.65 | ..... | *82.80 | ..... | *86.20 | ..... | ..... |
| Sterling Tire Corp., | Vacuum Bar N.S. | ..... | ..... | ..... | c27.90 | ..... | *31.05 | ..... | ..... | ..... | ..... | *41.25 | *42.60 | *44.00 | ..... | ..... | *55.00 | *56.40 | *57.75 | *59.15 | *60.50 | ..... | *68.75 | *70.15 | *72.85 | ..... | ..... |
| Rutherford, N.J. | Cord | ..... | ..... | ..... | ..... | ..... | *41.95 | ..... | ..... | ..... | ..... | *53.35 | *54.75 | *56.20 | ..... | ..... | *60.05 | *61.60 | *63.25 | *64.75 | *66.35 | ..... | *78.60 | *80.50 | *82.40 | ..... | ..... |
| May 12, 1919 (5000 miles) | R.T. | 3.30 | 3.55 | ..... | 4.80 | ..... | 5.05 | ..... | ..... | ..... | ..... | 5.90 | ..... | 6.25 | ..... | ..... | 7.25 | ..... | 7.70 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Stronghold—see Rubber Products** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Story Rubber Corp., | "Bonner" Tubes | 10.60 | 10.80 | ..... | 11.70 | 11.95 | 12.15 | ..... | ..... | ..... | 13.25 | 13.50 | 13.75 | 14.00 | 14.30 | 14.60 | 15.70 | 16.00 | 16.45 | 16.85 | 17.25 | 17.65 | 19.20 | 19.65 | 20.10 | ..... | 22.65 |
| June 15, 1919 1328 Broadway, N. Y. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Summit—see United Rubber Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Super Tread Tire Co., | P. | ..... | c19.65 | ..... | 20.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| So. Bend, Ind. | N.S. | ..... | c21.90 | ..... | 23.10 | ..... | 27.50 | ..... | ..... | ..... | 35.00 | 35.70 | 38.50 | 42.50 | ..... | ..... | ..... | ..... | 47.80 | 55.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3000 miles | Cord | ..... | 24.50 | ..... | 28.10 | ..... | 32.50 | ..... | ..... | ..... | 40.00 | 40.70 | 43.50 | 47.50 | ..... | ..... | ..... | ..... | 52.80 | 61.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | P. | ..... | c10.90 | ..... | c13.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c12.10 | ..... | c14.85 | ..... | d18.50 | ..... | ..... | ..... | c21.00 | d22.00 | d23.15 | d26.85 | ..... | ..... | ..... | ..... | d29.60 | d33.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| not guaranteed | Cord | ..... | c16.00 | ..... | c17.50 | ..... | d21.50 | ..... | ..... | ..... | c24.00 | d26.50 | d28.15 | d31.85 | ..... | ..... | ..... | ..... | d34.60 | d38.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Swinehart Tire & Rubber Co., | P. | c15.30 | c16.65 | ..... | †20.25 | c21.55 | *23.15 | ..... | ..... | ..... | c29.50 | d30.20 | *31.70 | *32.35 | ..... | ..... | q40.25 | *41.65 | *43.00 | *44.80 | *45.65 | ..... | *53.10 | q54.20 | *55.35 | ..... | ..... |
| Akron, O. | Ribbed | c17.30 | c18.45 | ..... | †22.30 | c24.05 | *25.85 | ..... | ..... | ..... | c33.00 | d33.65 | *35.35 | *36.10 | ..... | ..... | q45.20 | *46.70 | *48.10 | *50.25 | *51.20 | ..... | *59.20 | q60.15 | *62.20 | ..... | ..... |
| May 15, 1919 (5000 miles) | N.S. | ..... | ..... | ..... | †23.40 | c25.20 | *27.20 | ..... | ..... | ..... | c34.45 | d35.35 | *37.10 | *37.95 | ..... | ..... | q47.25 | *48.85 | *50.25 | *52.50 | *53.40 | ..... | *61.65 | q62.65 | *65.25 | ..... | ..... |
| | Tubes | 3.20 | 3.35 | ..... | 3.85 | 4.05 | 4.10 | ..... | ..... | ..... | 5.10 | 5.30 | 5.45 | 5.55 | ..... | ..... | 6.75 | 6.90 | 6.95 | 7.05 | 7.15 | ..... | 8.40 | 8.60 | 8.75 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d38.35 | ..... | ..... | ..... | ..... | d48.80 | d50.05 | d51.45 | ..... | ..... | d55.00 | ..... | d57.80 | d59.25 | *60.65 | ..... | *72.00 | ..... | *75.35 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.25 | ..... | ..... | ..... | ..... | d52.40 | d53.75 | d55.25 | ..... | ..... | d59.05 | d60.55 | d62.15 | d63.70 | ..... | ..... | *77.30 | ..... | *81.00 | ..... | ..... |
| **T.T.T.—see Quaker City** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tan Broeck Tire Co., | P. | 14.40 | 15.25 | ..... | 19.50 | 20.85 | 22.70 | 25.05 | ..... | ..... | 28.75 | 29.25 | 31.55 | 32.55 | 34.20 | 35.65 | ..... | ..... | 43.50 | 45.05 | 46.50 | 48.05 | 53.55 | 54.55 | 55.80 | ..... | ..... |
| Louisville, Ky. | Ribbed | ..... | 16.05 | ..... | 20.40 | 21.35 | 23.30 | ..... | ..... | ..... | 31.50 | 32.45 | 34.10 | 34.90 | ..... | ..... | ..... | ..... | 45.10 | 47.25 | ..... | ..... | 53.50 | 54.35 | ..... | ..... | ..... |
| May 12, 1919 | N.S. | 16.05 | 16.50 | ..... | 20.85 | 21.90 | 24.25 | 28.40 | ..... | ..... | 32.10 | 33.95 | 34.95 | 35.90 | 36.95 | 38.10 | ..... | ..... | 47.10 | 49.30 | 50.15 | 51.10 | 56.30 | 57.25 | 58.15 | ..... | ..... |
| | R.T. | 3.75 | 3.80 | ..... | 4.70 | 4.80 | 4.85 | 5.00 | ..... | ..... | 6.00 | 6.20 | 6.45 | 6.65 | 6.80 | 7.00 | ..... | ..... | 8.10 | 8.25 | 8.35 | 8.60 | 9.80 | 10.10 | 10.30 | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.15 | 4.35 | 4.45 | 4.65 | ..... | ..... | 5.15 | 5.40 | 5.55 | 5.70 | 5.90 | 6.15 | ..... | ..... | 7.20 | 7.30 | 7.45 | 7.70 | 8.85 | 9.10 | 9.30 | ..... | ..... |
| Thermoid Rubber Co., | Ribbed Tread | c23.25 | c19.45 | ..... | c24.40 | c31.10 | 28.05 | 36.25 | ..... | c44.65 | c34.30 | 38.85 | 40.00 | 41.45 | 46.90 | 50.15 | 45.30 | d47.40 | 48.45 | 50.95 | 53.60 | 64.30 | 60.45 | q64.35 | 64.65 | ..... | ..... |
| Trenton, N. J. | N.S. | c25.50 | c21.35 | ..... | c25.95 | c34.20 | 30.85 | 37.50 | ..... | c46.95 | c38.40 | 41.85 | 42.90 | 44.55 | 52.33 | 53.10 | 48.05 | d50.15 | 52.65 | 55.95 | 58.65 | 68.05 | 67.20 | q69.75 | 71.00 | ..... | ..... |
| May 12, 1919 | R.T. | 3.25 | 3.20 | ..... | 4.05 | 3.55 | 4.40 | 4.65 | ..... | 5.20 | 5.10 | 5.20 | 5.30 | 5.45 | 6.10 | 6.30 | 6.60 | 6.70 | 6.85 | 6.95 | 7.45 | 8.20 | 8.50 | 8.65 | 8.95 | ..... | ..... |
| | G.T. | 3.00 | 2.75 | ..... | 3.40 | 4.25 | 3.65 | 4.25 | ..... | 4.45 | 4.35 | 4.55 | 4.70 | 4.85 | 5.50 | 5.65 | 5.85 | 5.95 | 6.00 | 6.10 | 6.40 | 7.00 | 7.40 | 7.55 | 7.75 | ..... | ..... |
| **Tiger-Foot Cords—see Standard Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Toliver Tube & Tire Co., | P. | ..... | 19.50 | ..... | 25.00 | ..... | 29.50 | ..... | ..... | ..... | 39.25 | 40.00 | 42.00 | 42.70 | ..... | ..... | ..... | ..... | 57.50 | 60.25 | 61.25 | ..... | ..... | 70.45 | 73.00 | ..... | ..... |
| Denver, Colo. | N.S. | ..... | ..... | ..... | 28.50 | ..... | 36.25 | ..... | ..... | ..... | 45.00 | 45.75 | 48.20 | 49.25 | ..... | ..... | ..... | ..... | 65.20 | 68.50 | 69.60 | ..... | ..... | 82.70 | 85.40 | ..... | ..... |
| May 15, 1919 (6000 miles) | T. | 4.85 | 4.80 | 5.00 | 5.90 | 6.00 | 6.05 | 7.15 | ..... | 7.80 | 7.50 | 7.65 | 7.85 | 8.10 | 9.15 | 9.45 | ..... | 9.75 | 9.85 | 10.10 | 10.45 | 12.00 | 12.25 | 13.55 | 12.75 | ..... | ..... |
| | G.T. | 3.35 | 3.30 | 3.68 | 4.05 | 4.10 | 4.15 | 4.92 | ..... | 5.35 | 5.13 | 5.24 | 5.40 | 5.57 | 6.27 | 6.48 | ..... | 6.65 | 6.75 | 6.97 | 7.19 | 8.21 | 8.43 | 9.29 | 8.75 | ..... | ..... |
| **Ton-Tested—see Pennsylvania** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Traffik—see Federal** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Transit—see Universal** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tropical Tire & Rubber Co., | P. | 14.45 | 15.95 | ..... | 20.45 | 21.40 | 24.65 | 28.05 | ..... | ..... | 33.00 | 33.65 | 35.20 | 35.75 | 37.40 | 37.95 | ..... | 46.75 | 49.50 | 50.75 | 51.60 | 52.70 | 56.65 | 57.75 | 59.95 | 85.75 | 92.55 |
| 1 Leonard St., N.Y. City | N.S. | 17.45 | 18.95 | ..... | 23.80 | 24.05 | 28.00 | 30.20 | ..... | ..... | 35.00 | 36.00 | 37.30 | 38.15 | 40.60 | 41.25 | ..... | 50.25 | 53.35 | 54.45 | 55.25 | 57.20 | 62.15 | 63.25 | 64.85 | 90.90 | 100.80 |
| May 10, 1919 (5000 miles) | R.T. | 3.55 | 3.70 | ..... | 4.15 | 4.40 | 4.65 | 5.00 | ..... | ..... | 5.50 | 5.75 | 6.10 | 6.35 | 6.60 | 6.85 | ..... | 8.15 | 8.40 | 8.70 | 8.95 | 9.30 | 9.80 | 10.15 | 10.40 | 11.00 | 11.60 |
| Traveler Tire & Rubber Co., | P. | 20.00 | 21.00 | ..... | 25.00 | ..... | 28.50 | ..... | ..... | ..... | 33.80 | 35.15 | 35.90 | 37.50 | ..... | ..... | 44.40 | 46.55 | 48.15 | 49.55 | 52.70 | 53.00 | 61.60 | ..... | 62.70 | ..... | ..... |
| Philadelphia, Pa. | N.S. | 22.55 | 23.50 | ..... | 28.50 | ..... | 32.10 | ..... | ..... | ..... | 39.10 | 41.50 | 42.90 | 44.20 | ..... | ..... | 49.00 | 52.00 | 53.50 | 55.70 | §59.75 | 61.20 | 68.45 | ..... | 72.70 | ..... | ..... |
| (6000 miles) | R.T. | 3.63 | 3.81 | ..... | 4.33 | ..... | 4.77 | ..... | ..... | ..... | 6.04 | 6.17 | 6.30 | 6.52 | ..... | ..... | 7.61 | 7.70 | 8.05 | 8.18 | 8.36 | 8.62 | 9.63 | ..... | 10.11 | ..... | ..... |
| May 20, 1919 | G.T. | 3.19 | 3.37 | ..... | 3.81 | ..... | 3.94 | ..... | ..... | ..... | 5.06 | 5.25 | 5.34 | 5.56 | ..... | ..... | 6.61 | 6.74 | 7.09 | 7.22 | 7.48 | 7.53 | 8.66 | ..... | 8.93 | ..... | ..... |

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Twin Tube & Rubber Co., Chicago Hghts., Ill. May 15, 1919 | "Tredwel" Ribbed | ..... | c13.85 | ..... | c17.85 | ..... | d20.80 | ..... | ..... | ..... | c27.85 | d28.15 | d29.30 | d30.30 | ..... | ..... | ..... | d39.25 | d40.50 | d42.40 | ..... | ..... | d49.10 | ..... | d51.70 | ..... | ..... |
| | N.S. | ..... | c15.45 | ..... | c19.30 | c21.25 | d23.15 | ..... | ..... | ..... | c30.70 | d31.10 | d32.75 | d33.50 | ..... | ..... | ..... | d43.40 | d44.75 | d46.80 | ..... | ..... | d54.65 | ..... | d57.45 | ..... | ..... |
| | C.T. | 2.85 | 2.85 | ..... | 3.40 | 3.55 | 3.60 | 4.00 | ..... | ..... | 4.45 | 4.60 | 4.80 | 4.95 | 5.15 | 5.30 | ..... | 6.00 | 6.15 | 6.25 | 6.45 | 6.80 | 7.55 | 7.85 | 7.85 | ..... | ..... |
| | R.T. | 3.30 | 3.30 | ..... | 3.90 | 4.05 | 4.20 | 4.65 | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.65 | 6.05 | 6.25 | ..... | 6.85 | 7.00 | 7.25 | 7.45 | 8.05 | 8.35 | 8.80 | 8.80 | ..... | ..... |
| Tyrian—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyer Rubber Co., Andover, Mass. May 12, 1919 (4000 miles) | Tires | ..... | 16.60 | ..... | 21.20 | ..... | 24.00 | ..... | ..... | ..... | 31.90 | 32.55 | 34.10 | 34.70 | ..... | ..... | 42.15 | 44.15 | 46.05 | 47.95 | 48.55 | ..... | 53.10 | ..... | 56.10 | ..... | ..... |
| | "Tyrian" Extra Heavy R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| U. & G. Rubber Mfg. Co., Trenton, N.J. May 20 (3500 miles) | P. | c13.90 | 12.90 | c18.30 | 16.80 | 18.35 | 19.45 | *22.75 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | *30.55 | 31.15 | ..... | 36.60 | 37.80 | 39.55 | 41.10 | 43.15 | 45.10 | 49.95 | 50.60 | ..... | ..... |
| | N.S. | c16.20 | 15.75 | c21.30 | 20.00 | 21.50 | 23.35 | *26.55 | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | *35.65 | 36.20 | ..... | 43.35 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| | "Safety" Cord | ..... | ..... | ..... | 26.45 | ..... | 34.40 | *36.60 | ..... | ..... | 42.20 | 48.95 | 49.30 | 50.65 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | R.T. | 3.50 | 3.40 | ..... | 4.15 | 4.25 | 4.30 | ..... | ..... | ..... | 5.39 | 5.40 | 5.60 | 5.75 | ..... | 6.70 | ..... | 6.85 | 7.00 | 7.20 | 7.45 | 8.45 | 8.75 | 9.60 | 9.00 | ..... | ..... |
| United Rubber Co., Akron, O. July 1, 1919 | P. | ..... | c13.20 | ..... | c17.20 | c18.60 | *19.95 | ..... | ..... | ..... | c26.30 | *26.85 | *28.10 | *28.80 | ..... | ..... | ..... | ..... | *38.75 | *40.55 | *41.10 | ..... | ..... | ..... | *48.95 | ..... | ..... |
| | "Summit" N.S. | ..... | c15.10 | ..... | c19.15 | c20.80 | *22.40 | ..... | ..... | ..... | c29.95 | *30.45 | *32.00 | *32.65 | ..... | ..... | ..... | ..... | *43.80 | *45.80 | *46.50 | ..... | d53.80 | ..... | *57.00 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.35 | 3.60 | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.60 | ..... | 7.65 | ..... | 7.95 | ..... | ..... |
| United States Tire Co., 790 Broadway, N. Y. City April 23 "Granite," "G. & J." "Revere," | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 40.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| | N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| "Stalwart" "G. & J." "Hartford" | Tread | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| | G.T. | 2.60 | 2.80 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | 5.10 | 5.25 | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | 6.65 | 7.50 | 7.60 | 7.70 | ..... | ..... |
| | R.T. | 3.40 | 3.55 | ..... | 4.25 | 4.35 | 4.55 | 5.00 | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | 6.15 | 6.30 | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | 7.85 | 8.75 | 8.90 | 9.10 | ..... | ..... |
| Universal—see Michelin | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Universal Rubber Co., Broad and Wood Sts., Phila., Pa. Mar. 1 (4000 miles) | "Transit" N.S. | 13.75 | 14.25 | ..... | 18.15 | ..... | 21.45 | 24.50 | ..... | ..... | 28.65 | 29.15 | 30.80 | 31.35 | 33.00 | 33.55 | ..... | ..... | 42.50 | 44.20 | 44.70 | 46.40 | 54.50 | ..... | 57.35 | ..... | ..... |
| | G.T | 2.85 | 2.90 | ..... | 3.45 | ..... | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | ..... | 8.15 | ..... | ..... |
| | R.T. | 3.30 | 3.40 | ..... | 4.15 | ..... | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | ..... | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | ..... | 9.00 | ..... | ..... |
| University Rubber Co., 9 East 40th St., N.Y.C. Jan. 1 | N.S. | ..... | c19.35 | ..... | c25.75 | ..... | d28.85 | ..... | ..... | ..... | c38.65 | d39.10 | d40.95 | d41.35 | ..... | ..... | ..... | ..... | *56.10 | *58.10 | *59.60 | ..... | d68.85 | ..... | d72.55 | ..... | ..... |
| | G.T. | ..... | 3.15 | ..... | 3.75 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.30 | 5.50 | 5.60 | ..... | ..... | ..... | ..... | 7.10 | 7.30 | 7.60 | ..... | 8.70 | ..... | 9.00 | ..... | ..... |
| Vaulry Tire Co., 250 W. 54th St., N.Y. City. (5000 miles) Jan. 1 | N.S. | ..... | 22.10 | ..... | 30.60 | ..... | 33.70 | ..... | ..... | ..... | ..... | 47.20 | 47.40 | 50.70 | ..... | 53.10 | 66.35 | 66.45 | 67.10 | 70.00 | 71.30 | 72.80 | 77.40 | 79.80 | 83.40 | 100.30 | 108.60 |
| | R.T. | ..... | 5.10 | ..... | 6.15 | ..... | 6.25 | ..... | ..... | ..... | ..... | 8.30 | 8.55 | 9.05 | ..... | 9.35 | 10.70 | 10.75 | 11.20 | 11.30 | 11.95 | 12.40 | 13.35 | 13.55 | 13.95 | 14.30 | 14.70 |
| Vacuum—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Velvettread—see Standard Tire & Rubbe | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Victor Rubber Springfield, O. May 12, 1919 (5000 miles) | P. | 16.90 | 17.85 | ..... | 22.00 | ..... | 25.60 | ..... | ..... | ..... | 34.20 | 34.80 | 36.30 | 36.95 | 38.50 | 38.90 | ..... | ..... | 46.00 | 47.50 | 48.35 | 53.10 | ..... | ..... | 60.00 | ..... | ..... |
| | Ribbed | ..... | 18.70 | ..... | 23.30 | ..... | 26.90 | ..... | ..... | ..... | 35.90 | 37.55 | 38.10 | 38.80 | ..... | ..... | ..... | ..... | 48.45 | 50.45 | 50.90 | ..... | 60.00 | 60.85 | 63.10 | ..... | ..... |
| | N.S. | 18.90 | 20.10 | ..... | 24.90 | 27.85 | 28.55 | ..... | ..... | ..... | 38.35 | 39.00 | 40.65 | 41.50 | 43.55 | 44.00 | 52.55 | 52.85 | 53.35 | 54.45 | 57.20 | 63.00 | 67.30 | 68.10 | 70.70 | 90.00 | 91.50 |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 137.80 | ..... | ..... | ..... | ..... | 148.95 | 149.30 | 150.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | d70.80 | ..... | 174.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | 132.50 | ..... | ..... | ..... | ..... | 144.65 | d45.85 | 147.20 | ..... | ..... | d50.40 | ..... | d53.10 | d54.30 | ..... | ..... | d66.00 | ..... | ..... | ..... | ..... |
| | G.T. | 3.05 | 3.30 | ..... | 3.80 | 4.10 | 4.25 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.55 | 5.80 | 5.95 | 6.75 | 6.90 | 7.00 | 7.20 | 7.40 | 7.50 | 8.40 | 8.55 | 8.75 | 9.25 | 9.55 |
| | R.T. | 3.35 | 3.55 | ..... | 4.20 | 4.75 | 4.85 | ..... | ..... | ..... | 5.70 | 5.90 | 6.05 | 6.25 | 6.40 | 6.50 | 7.60 | 7.70 | 7.85 | 8.05 | 8.25 | 8.35 | 9.30 | 9.50 | 9.70 | 10.50 | 10.65 |
| Victory—see Dry Climate Tire M. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viking—see Combination also Voorhees | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viltalic—see Continental Rubber Wks | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Voorhees Rubber Mfg. Co., Viking Jersey City, N.J. June 10 Ideal | G.T. | 3.00 | 3.10 | ..... | 3.60 | ..... | 3.85 | 4.15 | ..... | ..... | 4.95 | 5.05 | 5.20 | 5.35 | 5.50 | 5.65 | 6.40 | 6.55 | 6.70 | 6.85 | 7.00 | ..... | 8.10 | ..... | 8.55 | ..... | ..... |
| | R.T. | 3.35 | 3.55 | ..... | 4.25 | ..... | 4.50 | 4.80 | ..... | ..... | 5.60 | 5.75 | 5.95 | 6.15 | 6.35 | 6.50 | 7.15 | 7.35 | 7.55 | 7.75 | 7.95 | ..... | 9.25 | ..... | 9.75 | ..... | ..... |
| Vulcan Rubber Co., Erie, Pa. May 13, 1919 | Loco-Tred | ..... | †18.85 | ..... | †22.85 | ..... | d26.00 | ..... | ..... | ..... | †33.05 | d33.50 | d35.55 | d36.40 | ..... | ..... | ..... | ..... | d46.50 | d48.35 | d48.90 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Vulco-Tred | c19.15 | c20.25 | ..... | c24.55 | ..... | d27.95 | ..... | ..... | ..... | c36.30 | d36.80 | d39.05 | d40.00 | ..... | ..... | ..... | d50.25 | d51.15 | d53.20 | d53.80 | ..... | *64.05 | ..... | *66.25 | ..... | ..... |
| | G.T. | 2.80 | 3.00 | ..... | 3.55 | 3.65 | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | 5.50 | 6.00 | 6.15 | 6.30 | 6.45 | 6.65 | 6.95 | 7.65 | 7.80 | 8.00 | 9.15 | 9.35 |
| | R.T. | 3.45 | 3.70 | ..... | 4.35 | 4.40 | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | 6.20 | 6.60 | 6.80 | 7.00 | 7.20 | 7.55 | 7.80 | 8.60 | 8.90 | 9.00 | 10.20 | 10.45 |
| Wearwell—see Wilson | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wil-Lox—see Baltimore | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wilson Tire & Rubber Co., Springfield, Ill. May 29 | P. | $15.60 | $15.20 | ..... | $19.60 | ..... | $23.05 | ..... | ..... | ..... | ..... | $30.80 | $32.15 | $32.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Wearwell N.S. | $16.40 | $15.85 | ..... | $20.65 | $21.80 | $24.25 | ..... | ..... | ..... | $31.75 | $32.30 | $33.70 | $34.55 | ..... | ..... | ..... | ..... | ..... | $48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| | OR.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| Yankee Rubber Co., Cleveland, O. Jan. 1 | R.T. | ..... | 3.30 | ..... | 4.40 | 4.55 | 4.70 | ..... | ..... | ..... | 5.75 | 5.85 | 6.00 | 6.20 | ..... | ..... | ..... | 7.40 | 7.55 | 7.80 | 8.00 | ..... | 9.50 | ..... | 9.70 | ..... | ..... |
| | G.T. | ..... | 3.65 | ..... | 4.30 | 4.35 | 4.45 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | ..... | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | ..... | ..... |
| Woodworth Mfg. Corp., Niagara Falls, N.Y. May 7, 1919 (5000 miles) | P. | ..... | c21.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c24.90 | ..... | c31.00 | ..... | d35.90 | ..... | ..... | ..... | c44.80 | d46.50 | d48.00 | d49.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.35 | 5.55 | 5.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Zee-Zee Rubber Co., Yardville, N.J. July 18, 1919 | Z Z White Tread | ..... | 20.00 | ..... | 23.00 | ..... | 26.00 | ..... | ..... | ..... | 33.00 | 34.00 | 35.00 | 36.00 | ..... | ..... | ..... | ..... | 47.00 | 48.00 | 49.00 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| | Brasilian R.T. | ..... | 3.40 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 4.85 | 5.20 | 5.40 | 5.60 | ..... | ..... | ..... | ..... | 6.70 | 7.00 | 7.30 | ..... | 8.00 | ..... | 8.50 | ..... | ..... |
| | "Hayward" | ..... | ..... | ..... | 18.00 | ..... | 21.50 | ..... | ..... | ..... | 28.75 | 29.25 | 30.50 | 31.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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# BEARING DATA SECTION

section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where ings are used only the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given

## EQUIVALENT TABLE OF ANNULAR BEARINGS

lar Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the nn.

| Hess-Bright | | S. R. B. | Gurney | U. S. | Fafnir | R. I. V. | F. & S. | S. R. O. | Norma | Schafer | B. K. F. | S K. F. | Rhine- | R. B. F. | New Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Regular | Monarch | Ball | | | | | | | Ball | | | | land | | Radax | S. R. |
| 200 | 6200 | 200 | 200 | 200 | 200a | 0000A | A 10 | | | 202 | 200 | 1200 | 200a | 200a | 0200 | 1200 |
| 201 | 6201 | 201 | 201 | 201 | 201a | 000A | A 12 | | | 202B | 201 | 1201 | 201a | 201a | 0201 | 1201 |
| 202 | 6202 | 202 | 202 | 202 | 202a | 00A | A 15 | | | 203 | 202 | 1202 | 202a | 202a | 0202 | 1202 |
| 203 | 6203 | 203 | 203 | 203 | 203a | 0A | A 17 | | | 203B | 203 | 1203 | 203a | 203a | 0203 | 1203 |
| 204 | 6204 | 204 | 204 | 204 | 204a | 1A | A 20 | 354b | L 20 | 204 | 204 | 1204 | 204a | 204a | 0204 | 1204 |
| 205 | 6205 | 205 | 205 | 205 | 205a | 2A | A 25 | 355 | L 25 | 205 | 205 | 1205 | 205a | 205a | 0205 | 1205 |
| 206 | 6206 | 206 | 206 | 206 | 206a | 3A | A 30 | 356 | L 30 | 206 | 206 | 1206 | 206a | 206a | 0206 | 1206 |
| 207 | 6207 | 207 | 207 | 207 | 207a | 4A | A 35 | 357 | L 35 | 207 | 207 | 1207 | 207a | 207a | 0207 | 1207 |
| 208 | 6208 | 208 | 208 | 208 | 208a | 5A | A 40 | 358 | L 40 | 208 | 208 | 1208 | 208a | 208a | 0208 | 1208 |
| 209 | 6209 | 209 | 209 | 209 | 209a | 6A | A 45 | 359 | L 45 | 209 | 209 | 1209 | 209a | 209a | 0209 | 1209 |
| 210 | 6210 | 210 | 210 | 210 | 210a | 7A | A 50 | 360 | L 50 | 210 | 210 | 1210 | 210a | 210a | 0210 | 1210 |
| 211 | 6211 | 211 | 211 | 211 | 211a | 8A | A 55 | 361 | L 55 | 211 | 211 | 1211 | 211a | 211a | 0211 | 1211 |
| 212 | 6212 | 212 | 212 | 212 | 212a | 9A | A 60 | 362 | L 60 | 212 | 212 | 1212 | 212a | 212a | 0212 | 1212 |
| 213 | 6213 | 213 | 213 | 213 | 213a | 10A | A 65 | 363 | L 65 | 213 | 213 | 1213 | 213a | 213a | 0213 | 1213 |
| 214 | 6214 | 214 | 214 | 214 | 214a | 11A | A 70 | 364 | L 70 | 214 | 214 | 1214 | 214a | 214a | 0214 | 1214 |
| 215 | 6215 | 215 | 215 | 215 | 215a | 12A | A 75 | 365 | L 75 | 215 | 215 | 1215 | 215a | 215a | 0215 | 1215 |
| 216 | 6216 | 216 | 216 | 216 | 216a | 13A | A 80 | 366 | L 80 | 216 | 216 | 1216 | 216a | 216a | 0216 | 1216 |
| 217 | 6217 | 217 | 217 | 217 | 217a | 14A | A 85 | 367 | L 85 | 217 | 217 | 1217 | 217a | 217a | 0217 | 1217 |
| 218 | 6218 | 218 | 218 | 218 | 218a | 15A | A 90 | 368 | L 90 | 218 | 218 | 1218 | 218a | 218a | 0218 | 1218 |
| 219 | 6219 | 219 | 219 | 219 | 219a | 16A | A 95 | 369 | L 95 | 219 | 219 | 1219 | 219a | 219a | 0219 | 1219 |
| 220 | 6220 | 220 | 220 | 220 | 220a | 17A | A100 | 370 | L100 | 220 | 220 | 1220 | 220a | 220a | 0220 | 1220 |
| 221 | 6221 | 221 | 221 | 221 | 221a | 18A | A105 | 371 | L105 | 221 | 221 | 1221 | 221a | 221a | 0221 | 1221 |
| 222 | 6222 | 222 | 222 | 222 | 222a | 19A | A110 | 372 | L110 | 222 | 222 | 1222 | 222a | 222a | 0222 | 1222 |
| 300 | 6300 | 300 | 300 | 300 | 300a | 1B | B 10 | | M 10 | 302 | 300 | 1300 | 300a | 300a | 0300 | 1300 |
| 301 | 6301 | 301 | 301 | 301 | 301a | 2B | B 12 | 301b | M 12 | 302b | 301 | 1301 | 301a | 301a | 0301 | 1301 |
| 302 | 6302 | 302 | 302 | 302 | 302a | 3B | B 15 | 302b | M 15 | 303 | 302 | 1302 | 302a | 302a | 0302 | 1302 |
| 303 | 6303 | 303 | 303 | 303 | 303a | 4B | B 17 | 302c | M 17 | 303b | 303 | 1303 | 303a | 303a | 0303 | 1303 |
| 304 | 6304 | 304 | 304 | 304 | 304a | 5B | B 20 | 303 | M 20 | 304 | 304 | 1304 | 304a | 304a | 0304 | 1304 |
| 305 | 6305 | 305 | 305 | 305 | 305a | 6B | B 25 | 304 | M 25 | 305 | 305 | 1305 | 305a | 305a | 0305 | 1305 |
| 306 | 6306 | 306 | 306 | 306 | 306a | 7B | B 30 | 305 | M 30 | 306 | 306 | 1306 | 306a | 306a | 0306 | 1306 |
| 307 | 6307 | 307 | 307 | 307 | 307a | 8B | B 35 | 306 | M 35 | 307 | 307 | 1307 | 307a | 307a | 0307 | 1307 |
| 308 | 6308 | 308 | 308 | 308 | 308a | 9B | B 40 | 307 | M 40 | 308 | 308 | 1308 | 308a | 308a | 0308 | 1308 |
| 309 | 6309 | 309 | 309 | 309 | 309a | 10B | B 45 | 308 | M 45 | 309 | 309 | 1309 | 309a | 309a | 0309 | 1309 |
| 310 | 6310 | 310 | 310 | 310 | 310a | 11B | B 50 | 309 | M 50 | 310 | 310 | 1310 | 310a | 310a | 0310 | 1310 |
| 311 | 6311 | 311 | 311 | 311 | 311a | 12B | B 55 | 310 | M 55 | 311 | 311 | 1311 | 311a | 311a | 0311 | 1311 |
| 312 | 6312 | 312 | 312 | 312 | 312a | 13B | B 60 | 311 | M 60 | 312 | 312 | 1312 | 312a | 312a | 0312 | 1312 |
| 313 | 6313 | 313 | 313 | 313 | 313a | 14B | B 65 | 312 | M 65 | 313 | 313 | 1313 | 313a | 313a | 0313 | 1313 |
| 314 | 6314 | 314 | 314 | 314 | 314a | 15B | B 70 | 313 | M 70 | 314 | 314 | 1314 | 314a | 314a | 0314 | 1314 |
| 315 | 6315 | 315 | 315 | 315 | 315a | 16B | B 75 | 314 | M 75 | 315 | 315 | 1315 | 315a | 315a | 0315 | 1315 |
| 316 | 6316 | 316 | 316 | 316 | 316a | 17B | B 80 | 315 | M 80 | 316 | 316 | 1316 | 316a | 316a | 0316 | 1316 |
| 317 | 6317 | 317 | 317 | 317 | 317a | 18B | B 85 | 316 | M 85 | 317 | 317 | 1317 | 317a | 317a | 0317 | 1317 |
| 318 | 6318 | 318 | 318 | 318 | 318a | 19B | B 90 | 317 | M 90 | 318 | 318 | 1318 | 318a | 318a | 0318 | 1318 |
| 319 | 6319 | 319 | 319 | 319 | 319a | 20B | B 95 | 318 | M 95 | 319 | 319 | 1319 | 319a | 319a | 0319 | 1319 |
| 320 | 6320 | 320 | 320 | 320 | 320a | 21B | B100 | 319 | M100 | 320 | 320 | 1320 | 320a | 320a | 0320 | 1320 |
| 321 | 6321 | 321 | 321 | 321 | 321a | 22B | B105 | 320 | | 321 | 321 | 1321 | 321a | 321a | 0321 | 1321 |
| 322 | 6322 | 322 | 322 | 322 | 322a | 23B | B110 | 321 | | 322 | 322 | 1322 | 322a | 322a | 0322 | 1322 |
| 403 | 6403 | 403 | 403 | 403 | 403a | 1C | C 17 | 331 | S 17 | 403b | 403 | 403 | 403a | 403a | 0403 | 1403 |
| 404 | 6404 | 404 | 404 | 404 | 404a | 2C | C 20 | 332 | S 20 | 404 | 404 | 404 | 404a | 404a | 0404 | 1404 |
| 405 | 6405 | 405 | 405 | 405 | 405a | 3C | C 25 | 333 | S 25 | 405 | 405 | 405 | 405a | 405a | 0405 | 1405 |
| 406 | 6406 | 406 | 406 | 406 | 406a | 4C | C 30 | 334 | S 30 | 406 | 406 | 406 | 406a | 406a | 0406 | 1406 |
| 407 | 6407 | 407 | 407 | 407 | 407a | 5C | C 35 | 335 | S 35 | 407 | 407 | 407 | 407a | 407a | 0407 | 1407 |
| 408 | 6408 | 408 | 408 | 408 | 408a | 6C | C 40 | 336 | S 40 | 408 | 408 | 408 | 408a | 408a | 0408 | 1408 |
| 409 | 6409 | 409 | 409 | 409 | 409a | 7C | C 45 | 337 | S 45 | 409 | 409 | 409 | 409a | 409a | 0409 | 1409 |
| 410 | 6410 | 410 | 410 | 410 | 410a | 8C | C 50 | 338 | S 50 | 410 | 410 | 410 | 410a | 410a | 0410 | 1410 |
| 411 | 6411 | 411 | 411 | 411 | 411a | 9C | C 55 | 339 | S 55 | 411 | 411 | 411 | 411a | 411a | 0411 | 1411 |
| 412 | 6412 | 412 | 412 | 412 | 412a | 10C | C 60 | 340 | S 60 | 412 | 412 | 412 | 412a | 412a | 0412 | 1412 |
| 413 | 6413 | 413 | 413 | 413 | 413a | 11C | C 65 | 341 | S 65 | 413 | 413 | 413 | 413a | 413a | 0413 | 1413 |
| 414 | 6414 | 414 | 414 | 414 | 414a | 12C | C 70 | 342 | S 70 | 414 | 414 | 414 | 414a | 414a | 0414 | 1414 |
| 415 | 6415 | 415 | 415 | 415 | 415a | | C 75 | | | 415 | 415 | 415 | 415a | | 0415 | 1415 |
| 416 | 6416 | 416 | 416 | 416 | 416a | 13C | C 80 | 343 | S 80 | 416 | 416 | 416 | 416a | 416a | 0416 | 1416 |
| 417 | 6417 | 417 | 417 | 417 | 417a | | C 85 | | | 417 | 417 | 417 | 417a | | 0417 | 1417 |
| 418 | 6418 | 418 | 418 | 418 | 418a | 14C | C 90 | 344 | S 90 | 418 | 418 | 418 | 418a | 418a | 0418 | 1418 |
| 419 | 6419 | 419 | 419 | 419 | 419a | | C 95 | | | 419 | 419 | 419 | 419a | | 0419 | 1419 |
| 420 | 6420 | 420 | 420 | 420 | 420a | 15C | C100 | | S100 | 420 | 420 | 420 | 420a | 420a | 0420 | 1420 |

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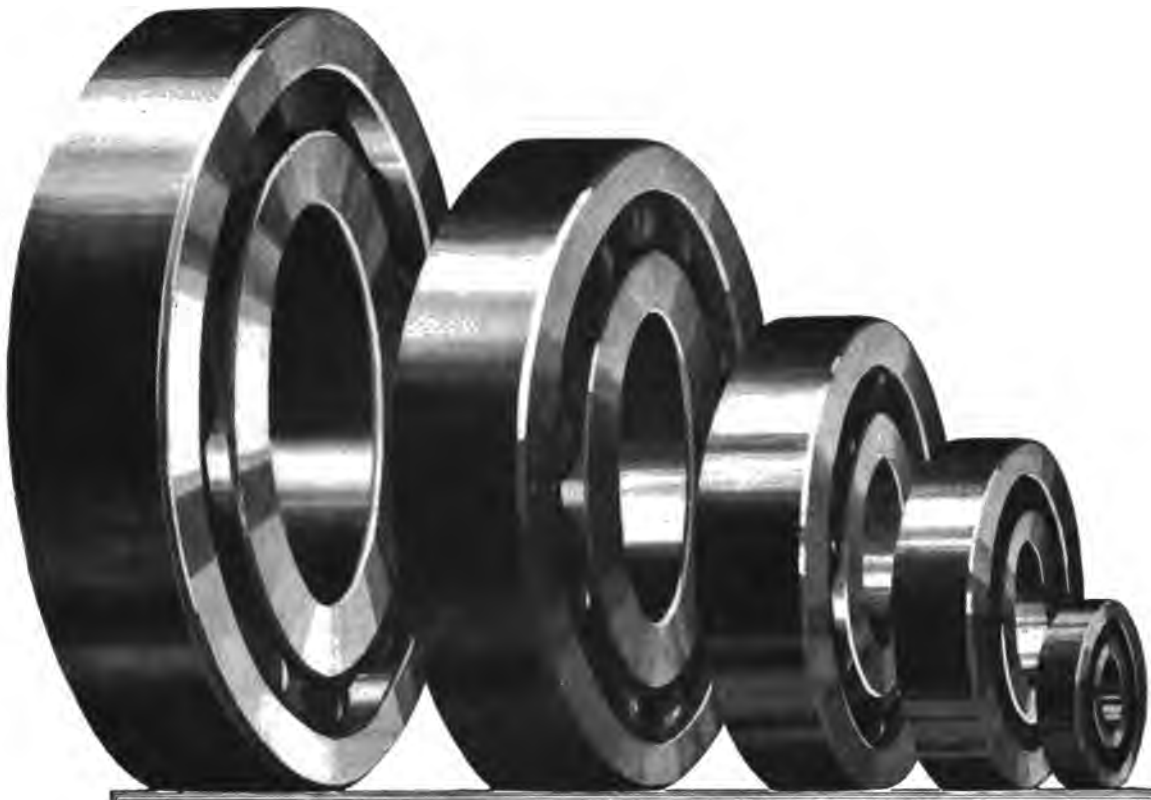

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# ll and Roller Bearing Data for Cars and Trucks from 1909 to 1919.

## KEY

**T AXLE BEARINGS**
· Wheel.
r Wheel.
ing Knuckle Thrust.

**WHEEL BEARINGS**
:.
r.
e Bearing.

**RENTIAL BEARING**
; Hand.
Hand.

I—Thrust.

**DRIVE BEARINGS**
J—Pinion or Worm Shaft Front.
K—Pinion or Worm Shaft Rear.
L—Worm Spindle Thrust Front.
M—Worm Spindle Thrust Rear.
N—Universal Joint Propeller Shaft.

**CLUTCH BEARINGS**
O—Clutch Shaft Pilot.
P—Clutch Shaft Rear.
Q—Clutch Yoke or Throwout.
R—Clutch Spider.
S—Transmiss. Eng. Clutch Shaft.

**MOTOR BEARINGS**
T—Camshaft Front.
U—Camshaft Rear.
V—Camshaft Center.
W—Crankshaft Front.
X—Crankshaft Center.
Y—Crankshaft Rear.

**TRANSMISSION BEARINGS**
AA—Main Shaft Front.
BB—Main Shaft Rear.
CC—Spline Shaft Pilot.
DD—Counter Shaft Front.
EE—Counter Shaft Rear.
FF—Reverse Idler Gear.

**FAN BEARINGS**
GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
J J—Air Pump Shaft Bearing.

**STEERING POST**
KK—Thrust Upper.
LL—Thrust Lower.

TO USE THIS TABLE—Look in the key for the particular bearing you desire; note the letters in front of the bearing; find the car the nediately follows the name of the car, follow it until you find the letters shown in the key—the number immediately following is the key f the bearing that we have used, turn to the equivalent table at beginning of Bearing Section; the key number is in the first column; by across you can obtain the type number of any manufacturer you desire. Ball bearings of all makes are interchangeable—we, therefore, give umber. In some instances you will find as follows: 307 x 1 *Y*″; this means, 307 bearing with a special width, namely, 1 *Y*″ wide instead of width employed. Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manu- designation number.

oller Bearings, we give the name of the manufacturer, followed by the number, as (Hy. 16727) meaning, Hyatt bearing No. 16727. Timken an be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone and 5320 Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in el are Timken Rollers.

**ABBREVIATIONS**

—Annular Ball Bearing.
.—Double Row.
—Single Row.
—Radial-Thrust Bearings.
Bock—Standard Parts.
Bower—Bower.
D. W. F.—Hess-Bright
F. S.—J. S. Brets.
Gur.—Gurney.
Faf.—Fafnir.
H. B.—Hess-Bright
Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.
Brg. Co. of Amer.—Bearing Co. of America.
S. K. F.—S. K. F. Industries.
S. R. B.—Standard Roller Bearing.
Tim.—Timken Bearing.
U. S.—"U. S. Strom."

-1912 (30B)—(A) Tim, 259-253; (B) Tim, 235-2320; (D) Tim, 365-363; (E) 309; H) Tim, 365-363; (J) Tim, 337-3320; (K) Tim, 365:363; (O) 206; (AA, BB EE) Tim, 335-3320.
)—(A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) Tim, 375-3720; (H) -4520; (J) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim, 0; (DD & EE) Tim, 335-3320.
E44)—(A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) 455-4520; (H) Tim, 0; (J) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim, 339-333; EE) Tim, 319-313.
D44)—(A) Tim, 339-333; (B) 235-2320; (G) Tim, 365-363; (H) Tim, 375-3720; , 275-2720; (K) Tim, 436-4320; (AA & BB) Tim, 339-333; (DD & EE) Tim,
)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, AA) 210: Hy, 27797: (BB) 206: Hy, 27899: (DD)306: Hy, 26972: (EE) 308: 972: (FF) Hy, 26956.
)—(A, B, D & E)—Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407.
)—(A) Bower, 308AL: (B) Bower, 305AL.

**1916 (2 Ton)**—All Timken B'r'g's.; (A) 4558-4520; (B) 3360-3320; (C) 20; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335- BB) 357-353; (DD & EE) 339-333.
9 (1½ Ton)—(AA) Hy, 97026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**16-17 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; ) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; EE) 319-313.
'on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- G) 559c-552; (H) 456c-454; (J & K) 539c-532.

**OS.—1914 (A 1 Ton)**—(A) 310; (B) 309; (D) 311E-310; (G & H) 1211 0; (BB) 309; (DD) 307; (EE) 308.
Ton)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 211; (AA) 210; (BB) D) 307; (EE) 309.
D2)—(O) 205; (AA) 210; (BB) 309; (DD) 307; (EE) 308.

**OX & CONTINENTAL—1913 (O)**—Tim. Brgs.; (A) 5550-5520; (B) 5351 C) 5354-5320; (D) 5550-5520; (E) 5351-5320.
n. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 20; (G & H) 3955-3920; (J & K) 539-532; (AA) 3955-3920; (DD & EE) 20.
—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; 5-4320; (G & H) 3955-3920; (J) 3459-3420; (K) 539-532.
c.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556- E) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.
& MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550- E—G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532; EE) 415-412.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; 5-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552- DD & EE) 3554-3520.

s.)—1910 (12-40, 9-60)—(A) 310; (B) 406; (D) 312; (E) 212; (G & H) ) 411; (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310.
)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) B) 307; (DD & EE) 307.

ck)—1909-10-11 (3 Ton), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550;-5520; 1-5320; (D) 5550-5520; (E) 5351-5320.
3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 20.
& 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; 1-6321.
Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-

**ALLEN (Model 33)**—(F) Hy, 16294: (G & H) Hy 26062: (K) 307: (O) 205: (AA) 208: (BB) 207.
**1914 (35)**—(O) 205; (AA) 208; (BB) 207.
**1914 (40)**—(A) 0407; (B) 0405; (F) 309; (G) 210; (H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 206.
**1915 (37) & 1916 (32)**—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20 (BB) 207.
**1916-17 (Classic)**—(F) Bower, 309ADT: (G & [illegible] Bower, 3[illegible] (K) Bower, 307A.
**1917 (37)**—(F) 310; (G & H) 0210; (J) 307; (K) 407.
**1917**—(G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.
**1917 (32)**—(F) 309; (G & H) 209; (K) 307; (AA) 208; (BB) 207.
**1916-17-18 (Model 41)**—(A) Bower, 307AL: (B) Bower, 305AL: (D & E) 309: (G & H) 209: (J) 207: (K) 307: (O( 205: (AA) 208: (BB) 207: (DD & EE) 304.
**1919 (41)**—(DD & EE) Hy, 16957.

**ALPENA—1912**—(O) 205; (AA, BB & CC) 307; (DD) 306.
**1913 (M-6-50)**—(F) 310; (K) 308.

**ALTER—1915**—(F) Hy, 16018 or 16225: (G & H) Hy, 26062 or 26053: (O) 205: (AA) 208: (BB) 307.
**1916-17**—(F) Hy, 16225 or 16018: (G & H) Hy, 26053: (J) 0303: (K) 307: (O) 205: (AA) 208: (BB) 307.
**1918 (All Models)**—(F) Hy, 16018: (G & H) 26053.

**AMERICAN LA FRANCE—1914 (Spec.)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320 (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
**1910-14-15-16 (10-11-12-14)**—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532 (E) 415-413.
**1911-12 (10)**—Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413.
**1910 (Special)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
**1917 (15 & 19)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5755-5720.
**1917 (31)**—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.
**1917 (75-10-12-14-20-34-35-40-41)**—Same as 1910 Model 10-11-12-14.

**AMERICAN MOTORS—1912 (Scout 20)**—(A) 305; (B) 307; (D) 308; (E) 208; (G) 209; (H) 209; (K) 406.
**1912 (30)**—(A) 306; (B) 308; (D & E) 309; (G & H) 211; (K) 309.
**1913 (30)**—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 207 (K) 407; (AA) 209; (BB) 307; (DD & EE) 306.
**1913 (Scout)**—(A) 306; (B) 308; (D) 310; (E) 210; (G) 209; (H) 209; (K) 406.
**1913 (30-6)**—(A) 306; (B) 308; (D) 310; (E) 210; (G) 211; (H) 211; (J) 207; (K) 407; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
**1917 (Model A)**—(F) Hy, 16779: (G & H) Hy, 23053: (J) 0307: (K) 0407: (Q) 205: (AA) 209: (BB) 307.
**1918-19**—(F) Hy, 16779: (G & H) Hy, 26056.

**AMPLEX**—(F) 312, (K) 407; (AA) 309; (BB) 407; (DD & EE) 405.

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# FAFNIR

*Single Row Radial (Medium) 300 Series*

*Double Row Radial (Medium) 6300N Series*

*Double Row Radio Thrust (Medium) 8300 Series*

*Magneto or Open Type (Extra Light) 5100 Series*

## Fafnir Single Row Bearings Series 200, 300, 400.

Complete factory stock carried. These interchange with single row series of all standard makes.

## Fafnir Double Row Bearings Series 6200N, 6300N, 6400N.

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| Cleveland, O. | I. J. Cooper Rubber Co. |
| Columbia, S. C. | E. A. Jenkins |
| Columbus, O. | I. J. Cooper Rubber Co. |
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| Dayton, O. | I. J. Cooper Rubber Co. |
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| New York, N. Y. | A. J. Picard & Co. |
| New York, N. Y. | S. Fabian Goodman |
| New York, N. Y. | The Schade-Phelps Corporation, successors to The Bearings Co. |
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## THE FAFNIR BEARING COMPANY

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909 (3)—(F) 406; (G & H) 209.
)—(A) Tim, 2550-2520; (B) Tim. 2357-2320; (D) Tim, 2550-2520; (E) 320; (F) 407; (G & H) 209.
)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) 407; (G & H) 209.
U)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) 20.
, 342-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) Tim, 355-3520;

. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; n, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.
t H) 213; (J) 307; (K) 309.
—(A) Bower, 307N: (B) Bower, 305A: (D & E) Bower, 209AL: (G)

r.)—(A) Tim, 419-412; (B) 3150-3120;D) Tim, 4554-4520; (E) Tim,

.)—(A & D) Tim, 419-412; (B & E) Tim, 2650-2620.
—(A) Tim, 4554-4520; (B) Tim, 3158-3120; (D) Tim, 5558-5520: (E)

ECTRIC—1913 (Mod. 37-40)—(A) Tim, 342-3320; (B) Tim, 235-2320
)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D & E) 365-363; (G) 375-6-4520; (J) 317-312; (K) 440-4320.
d.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; 3; (J) 307; (K) 309.
-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim. & H) 213; (J) 307; (K) 309.
-69B)—Tim Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
8)—(A) Tim, 336-3320; (B) Tim, 235-2320.
—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
Tom)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) (G & H) 375-3720; (J) 256-2520; (K) 415-412.
16692: (G & H) 26486.

16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 5-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353; AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) 13; Ann, 306.
H) Hy, 26056: (Q) 1210: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE)

dale)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.
) & 6-8)—Tim. Brgs.: (D) 415T-412: (G & H) Hy, 26056: (J) 256-2530: 2: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) Hy, 16506.
Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; 56-2530: (K) 441-4320: (P) 205: (AA) Hy, 17047: (BB) Hy, 16562: (DD 16056: (GG) ND. 05.

2—(F) 311: Hy, 16032: (G & H) Hy, 26056 (AA) Hy, 27794: (BB) Hy, ) & EE) Hy, 16516.
(G & H) Hy, 26056: (AA) Hy, 27794: )BB) Hy, 26733: (DD & EE) Hy,

1917-18 (2 & 3½ Ton)—(O) 205: (AA) 308: Hy, 17026: (DD & EE) Hy, ) Hy, 16820.

916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552.
M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-553-5520; (G & H) 559c-552; (J & K) 539c-532.

Electric)—1913-14 (B-3, C-3)—Tim. Brgs.; (A) 5550-5520; (B) 5351-354-5320; (D) 6365-6321; (E) 5355-5320.
d. A-2 & C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 520; (E) 4365-4320.
d. A-5 & C-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5550-6521; (E) 6354-6321.
d. A-1 & C-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-4558-4520; (E) 3360-3320.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-3360-3320.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5355-5320.
3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-6356-6321; (E) 5355-5320.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6354-6321.

Martin Atlas.

TRUCK—1909-10-11-12 (Truck L-1 Ton)—Tim. Brgs.; (A & D) ; (B & E) 3360-3320; (G & H) 3756-3720; (AA) 3756-3720; (BB, DD & EE)

(Mod. N, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; 3955-3920; (AA) 3955-3920; (BB, DD & EE) 4353-4320.
(Mod. M, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; 3955-3920: (G & H) Hy, 26592: (J) 3762-3720: (K) 1954-1920: (AA) 3955-) 3762-3720: (DD & EE) 3459-3420.
Ton)—Tim. Brgs.: (D) 3750-3720: (E) 3360-3320: (G & H) Hy, 16293.
Ton)—Tim. Brgs.: (D) 5550-5520: (E) 3351-5320: (AA) 27789: (BB) Hy, D & EE) Hy, 16748.
Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.
Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) ); (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE)

. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) ); (G) 559c-552; (H) 456c-454; (J & K)539c-532; (AA & BB) 440-4320; E) 316-312.
. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c-) 277-274; (BB) 339-333.
. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; -333; (DD & EE) 319-313.
. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; E) 415-412.
. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 1; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; -4320; (DD & EE) 415-412.
. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) ); (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; E) 319-313.
. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-

ATTERBURY TRUCK—Continued
3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H)5756-5720; (J & K) 559c-552; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EE) 319-313.

AUBURN—1913 (Mod. 6-50)—(F) 312; (G & H) 0312; (J) 309; (Q) 209.
1913—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 209.
1913 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 309; (AA) 208; (BB) 207.
1913 (30L, 33M)—(F) Hy, 16705: (G & H Hy, 16293.
1914 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1915 (Mod. 4-36)—(F) Hy, 16691: (G & H) Hy, 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1915 (Mod. 6-40)—(F) 310: Hy, 16675: (G & H) 212: (G) Hy, 26059: (H) Hy, 26232: (J) 0309: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1916 (Mod. 6-40)—(J) 308; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 306.
1916-17 (Mod. 6-38)—(F) Hy, 16675-16691: (G) Hy, 26056-26486: (H) 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 206.
1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1917 (Mod. 6-39)—(F) Hy, 16692: (G & H) Hy. 26486: (J) 307: (O) 205: (Q) 205: (AA) 309: (BB) 307: (CC) 210: (D) 305: (EE) 306.
1917 (Mod. 6-44)—(O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1919 (Mod. 6-39H)—(F) Hy, 16692: (G & H) Hy, 26486.

AUSTIN—(1912)—(A) 309; (B) 307; (F) 312; (G & H) 212; (K) 408.
1916-17 (Model 12)—(F) 213.
1917 (Model 77)—(F) 313; (G & H) 312; (K) 307.
1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1909-10 (Modl 20-23)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3360-3320; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1909-10 (Mod. 21-21A, 21B)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 395-3920; (J) 316-312; (K) 375-3720; (W) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1910 (Mod. 18C-B)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 375-3320; (J) 3150-3120; (K) 3759-3720; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911 (Mod. 21-C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 316-312; (K) 375-3720; (W) Ann, 410; (Y) 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120
1911-12 (Mod. 21-3)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA 3366-3320; (BB, DD & EE) 3160-3120.
1912-13 (Mod. 21C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3366-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3160-3120.

AVAILABLE—1915 (¾ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 339-333; (BB) 277-274.
1915 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762; 3720: (G) 559c-552: (H) 456c-454: (J & K) 539c-532: (AA) 277-274: Hy, 17026-(BB) 339-333: Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA, BB, DD & EE) 335-3320.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c & 552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (5 Ton)—Tim Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (1 & 1½ Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (D & E) 5550-5520: (G & H) 477-473: (J & K) 456-453.
1918-19 (2 Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D & E) 5553-5520: (G & H) 559c-552: (J & K) 539D-532: (AA) 337: (BO) 339: (CC) 306: (DD & EE) 319.
1918-19 (3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443B-4320: (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J) 559c-552: (K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.
1918-19 (5 Ton)—Tim. Brgs.: (A) 5550-5520: (B) 5351-5320: (C) 5354B-5320: (D) 780-772: (E) 6552-6521: (G & H) 780-772: (J & K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.

AVERY—1910-11-12-13 (2-Ton B, 3-Ton A)—Tim. Brgs.; (A) 4554-4520; )B) 4364-4320; (D, E, G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D & E) 6452-6420; (G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

BABCOCK—1910 (Mod. 14-16-17)—Tim. Brgs.; (A & D) 337-3320; (B & E) 315-312.
1911 (Mod. 5-6-10-12)—Tim. Brgs.; (A & D) 337-3320; (B & E) 235-2320.
1912 (Mod. K, K)—Tim. Brgs.; (AA, BB, DD & EE) 335-3320.
1913—(A) 308; (B) 306; (F) 211; (G & H) 210; (J & K) 208.
1914 (Mod. 30)—(AA) 307; (BB) 307; (DD) 306; (EE) 307.

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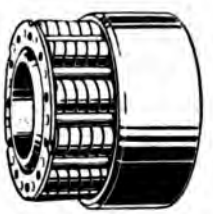

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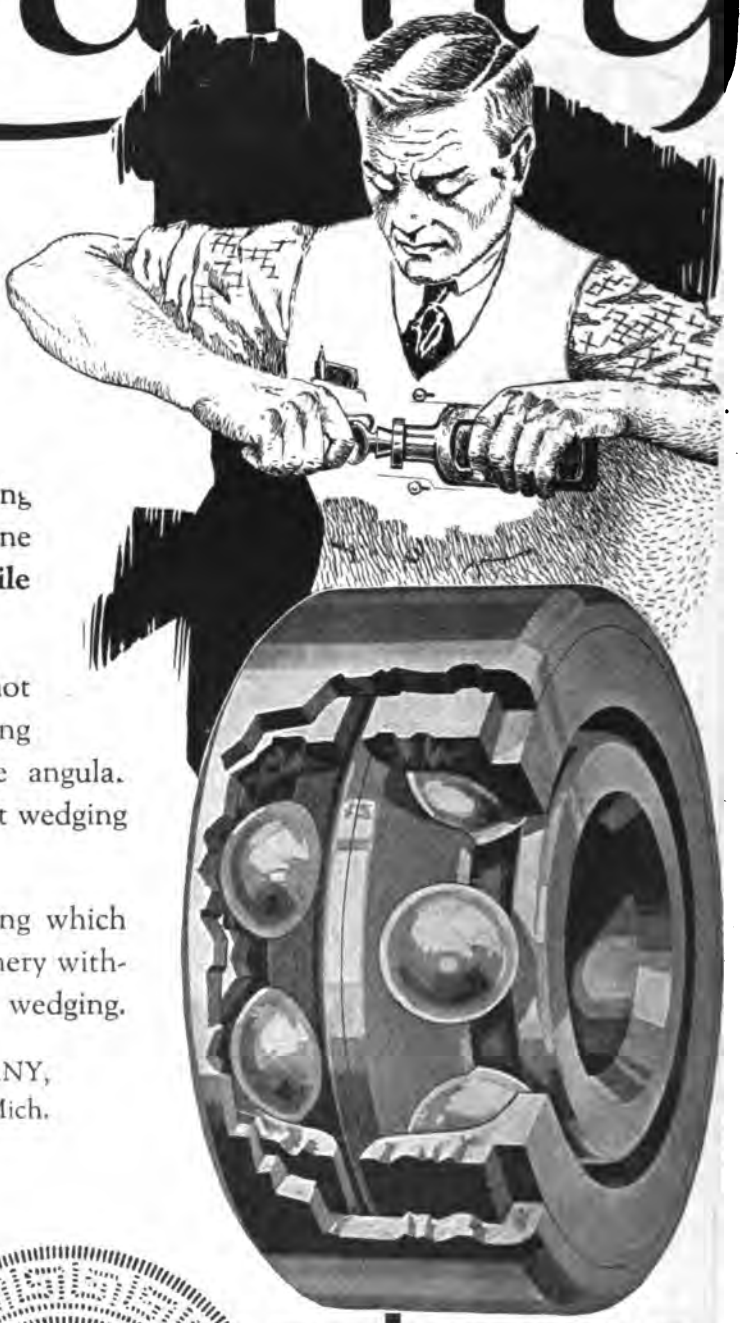
# Quality



TRY to revolve a tapered stopper in a bottle **while pressing inward.** The harder you press, the harder it turns, because of the wedging action with its resultant friction.

Repeat this operation with the ball bearing illustrated, holding the outer member in one hand and rotating the inner member **while pressing inward** as before.

You find that the ease of rotation is not impaired by the end thrust. The ball bearing turns quite freely, for the New Departure angular contact bearing absorbs end thrusts without wedging action and its consequent frictional drag.

The **ball** type is the **only** form of bearing which resists these end-on loads in modern machinery without loss of power due to the friction of wedging.

THE NEW DEPARTURE MFG. COMPANY,
Bristol, Conn. Detroit, Mich.

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# New Departure Ball Bearings

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UC—1912-13 (Mod. O-118 & O. E.)—Tim. Brgs.; (A & D) 3750-3720
3320; (C) 341-3320.
od. X)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3362-3320; (E)

)—Tim. Brgs.; (A) 4550-4520; (B & E) 4365-4320; (C) 443-4320; (D)

—Tim. Brgs.; (A) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (D)

C.), 1915 (C-A)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-
56-6321; (E) 5355-5320.
-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D)
E) 6354-6321.
E)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.
(Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B)
54-3120; (D & E) 365-363.
—(A) 306; (B) 304; (D & E) 309.
) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473
0; (J) 393-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412.
-(D) Bower 311N (E) Bower 311N.

18—(AA) Hy, 27797: (BB) Hy. 27899: (FF) Hy, 26956.

Ton)—(E) Bower, 307NDT.
on)—(E) Bower, 308 NDT: (D) Hy, 16670: (G & H) Hy, 26069.
)—(E) Bower, 410NDT: (D) Hy, 26662: (G & H) Hy. 26356.

(Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620;
-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

913—(Q) 205; (W) 410; (X) 314; (AA & BB) 307; (DD & EE) 306

913—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K)

-1916 (A-1-1¼ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
. A & D)—(A) Bock, 308: (B) Bock, 307: (D) Bower, 309N: (E) Bower,
Hy, 26219: (H) 208: (J) 306: (K) 406: (O) 205: (AA) 208: (BB) 307.
. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower,
Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308;
DD & EE) 305.
—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T;
34; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307;
305.
—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T;
84; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 205; (AA) 308;
DD & EE) 305.
on; F-3½ Ton)—(G) Hy, 26084: (H) Hy, 26085.

913 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5503-
65-4320.
)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-
55-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB)
DD & EE) 415-412.
, 1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 309N: (E)
: Jackshaft, Bower, 306N.
. J-2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D & E) Bower, 311N.
n)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520;
9c-552: (J & K) 539c-532: (AA) 415-412: Hy, 277941: (BB, DD & EE)
): (BB) Hy, 26733: (DD & EE) Hy, 16516
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-
55-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB)
DD & EE) 415-412.
im. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

(Mod. D)—(A) 0407; (B) 0405; (J) 207; (K) 307; (O) 205; (Q) 205
BB) 307; (DD & EE) 306.
Hy, 6681: (G & H) Hy, 26252.

Mod. B & C)—(F, G & H) 208; (J) 306; (AA) 207; (BB) 305.
)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

Super "4")—(G & H) Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27889.

7 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B

. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.
. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

ANNIS—1912—(A) 307; (B) 304: (D) 309; (E, G & H) 209; (J & K)

) 209; (J & K) 306.
; (G & H) 210; (J) 306; (K) 406.

-1916-17-18—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0408
AA) 208: (BB) 307.

916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D)
20; (E) Tim, 307-394; (AA) 211R.T. Gurney; (BB) 209R. Gurney.

ROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407-
W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.
-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304;
BB) 306; (DD & EE) 305.
)—(W & X) 311; (AA & BB) 308; (CC) 304; (DD & EE) 305.
)—(F) 310; (G & H) 209; (J) 306; (K) 307; (W & X) 311; (AA) 308;
CC) 304; (DD & EE) 305.

5 (Mod. B-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1$\frac{11}{16}$
ball brg.; (J) 2⅛ O. D. x 1$\frac{1}{16}$ I. D. x .686 ball brg.; (K) Hy, 16494; (O)
ecial; (Q) 2$\frac{11}{16}$ O. D. x 1$\frac{11}{16}$ I. D. x ⅝; (AA) 208; (BB) 308; (LL) ⅝ Steel

-38)—(D & E) 0208: (G & H) Hy, 26253: (J) 0208: (K) 0308: (Q) Pr. St.
o. 502½: (LL) ⅝ Steel Ball.
8-38)—(G & H) Hy, 26253: (O) Bantam "Marco": (Q) Pr. St. Mfg. Co.
(LL) ⅝ Steel Ball.
(Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;"
(AA) 208; (BB) 206; (LL) ⅝ Steel Ball.

RIC—1912—(A) 0307; (B) 0305; (F) 309; (G & H) 209; (J) 0306; (K)

-1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B
E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320-
320; (DD & EE) 316-312.
Ton)—(A) Bower, 308N: (B) Bower, 307N.
Ton)—(A) Bower, 310N: (B) Bower, 309N: (D) 314NDT.
Ton)—(A) Bower, 313N: (B) Bower, 312N: (D) Bower, 317NDT.

913 (Orchard Tractor)—(D) Tim, 4553-4520; (E) Tim, 4365-4320.

ectric)—1913 (Del. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C)
(D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320;
ar)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3654-3620; (D & E) 375-
375-3720; (H) 456-4520; (J) 336-3320; (K) 435-432.
C, CA)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320.
7; (B) 305; (F) 311; (G & H) 209; (J) 0309; (K) 0306.

1914 (Mod. C, C)—(A) Tim; 3750-3720; (B) Tim, 3360-3320.
1914 (Mod. C-D-A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (Mod. 35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

BUICK—1909 (Mod. F-17)—(F) Hy, 16801: (G & H) Hy, 16831: (AA, BB, DD & EE) Tim. Brgs., 3455-3420.
1911 (Mod. 27)—(F) Hy, 16731: (G & H), 23032: (J) 307: (AA) 211: (BB) 307: (EE) 207.
1913 (Mod. 24 & 25)—(F) Hy, 16705: (G & H) Hy, 16293: (AA) 208: (BB) 307.
1913 (Mod. 30 & 31)—(F) Hy, 16705: (G & H) Hy. 26059: (AA) 209: (BB) 307.
1913 (Mod. 40)—(F) 311: (G & H) 211: (J) 307: (AA) 309: (BB) 407.
1914 (Mod. 36 & 37)—(F) Hy, 16692: (G & H) Hy, 23059: (J) 307: (K) 407: (AA) 208: (BB) 307.
1914 (Mod. 55)—(F) 312: (G & H) 211: (J) 307: (K) 407: (AA) 210: (BB) 307.
1915 (Mod. 24 & 25—(F) Hy, 16691: (G) Hy, 26062: (AA) 208: (BB) 307.
1915 (6-C-55, 36 & 37)—(F) 312: Hy, 16692: (G & H) 211: Hy, 26059: (J) 307: (K) 407: (AA) 210: (BB) 307.
(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.
1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.
1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.
1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.
1916-17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O 209.
1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.
1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.
1917 (Mod. D-35)—(F) Hy, 26394: (G & H) Hy, 26223: (J) 306: (K) 307: (AA) Hy 16479: (BB) 306.
1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G& H); Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.
1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.
1918 (Mod. E-34-5)—(F) Hy. 26394 (G & H) Hy, 26223: (J) 306: (K) 307: (BB) 307: (AA) Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.

BURFORD—1915-16-17-18 (O-3-2 Ton)—(A) Bower, 311A: (B) Bower, 410NDT (D) Bower, 411NDT: (E) Bower, 308NDT.

CADILLAC—1910 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 375-3720.
1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 456-4520.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1912—(DD & EE) 306.
1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.
1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (GG) 205.
1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
1918-19 (Type 57)—(DD & EE)—Hy, 17989.

CAMPBELL—1918—(G & H) Hy, 26216.

CARNATION—1914—(F) Hy, 16042: (G & H) Hy. 26069.

CARTER CAR—1913-14 (Mod. 5A, 5B)—(F) 310.
1909-10-11 (Mod. L, 1912 Mod. H)—(F) Hy, 16801: (G & H) Hy, 16831.
1909-10-11 (Mod. H)—(F) Hy. 16829: (G & H) Hy, 16826.
1913-14 (5-A-B-C-D-R)—(G & H) Hy, 26059.
1914-15 (Mod. 7-9)—(G & H) Hy, 26064.
1915 (Mod. 9C)—(F) 309.

CASE—1911 (Mod. L)—(D, E, G & H) Hy; (K) 308; (AA & BB) 335-3320; (DD & EE) 316-312.
1912 (Mod. M)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. K)—(F) Hy, 16706: (G & H) Hy, 16073.
1913 (Mod. N)—(A) 0309; (B) 0307; (F) 310; (J & K) 0308; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.
1913 (Mod. O)—(A) 0309; Tim, 415-412; (B) 0307; Tim, 316-312; (D & E) Tim, 375-3720; (F) 311; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 408; Tim, 539-532; (AA, BB, DD & EE) Tim, 335-3320.
1914 (Mod. O)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; or Ann, 307; (K) 539-532 or Ann, 407; (AA, BB, DD & EE) 335-3320.
1914 (Mod. R)—(D & E) Hy,16 691: (G & H) Hy, 26264: (K) 307: (AA, Hy, 16689 (BB) Hy, 16552: (DD & EE) Hy, 16517.
1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
1915 (Mod. S-35)—Tim. Brgs.(G & H) Hy, 26056): (AA) 337-3320: (BB) 335-3320: (DD) 316-312.
1915 (R-15 or 25-1916T)—(F) Hy, 16675: (G) Hy, 26056: (H) 26083.
1915 (R-15 or 25)—(F) Hy, 16675: (G) Hy, 26059: (H) Hy, 16232.
1916 (Mod.T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
1917 (Mod. T)—(A) Tim, 339-333: (B) Tim, 235-2330: (F) Hy, 16681: (G & H) Hy, 26056: (J) 208RT: (K) 407RT: (AA) Tim, 336-333: (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.
1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CENTURY (Electric)—1914 (Mod. S-B, L-B)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

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906-9 (Mod. D-E)—(T) 404; (U) 205; (V) 206.
)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
) 314.
od. 30)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307;
) 410; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
) 314; (BB) 307; (CC) 205; (DD & EE) 306.
L)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306
) 410; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
)-36)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim. 365-363;
n, 375-3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread)
3-412; (O) 205; (Q) 305; (T) 411; (U) 316; (W) 411; (Y) 316; (AA)
EE) 307; (CC) 205; (FF) 204; (GG) 301 & 302; (HH) 302.
-30)—(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y)
BB) 307; (DD & EE) 306.
-60)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720;
-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411;
219; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 307;
F) 204; (GG) 202; (HH) 302.
-30)—(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H
0; (J) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB)
(DD & EE) Bower, 306.
)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H)
256-2520; (K) 417-412.
—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
0; (J) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 305; (T) 411;
204; (W) 411; (Y) 316; (AA, BB, DD & EE) 307; Bower, 307A: (DD
r, 306A: (CC) 205; (FF) 200; (GG) 301 & 302; (HH) 302.
-36)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E. & G) Tim, 375
m, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305
316; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE)
07A: (CC) 205; (FF) 204; (GG) 202; (HH) 302.
26-5 Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363;
-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD) & EE) Hy, 16555.
17 & 19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363;
n, 375-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 305; (W)
6; (AA) 205; (BB, DD & EE) 307; (CC) 205; (FF) 204; (GG) 301
302.
, Master 6)—(A) Tim, 444-4320; (B) Tim, 315-312; (C) Tim, 3653B-
& G) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim;
1305; (AA) Hy, 16589: (BB) Hy, 16588; (DD & EE) Hy, 16555: (JJ),

—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
0; (AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
—Tim. Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G)
) 455-453: (J) 337-3320: (K) 4367-4320: (AA) Hy, 16589: (BB) Hy,
& EE) Hy, 16555.
6-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-
E) 365-363: (G & H) 375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD
16555.
A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676
n, 385-383: (J) Hy, 16551: (AA) Hy, 26485: (BB) Hy, 26677.
2B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320;
5-3720: (J) 255-2520: (K) 417-412: (AA) Hy, 26485: (BB) Hy, 26677.
5-3720; (J) 255-2520; (K) 417-412.
15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim,
(G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim,
) Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)

)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim,
& H) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601;
Hy, 16555.
ster Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288
-3520: (J) 334-3320: (K) 258-2520: (AA) Hy, 17024: (BB) Hy, 16481:
799: (EE) Hy, 16506.
-3520; (J) 334-3320; (K) 258-2520.
C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H)
) 257-2520; (K) 3381-3320.
30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T-
H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H
Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
, 35B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim,
(G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P)
(AA) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.
Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H)
20: (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy,
Hy, 17799; (EE) Hy, 16506.
s.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H)
720: (J) Tim, 255-2520: (K) Tim, 417-412: (AA) Hy, 17024: (BB) Hy,
Hy, 17799; (EE) 16506.

913-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 309;
10; (I) 210; (J) 0207; (K) 0407; (O) 205; (AA & BB) 307; (CC) 304;
306.
BB)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310;
0; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304;
306.
—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H)
(K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305;

)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

1918, except Main Shaft Front uses 308 instead of 210.

—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh.
CF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA &
; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209;
7; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB)
D & EE) Rh. 306A.
Ton)—(A) Bower 308N: (B) Bower, 307N.
½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
Ton)—(A) Bowor, 313: (B) Bower, 312N: (D & E) Bow 317er, NDT.

913 (Mod. C)—(F) 311; (G & H) 212; (K) 310; (AA) 310; (BB)
E) 307.
(AA) 209; (BB) 307.
ad H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA)
) Std. 717: (CC) SR 307.

CHEVROLET—Continued
1914 (Mod. C)—(D & E) 311; (G & H) DR312; (K) 310; (AA & BB) 310; (DD) 307; (FF) 1½x½ID.
1915 (Mods. H2, H2½)—(F) Hy, 16018 (G & H) Hy, 26062: (J) 0306: (K) 307: (AA) SR1209: (BB) SR1307: (CC) 307.
1915 (Light Six)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516'
1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.
1916 (Little Six)—(J & K) Hy, 2.3285" OD x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307. (AA) 210
1916 (Baby Grand Mod. H)—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 207: (BB) 209: (CC) 307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec, 7 Balls ⅞"; (AA) 207; (BB) 306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

CHICAGO (Electric)—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

CLARK—1910-11 (Mod. A-B, 30-40)—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1913 (30)—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

CLASSIC—1917—(D & E) Bower, 208A.

COATES-GOSHEN—1909-10 (Mods. G & S)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

COEY FLYER—1915 (Bear Mod.)—(F) Hy, 16706: (G & H) Hy, 16247.
1916—(F) Hy, 16018: (G & H) Hy, 26063.

COLBY—1913-14 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1913 (Pleas.)—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

COLE—1912 (Mod. ABC, CCD & DD)—(A) Tim, 418-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 212; (BB) 307; (DD) 306; (EE) 306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 212; (BB) 307; (DD & EE) 306.
1914 (Ser. 9)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
1913 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
1916 (6-45)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 336; (K) Bock, 417.
(Mod. 870—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312 NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
1916 (2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hy, 16698.
1916 (3 Ton)—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

COLUMBIA (of Hartford)—1908-09 (Mod. 48-45)—Tim. Brgs.: (A) 355-3520: (B) 315-312: (D & E) 355-3520: (G & H) 395-3920: (J) 337-3320: (K) 435-4320.
1910 (Mod. 48-4)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
1911-12 (Mod. 55-1-2)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1912 (Mod. 55)—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1916-17-18—(O) 205.
1918 (E. T. 2 Ton)—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

COLUMBUS (Electric)—1912 (Gas Car)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1912 (12-20D)—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
1913 (12-22)—(A & D) Tim, 1950-1920; (B & E) Tim, 1550-1520.
1914 (All Mods.)—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

COMET—1918 (C-50)—(F) Hy, 16691: (G & H) Hy, 26227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 26956.

COMMERCE—1916-17-18 (E-1 Ton)—(A) Bower, 308AL: (B) Bower, 305AL: (D) Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
1914-15-16-17 (1,500 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056.

COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
1912 (3½ Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1913-14-15-16 (3½, 5 & 5½ Ton)—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (Elec. ½ Ton)—Tim Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3¼ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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# GURNEY

## BALL BEARINGS

## Their Load Capacity is Greater

The exceptional load capacity of Gurney Bearings is due to two specific causes; by virtue of the design of the bearing and the process of assembling, it is possible to put into it, without the use of filling slots, the maximum number of the maximum size of balls. The advantage of this is too obvious for comment.

Secondly, there is realized for each ball of given size distinctly greater capacity than has heretofore been effected by virtue of the character of the raceways that are ground in the Gurney plant. By the advances in precision which have been worked out by us and the closer conformity of race curvature to ball curvature thus made commercially possible, we have made possible and have realized a larger area of contact between ball and raceway and have thus actually gained a decided increase in ball capacity.

Our bearings are listed with greater load capacity than other makes. This sometimes arouses a little skepticism. But their ratings are in reality conservative. They are accounted for by the characteristics explained above.

359

**Gurney Ball Bearing Co.**

*Conrad Patent Licensee*

**Jamestown, N. Y.**

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bbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553- H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
on)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; im, 559C-552; (J & K) Tim, 539D-532; (N) SK.F, 2307; (Q) 209; (S) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG)

) (Model 18)—(A) 307; (B) 305; (F) 407; (G & H) 309; (J & K) 307; (BB) 208; (DD & EE) 305.

16-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, DD & EE) 316-312.
½ Ton)—(D & E) Bower, 317NDT.
½ Ton)—(D & E) Bower, 314 NDT.
on)—(D & E) Bower, 319NDT.

-1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; I) 0307; (K) 0407; (AA) 305.
r)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) 205.

10—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, & EE) Hy, 16506.
Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD 16506.
, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE)

OWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; 5-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

-1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320.
12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336- Tim, 335-3320; (DD & EE) Tim, 316-312.
12-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435- & EE) 316-312.
13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; & AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- 355-5320.
3-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 320; (DD & EE) 316-312.
35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim,

6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
0-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE)

1913 (5 Pass.)—(Q) 204; (AA) 209; (BB) 307; (DD & EE) 306.
.)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 307.

k)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650- E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337- , DD & EE) 335-3320.
C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356- 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) (BB) 440-4320; (DD & EE) 415-412.
G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) ; (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; 2) 415-412.
s.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 30; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
m)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) ; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE)

on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553- 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336- ) 357-353; (DD & EE) 339-333.
on)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) ; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; 2) 339-333.

RT—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 309; (E) 209.
57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) 3: (BB) Hy, 26728: DD & EE) Hy, 16506.
E-25)—(D & E) 208. (G & H) Hy, 26216 (AA) Hy. 26518 (BB) Hy. ) & EE) Hy. 16517.
(F) Hv. 16681 (G & H) Hy. 26056 (AA) Hy. 27788 (BB) Hy. 26723 (DD . 16506.
C-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD y, 16517: (O) 306.
-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)

: H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy,27899.

1913—(D) 310; (E) 210; (G) 211; (H) 211; (J) 0307; (K) 408; (AA) 307; (CC) 304; (DD & EE) 306.
309; (B) 306; (D) 311; (E) 211; (G) 211; (H) 211; (J) 209; (K) 408; (BB) 307; (CC) 304; (DD & EE) 306.

AM—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650- E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) (J) 336-3320; (K) 435-4320.
J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) (H) 456-4520; (J) 336-3320; (K) 435-4320.
as. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) (H) 456-4520; (J) 336-3320; (K) 435-4320.
.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375- 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) (DD & EE) Ann, 307.
. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann,

(Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B- ) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 205. 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.

1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.

1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.

1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.

1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320; (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.

1916 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.

1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.

1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.

1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 307: (DD & EE) 306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 307: (DD & EE) 306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann ,306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553 4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1½": (AA) 208: (BB) 307: (CC) 204: (DD & EE) 305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1½": (AA) 209: (BB) 307: (CC) 304: (DD & EE) 306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rh. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1½"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 210: (BB) 307.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Bock N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Bock N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.

U. S. 5314: (J & K) U. S. 5411: (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF. 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 308; (K) 406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

*(1917—2-U-V use 455-4520 on inner rear wheel.)

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**DENBY—Continued**
1915-16-17 (1 Ton B & G)—(A) Tim, 4558-4520: (B) Tim, 3360-3320: (D) Bower 3672T: (E) Bower, 3362T: (G) Hy, 26084: (H) Hy, 26085.
1916-17 (2½ Ton K)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.
1917 (2, Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 306.
1917 (12, 1-Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.
1917-18-19 (Mod. 13 2-Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553-; (E) Bower, 4554: (G & H) Hy, 26084-26085: (J & K) 407 & 307: (AA) 308: (BB) 307: (DD & EE) 305.
(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 306.
1919 (3½-5 Ton)—(F) Hy, 47888: (G & H) Hy, 26480: (K) Hy, 26669.

**DENMO—1917-18 (10 1½ Ton)—(D) Bower, 309N: (E) Bower, 306N (Jackshaft), 306N 1918 (12 ½ Ton)—(D) Bower, 308N: (E) Bower, 306AL (Jackshaft), 306AL.**

**DETROIT (Electric)—1913 (Mods. 35, 36, 37, 39, 40 & 42)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) 210.**
1914 (Mods. 46, 47, 48)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-; 363; (J) 709U; (L) 209; (M) 307.

**DETROITER—1917 (Mod. 6-45)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T 412A: (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 358-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.**

**DIAMOND ARROW—1909-10—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.**

**DIAMOND T—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363 (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.**
1914 (J 1½ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (J 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E)

**DILE—1915 (Mod. A)—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 305.**

**DIXIE FLYER—1917 (Flyer)—(D & E) Bower, 209AL: (G) Bower, 209A.**

**DIXIE—1916-17-18—(G & H) Hy, 26216.**

**DISBROW—1917 (Louis Disbrow)—(DD & EE) Hy, 17799.**

**DOANE (Truck)—1917 (2½-Ton)—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.**
1917 (6 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

**DODGE (All Years)—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.**

**DORRIS—1912 (Mod. 35)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.**
1912 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913-14 (Mods. 35, 1-14)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (Lt. Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (1-Ton Del.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320. (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-A-4)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H)375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (1-6-6) 1917 (1-B-6-½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 6-6) uses Tim, 335-3320.
1916-17 (1-B-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

**DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 162270 (J) Tim, 319-312; (K) Tim, 348-332; (AA) 207; (BB) 305.**

**DREDNOT—1914 (Mod. A-13)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.**
1915 (Mod. 9)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915 (Mod. G)—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**DREXEL—1917 (Mod. R.)—(D & E) Bower, 208A.**

**DRIGGS SEABURY—1912-13 (4-5 Ton)—(D) Tim, 6451-6420; (E) Tim, 6354-6321.**
1912-13-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 5554-5520; (E) 5355-5320.
1913-14 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 6358-6321; (E) 5565-5520.
1912-13 (7-Ton)—Tim. Brgs.; (A) 6452-6420; (B) 5355-5320; (D) 6552-6521; (E) 6350-6321.

**DUPLEX—1916 (Mod. C-B)—(AA & BB) Tim, 357-353; (DD & EE) 339-333.**
(2 Ton)—(A & D) Bower, 3762T: (B & E) Bower, 3362T: (G & H) Bower, 458T: (J) Bower, 4359T: (K) Bower, 335T.
(3-Ton)—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4350T.
1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; () Bower 4359T; (O) 205; Jack Shaft Hy, 19200.
1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND. 205 Jack Shaft Hy, 19200.
1917 (Mod. EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1209; (O) 205; Jack Shaft Hy, 19200.
1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brgs. 2 Bowers 4355T, Jack Shaft Hy. 19200.
1918 (D 3½ Ton)—(A & D) Bower, 311N: (B & E) Bower, 310N: (G & H) Bower, 456T. (J) Bower, 4359T: (K) Bower, 335T: Jack Shaft, Bower, 310NDT

**DUROCAR—1911 (Mod. D-30)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E, G & H) 375-3720; (J) 336-3320; (K) 435-4320.**
1911 (Mod. L-N)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (Mod. 1-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

**EAGLE—1917-18—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 26518: (BB) Hy, 26737.**

**ECLIPSE—1913 (A 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.**
1912 (D 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5350-5320.
1912 (E 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

**ECONOMY—1917 (Mods. 4-36)—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.**
1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

**EDWARDS-KNIGHT—1913 (Mod. 25)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 3 5-3720; (H) 456-4520; (J) 5356-5320; (K) 4364-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.**

**ELCAR—1914 (Pleas.)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.**
1915 (Mod. 4-40)—Tim. Brgs.; (A) 415-412; (B, DD & EE) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (Mod. A-B)—(D & E) Hy, 16076: (G & H) Hy, 26216.
1917-18—(G & H) Hy, 26216.
1917-18—(D & E) Bower, 208A.

**ELGIN—1916-17 (Farm Tractor)—(D) Tim, 4554-4520; (E) Tim, 3362-3320.**
1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K) 307; [use 306 & 406 with short third member]; (O) 203; (AA) 207; (BB) 308.
1917 (Pleas.)—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) 0208: (K) 0407.
1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 308.
1918 (Mod. A)—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207; (BB) 308.

**ELK (Truck)—1913 (Mod. B)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.**
1913 (Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Mod. E)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 395-3320; (K) 456-4520.

**ELKHART—1916—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (BB) 305.**
1917 (Mod. A)—(F) 309; ( G & H) 210; (K) 307 x 1¼"; (O) 203; (AA) 207; (BB) 305.
1917—(J) 0208; (K) 0407.

**ELMORE—1909 (Taxi)—(D & E) Hy, 26892: (G & H) Hy, 26893: (K) 308.**
1909-11-12 (Mods. 25, 26, 27, 33, 34)—G & H) Hy, 26062: (K) 307.
1910-12 (Mod. 37-44)—(F) 408; (G & H) 212; (J & K) 308.
1911 (Mod. 46B)—(F) 311; (G & H) 212; (J) 309; (K) 306.
1914 (D & E) Hy, 16829: (G & H) Hy, 16826.

**E. M. F.—1909-10-11 (30)—(D & E) Hy, 16082.**
1912 (30)—(D, E, G & H) Hy, 16082.
1913 (30)—(G & H) Hy, 26056.

**EMERSON—1917 (Four)—(D, E, G & H) Hy, 16076.**

**EMPIRE—1912—(D & E) Hy, 16018: (G & H) Hy, 26062: (K) 306.**
1913—(D & E) Hy, 16018: (G & H) Hy, 26062: (O) 205: (AA & BB) 306: (CC) 304: (DD & EE) 305.
1914 (Mods. 31, 31-40)—(D & E) Hy, 16722: (G & H) Hy, 26062: (O) 205: (AA) 308: (BB) 307: (CC) 304: (DD & EE) 305. (Mods. 31, 31-40 Roadster)—(AA) 210: (BB) 307: (CC) 304: (DD & EE) 305.
1915 (Mod. 33)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (BB) 307.
1916 (Mod. 33-45)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (O) 205: (AA) 208: (BB) 307.
1917 (Mods. 45, 60)—(D & E) Bower, 209AL: (F) 209: (G & H) 0209: Bower 209A: (J) 207: (K) 406: (O) 205: (P) DR 206: (AA) 208: (BB) 307.
1916-17 (60-71)—(D & E) Hy, 16691: (G & H) Hy, 26486.
1917-18 (50-51)—(F) Hy, 16779: (G & H) Hy, 26252.
1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (AA) 209; (BB) 307.
1918—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A

**ENGER—1912-13 (Mod. E, F & J)—(E) 310; (G & H) 212; (J) 0309; (K) 307; (AA) 211; (BB) 307; (DD & EE) 306.**
1915 (Mod. 6-50)—(F, G & H) Hy, 16779: (J) 0207: (K) 307: (Q) 205: (AA) 209: (BB) 307.
1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 308.
1917 (Mod. 6-50)—(D & E) Bower, 209AL: (G) Bower, 209A: (K) 307: (Q) 205: (AA) 208: (BB) 307.

**ERIE—1916-17 (33-34)—(F) Hy, 16779: (G & H) Hy, 26252.**

**ESSEX—1918 (Pleas.)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520: (J) Upper 2785-2720: (K) Lower, 3381-3320: (AA) Hy, 17024: (BB) Hy, 16661: (DD & EE) Hy, 16473: (FF) Hy, 16820.**

**ESSEX—1917 (1½-Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.**

**EWING—1910 (Cab)—(A) 306; (B) 308; (G & H) 211; (J) 307; (K) 308.**

**F. A. L.—1909-10—(F) Hy, 16118: (G & H) Hy, 16117.**

**FARGO—1916-17 (M 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.**
1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.

**FEDERAL—1911-12-13 (Mod. C & B)—Tim. Brgs.; (A) 3750-3720; (B) 3351-3320; (D) 4550-4520; (E) 4353-4320.**
1914-15 (1, 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 559C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1917 (1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.
1917 (1½, 2-Ton)—(BB) 308; (DD & EE) 307.

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**1917 (Mod. O-F)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1917 (5-Ton X)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6559-6320.
**1918 (3½, 5-Ton)**—(AA) 212; (BB) 309; (DD & EE) 308.

**IAT—(Mod. 55)**—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 309 (CC) 308; (DD) 406; (EE) 210; (GG) 213 & 305.

**IRESTONE COLUMBUS—1913 (Mod. 25)**—(A) 308; (B) 306; (F) 211; (G & H 210; (K) 308.
**1913 (Mod. 32)**—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K) 408.

**ISHER—1914-15 (4-36-A-B)**—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**ORD—(1908 to 1909 Mod. T)**—(Wheel End Right Hand) Hy, 16080: (Left Hand) Hy, 16079: (G) Hy, 16080: (G) Hy, 16079.

**ORD (Truck)—1918 (1 Ton)**—(F) Hy, 16211: (G & H) 0212.

**ORDSON (Tractor)**—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & H) 218RT. 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; (P) 214RT. 50%; (T) 2" x 2⅝"; (U) 2" x 1½"; (V) 2" x 2½"; (W) 2" x 3"; (X & Y) 2" x 3": (AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. 50%; (EE) 405RT. 50%; (FF) 1¼" x 1¼ Bronze; (GG) 2 No. 204RT. 100%; Belt Pulley, Inner 308RT.; Outer 406RT.

**ORSCHLER—1916 (1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412

**OSTORIA—1916-17 (Mod. 17)**—(J & K) 305; (AA) 207; (BB) 305.

**OUR WHEEL DRIVE—1916**—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & EE) 307.
**1917**—(G & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.
**1918**—(G & H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG) 205.
**1915-16-17-18 (B 3 Ton)**—(A, B, D & E) Bower, 217N: (G & H) Bower, 313N: (J Bower, 309N: (K) Bower, 306AL.

**RANKLIN—1909-10 (Mod. D)**—(A) Tim, 3357-3320: (B) Tim, 3151-3120.
**1909-10 (Mod. H)**—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
**1911 (Mod. M)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 355-3520.
**1911-12-13 (Mod. D & H)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 455-4520.
**1912-13 (Mod. O ½-Ton)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 415-412.
**1912-13 (G-Run.)**—(A) Tim, 2550-2520; (B) Tim, 2357-2320.
**1912-13 (K-6 Taxi)**—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
**1912-13, 14, 15, 16 (M 3, M 8, M Ser. 4-5-6)**—(A) Tim, 2750-2720; (B) Tim, 2357-2320; (D & F) Tim, 415-412; (G & H) Tim, 355-3520; (J & K) Tim, 417-412; (AA, DD & EE) 307 Spec. 1" I. D.; (BB) 407.
**1917-18-19 (Series 9)**—(A) 307 RT; (B) 305 RT; (F) 407 RT; (G & H) 308 RT; (J) 207 RT; (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) 304; (DD & EE) 305; (KK) 204 RT; (LL) 204W-RT.

**ULTON—1917-18 (F-2 1½ Ton)**—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy 26219.

**ABRIEL—1912 (Del.)**—Tim. Brgs.; (A) 339-333; (B) 237-233; (D) 455-4520; (E) 358 354; (G & H) 376-373; (J) 415-412.
**1914 (Mod. J)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1914 (Mod. H)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
**1914 (Mod. J)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) 456-4520; (J) 4555-4520; (K) 440-4320.
**1916 (Mod. M)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
**1916 (Mod. O)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
**916-17 (Mod. H)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 335-3320.
**1917 (O 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 339-333.
**1917 (M 1½-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) 559C-552; (J & K) 539C-532: (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

**ARFORD—1910 (3-Ton)**—Tim. Brgs.; (A) 6358-6321; (B) 4365-4320; (D) 6552-6521; (E) 6352-6321.
**1911 (Mod. F)**—Tim. Brgs.; (A) 6354-6321; (B) 4361-4320; (D) 6552-6521; (E) 6352-6321
**1911-13 (J 3-Ton)**—Tim. Brgs.; (A) 6350-6321; (B) 4353-4320; (D) 6356-6320; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE) 335-3320.
**1912-13 (H 1½-Ton)**—Tim. Brgs.; (A) 457-4520; (B) 315-313; (D) 4554-4520; (E) 455-453.
**1912-13 (D 5-Ton)**—Tim. Brgs.; (A) 6350-6320; (B) 4350-4320; (D) 6553-6521; (E) 6353-6321.
**1912 (4-15)**—(G) 210; (H) 310; (J) 306; (K) 309; (AA & BB) 212; (DD) 207; (EE) 307.
**1913-14 (Mod. J)**—Tim. Brgs.; (A) 6354-6321; (B) 4361-4321; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
**1914 (G-15)**—Tim. Brgs.; (A) 419-412; (B) 317-312; (D & E) 375-3720; (G) 365-363; (H) 455-453.
**1914 (Mod. L)**—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE) 335-3320.
**1916 (66-70)**—Tim. Brgs.; (A) 4554-4520; (B) 3150-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.
**1916 (Mod. 67)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
**1916 (Mod. 67 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B 4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
**1916 (Mod. 68)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
**1916 (Mod. 69)**—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.
**1916 (Mod. 75)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
**1917 (Mods. 68-69)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6554-6521; (E) 6553-6521.
**1917 (Mod. 66 1½-Ton)**—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.
**1917 (70B 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.
**1917 (75 1-Ton)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1917-18 (77-77B 3½ Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302
**1918 (75C 1-Ton)**—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1918 (66-B 1½ Ton, 70-B 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 336-3320.
**1918 (77C 3½-Ton)**—Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Ann, 3028R.
**1918 (68 5-Ton)**—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 2168R; (I) HB. 1113; (O) 2058R; (P) 208DR; (AA & DD) 4098R; (BB) 308DR; (EE) 4108R; (GG) 3028R.

**GARY—1918 (H 2 Ton)**—(A) Bower, 310N: (B) Bower, 309N: (F) Bower, 314NDT.

**GEM—1917 (A-4-30)**—(D & E) Hy, 26227: (G & H) 16395.

**GENERAL MOTORS—1911 (Mod. O)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320; (G & H) 395-3920; (J, K, AA, DD & EE) 4364-4320; (BB) 3159-3120.
**1912-13 (H & HV)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5357-5320; (G & H) 3950-3920.
**1912-13 (K-U)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5357-5329; (D) 6550-6521; (E) 6354-6321; (G & H) 3950-3920.
**1913-14 (2-3 Ton)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320.
**1914 (1¼-Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320.
**1915 (Mod. 21)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SK.F. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SK.F. 910; (AA & BB) 308; (DD & EE) 306.
**1915-16 (Mod. 15)**—(J) 307; (K) 407; (AA) 307.
**1915-16 (Mod. 25)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.
**1915-16 (Mods. 30-40)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333
**1915-16 (Mods. 31-41)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.
**1915-16 (Mod. 70)**—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.
**1915-16 (Mod. 100)**—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409 (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.
**1916 (Mod. 26)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
**1916 (Mod. 71)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
**1916 (Mod. 101)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
**1917 (Mod. 15)**—(J) 309; (K) 407; (BB) 308.
**1917 (Mod. 16)**—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SK 910; (AA) 305; (BB) 308; (DD & EE) 306.
**1917 (31 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
**1917 (71 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205) (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.
**1918 (21-31-41)**—(O) 205; (AA & BB) 308; (DD & EE) 306.
**1918 (Mod. 16)**—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.
**1918 (Mod. 71)**—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.
**1917 (21 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
**1917 (L 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (41 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308 (DD & EE) 339-333.
**1917 (5 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**GERONIMO—1917-18 (Six A-45)**—(D & E) Hy, 16691: (G & H) Hy, 26227.

**GHENT—1918 (6-60)**—(D & E) Hy, 16779: (G & H) Hy, 26056.

**G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)**—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD & EE) 4353-4320
**1914 (Mod. 1914)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
**1912-13 (700-lb.), 1915 (½ Ton)**—(A, B, D & E) Tim, 415-412; (DD & EE) Tim 236-2320.
**1911-12-13 (1 Ton)**—Tim Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.
**1915-16-17 (1 Ton)**—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.
**1911-12-13 (½ Ton)**—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.
**1911-12-13-16-17 (2 & 3 Ton)**—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.
**1915 (2 Ton)**—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.
**1916-17 (½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
**1916-17 (1,000-lb.)**—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.
**1915-17 (5-6 Ton F.V., 6-Ton Daimler)**—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

**GLIDE—1912**—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3756-3720; (G & H) 5553-5520; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
**1912-13 (Glide 45)**—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3762-3720; (G & H) 5553-5520; (AA) 435-4320; (BB) 336-3320; (DD & EE) 4357-4320; (GG) 1150-1130.
**1912-13 (Glide 45)**—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3762-3720; (G & H) 5553-5520; (J) 439-4320; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
**1913**—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0408.
**1914**—(F) 310; (G & H) 0211; (J) 306; (K) 308; (Q) 0209; (AA) 308; (BB) 307; (DD & EE) 305.

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inued
30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 307; (CC) 303 with Cone Clutch No. 0204 with Plate Clutch; (DD &

40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (BB) 307; (DD & EE) 305.
—(F) 310; (G & H) 0201; (J) 306; (K) 406; (O) 205; (BB) 308

; (¼ Ton)—(G) Hy, 26219.
, Ton)—(G) Hy, 26084: (H) Hy, 26085.
1 Ton)—(F) Hy, 16670: (G & H) Hy, 26069.
), 1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26356.
C 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388.
-2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF)

09-10-11-12 (Mod. V 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) ; (G & H) 3554-3520; (J) 3654-3620; (K) 3360-3320; (AA, DD & EE) ; (BB) 3360-3320. 1909-10 (Mod. V) uses Tim, 3158-3120 on Main Shaft

od. X)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (G & H) ; (J) 3159-3120; (K) 4360-4320; (AA, BB, DD & EE) 4354-3420.
od. Y), 1912 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351- & H) 3554-3520; (J) 3158-3120; (K) 3360-3320; (AA, BB, DD & EE) 3158- 12 1-Ton uses Tim, 3360-3320 on Main Shaft Rear.
)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3762- , DD & EE) 3158-3120; (BB) 3360-3320.
Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; 3762-3720; (J & K) 4361-4320; (AA) 3454-3420; (BB) 4361-4320; (DD & 3420.
Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) ; (J & K) 5350-5320; (AA, DD & EE) 3554-3520; (BB) 5350-5320.
)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3360-3320; (G & H) 3554- & BB) 3360-3320; (DD & EE)3158-3120.
)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3554- & BB) 3360-3320; (DD & EE) 3158-3120.
n)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563- 4365-4320.
n)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; 3762-3720; (AA) 3159-3120; (BB) 4365-4320; (DD & EE) 3454-3420.
)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552- ) 3364-3320; (BB) 5354-5320; (DD & EE) 3554-3520.
n)—Tim. Brgs.; (A) 4550-4520; (B) 4561-4320; (C) 443-4320; (D) 5563- 4365-4320; (G & H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356- 5355-5320; (G) 4553-4520; (H) 5553-5520; (AA, DD & EE) 4364-4320; 6-5320.
lod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; 559C-552; (J & K) 539-532.
n)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550- 6354-6321.

RNSTEIN—1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; 320; (D) 5563-5520; (E) 4365-4230.
½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 1; (E) 5355-5320.
n)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550- 5355-5320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 1; (E) 5355-5320.
n)—Tim. Brgs.; (A) 5550-5520. (B) 5351-5320; (C) 5354B-5320; (D) 6550- 6354-6321.
Ton, Bevel or M & S Diff.)—(F) Hy, 16670: (G & H) Hy, 26069-26064: 26668.

CY—1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350 & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE)

Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G) ; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & 3320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; BB) 439-4320; (DD & EE) 415-412.
(1½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & 3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

14 (Mod. 21)—(A) 0305: (B) 0304: (K) 305: (AA) Hy, 17016: (BB) 305.
. M)—(A) 0305: (B) 0304: (AA) Hy, 17016: (BB) 0305.
lods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB)

—(D & E) Bower, 208A: (G & H) Hy, 26216.
. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB)

Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H)- 26216; (J) 8R. 306; (K) DR. 307; (AA) 209; (BB) 306.

ES—1913 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

ctor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 5; (LL) 205.

GLE—1912-13 (10 Pass. Lim.)—Tim. Brgs.; (A) 419-412; (B) 316-312. -3620; (D, E & G) 375-3720; (H & K) 456-4520; (J) 336-3320 (AA & BB) ); (DD & EE) 335-3320.
0 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) ); (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & -3320.
at Eagle)—Tim. Brgs.: (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257;

STERN—1913-14-15 (Mod. 40)—(F) 310: (G & H) Hy, 26056: (K) 308- 9: (BB) 307: (CC) 304: (DD & EE) 305.
(6-40)—(D & E) Hy, 16779: (G & H) Hy, 26252.

. (Electric)—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363: -3720: (H) 456-4520; (J) 317-312; (K) 440-4320.

909—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762 H) 3955-3920; (J) 3356-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455 DD & EE) 3150-3120.
Mod. 45)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; -3920; (J) 336-3320; (K) 435-4320; (AA & BB) 415-412; (DD & EE) 316-312

—1917-18—(D & E) Hy, 16018: (G & H) Hy, 26063: (BB) 207: (CC) 305.

5-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553; E) 3762-3720 (1916 [Mod. C] uses Tim. 456C-454 on L. H. Differential); ) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE)

7 (Mod. E-D 1½-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B 3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB DD & EE) 335-3320.
1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1918 (¼ Ton)—(D) Bower, 308Z: (E) 306AL: (Jack Shaft) 306AL: (AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

HAL—1916-17 (Mod. 21)—(O) 205: (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306: (DD) Hy, 16497: (EE) Hy, 16497.
1917—(Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.

HALL—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-333.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB,DD & EE) 335-3320.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520; (AA, & BB) 357-353; (DD & EE) 339-333.
1917-18 (2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

HALLADAY—1910-11-12 (G-35)—(D & E) Hy, 16018: (G & H) Hy, 26062.

HANSON—1918—(AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

HARVARD—1916—(D & E) Hy, 16076: (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076: (G & H) Hy, 26269.

HARROUN—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (AA) 207; (BB) 306.

HARVEY—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT: Tim. Brgs.: (AA) 439-4320: (BB) 435-4320: (D & E) 415-412.
1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

HASSLER—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080: Left Hand, 16079 (G) Hy, 16080: (H) Hy, 16079.

HATFIELD—1917 (Mod. 6)—(D & E) Bower, 208A.

HAVERS—1912-13 (Mods. S-6-44-55)—(A & B) 0307: (F) 311: (G & H) Hy, 26056: (J) 0307: (K) 309 x 1⅛".

HAWKEYE—1918 (L-2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy, 26777.
1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT: (F) Hy, 16670: (G & H) Hy, 26069: (K) Hy, 26668.

HAYNES—1909 (Mod. W-8)—Tim. Brgs.; (A) 3457-3420; (B) 3151-3120; (J & K) 4361-4320; (W) 436-432.
1910 (Mod. 19)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1910 (Mod. Y)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. 20)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1912 (Mod. 21)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H 375-3720; (J) 256-2520; (K) 415-412; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1913 (Mod. 22)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1914 (26-27-28)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (F) Ann, 311; (G) 456-454; Ann, 1211; (H) 559-552; Ann, 211; (J) 439-4320; Ann, 1208; (K) 539-532; Ann, 308; (AA) 375-3720; (BB) 415-412; (DD & EE) 316-312.
(Lt. Six, 30-33, 34, 35, 36, 37)—(F) 0211; (G & H) 210; (J) 305; (K) 407; (P) 205; (Q) 1205; (AA) 209; (BB) 307; (DD & EE) 306.
1916-17 (6 & 12)—(A) 308: (B) 305: (F) 311: (G & H) 210 WRT: (J) 305: (K) 307: (Q) 205: (AA) 209: (BB) 307: (DD) 305: (EE) 306.
1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307; (K) 0308; (AA) 208; (BB) 306
1918-19—(A) Gur. 308D PRT: (B) 305RT: (F) 211R: (G & H) 210W RT: (J) 305: (K) 307.

HENDERSON—1913-14 (Mod. 4, 45)—(A) 0309: (B) 0307: (D & E) Hy, 26777; (G & H). Hy, 26056: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1914 (46-54-56)—(D & E) Hy, 26777: (G & H) Hy, 26056: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

HENDERSON BROS.—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 4357-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB) 339-333.
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

HENDRICKSON—1915-16-17 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320 (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 539C-532.
1915-16-17 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

HERCULES (Truck)—1912 (5 Ton)—Tim. Brgs.; (G, H & J) 5552-5520; (AA) 5552-5520; (DD & EE) 5355-5320.

HERRESHOFF—1910 (Mod. 20)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (D) 317-312; (G) 355-3520; (H) 335-3320; (K) 317-312.
1913—(D & E) Hy, 16599: (G & H) Hy, 26598: (F) 309: (J) 306: (K) 307 x 1.225".

HERFF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T: (G & H) Hy, 26216: (DD & EE) Hy, 17799.

HEWITT—1911-12-13 (4 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5357-5320; (G & H) 5557-5520; (M) 3350-3320; (AA & BB) 5553-5520; (DD & EE) 5353-5320; (FF) 3350-3320.
1911-12-13 (5 & 7 Ton)—Tim. Brgs.; (A) 5552-5520; (B) 5351-5320; (D) 6450-6420; (E) 5551-5520; (G & H) 5557-5520; (L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.
1911-12-13 (10 Ton)—Tim. Brgs.; (A) 6450-6420; (B) 5551-5520; (D) 940-932; (E) 6554-6521; (G, H & L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.

HOLLIER—1916—(F) 310: (G & H) 0310: Hy, 26226: (J) 0208: (K) 0308: (AA) 208: (DD) 206.

HOLMES—1919—(A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 209; (AA) Tim, 277-274: (BB) Tim, 339-333: (DD & EE) 306: (CC) 235.

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**KOEHLER—1917-18 (K 1¼ Ton)**—(D) Bower, 309N: (E) Bower, 306N: (Jack Shaft) Bower, 306N.
**1918 (KT 3 Ton)**—(D) Bower, 311N: (E) Bower, 311N.

**KREBS—1915 (Mod. F)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1915 (Mod. G)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1915 (Mod. H)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.
**1916 (Mod. G, H, & T)**—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
**1916 (Mod. L 90-80)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.
**1917 (Mod. 35)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
**1917 (Mod. 60)**—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333.
**1917 (90 3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**KRIT—1912-13 (Mod. K)**—(D & E) Hy, 16018: (G & H) Hy, 26062: (F) 309: (W & Y) 410: (AA) 308: (BB) 306.
**1914-15 (Mods. L-M)**—(D & E) Hy, 16018: (G & H) Hy, 26063: (O) 306: (W & Y) 410: (AA) 308: (BB) 306.

**LAMBERT—1910 (17, 21, 26)**—(D & E) Hy, 16989: (G & H) Hy, 16963.
**1912 to 1917 (48-68-66-99C & 90)**—(D & E) Hy, 18205: (G & H) Hy, 18200.

**LAMSON—1918 (2½ Ton)**—(F) Bower, 314NDT.
**1918—(3½ Ton)**—(F) Bower, 317NDT.
**1918 (5 Ton)**—(F) Bower, 319NDT.

**LANE—1918 (Mod. F 1½ Ton)**—(A) Bower, 308N: (B) Bower, 307N.
**1918 (Mod. C 3½ Ton)**—(F) Bower, 317NDT: (AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
**1918 (B 2½ Ton)**—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**LANSDEN—1912 (½ & 1 Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-33 20 (C) 341-3320; (G & H) 336-3320.
**1912 2 & 3½ Ton)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-4320; (G & H) 375-3720.
**1913 (M ½-Ton)**—Tim. Brgs.; (A & D) 3358-3320; (B & E) 3156-3120; (G & H) 336-3320; (K) 355-3520.
**1913 (M 1-Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320; (G, H & K) 375-3720.
**1913 (M 2-Ton)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (G, H & K) 375-3720.
**1913 (M 3½-Ton)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G & H) 476-473; (K) 456-4520.
**1913 (M 5-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6353-6321; (G & H) 5552-5520; (K) 476-473.

**LAUGHLIN (Homer)—(Mod. D)**—(D) 307; (T & U) 205; (AA & CC) 307; (GG) 1202.

**LAWTER—1915-16-17 (Tractor)**—(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 4550-4520.

**LENOX—1912-13-14**—(A) 308; (B) 306; (F) 311; (G) 212; (H) 212; (AA) 210; (BB) 310; (DD & EE) 307.
**1918 (Series 33)**—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**LEWIS—1914**—(AA) 307; (CC) 304; (DD & EE) 305.
**1915 (Lewis 6)**—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; )J) 305; (K) 407; (O) 204; (AA & BB) 0306; (CC) 0204; (DD & EE) 0305.
**1916 (Lewis)**—(O) 204; (AA & BB) 306; (CC) 304; (DD & EE) 305.

**LEWIS (Truck)—1912 (5 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.
**1913 (Mod. 21)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320.
**1913 (Mod. 51)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-6321.

**LEXINGTON—1916 (4-KA)**—(H) 210RT; (J) DR207; (K) 406.
**1917 (6-O-17, 6-OO-17)**—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (F) 1209: (B) Bower, 209A: (H) Gurney, 209RT: (J) Gurney Duplex, 207: (K) Gurney Ann, 307: (O) 1205: (AA) ND 208: (BB) ND 307.
**1917 (6-O-18)**—(A) 305; (B) 308.
**1918**—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A
**1919 (Mod. R-19)**—(DD & EE) Hy, 17012.

**LEXINGTON-HOWARD—1909-10 (A, A-40)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455-3420; (DD & EE) 3150-3120.
**1911 (Mod. F)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
**1912-F, 1912-13 (E, F, 12-D)**—Tim. Brgs.; (A) 415-412; (B) 316-312 ]1912 Mod. F uses 365-363 Tim on Inner and Outer Rear Wheel]; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1914-15 (6-M Pleas.)**—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 211; (BB) 208; (CCC) 204; (DD & EE) 306.
**1915 (6-L)**—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
**1916 (6-N)**—(O) 205; (AA) 208; (BB) 307.
**1916 (6-O)**—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

**LIBERTY—1916**—(Q) 205; (AA) 308; (BB) 307.
**1917 (Mod. 10A)**—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520.
**1918 (Mod. 10B)**—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; (J) Tim, 257-2520; (K) Tim, 3381-3320: (AA) 205; (BB) 208.

**LINCOLN—1911-13 (24 Pleas.)**—(A & D) Tim, 1951-1930; (B & E) Tim, 1550-1530.
**1912-13 (Mod. 29)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 2750-2721; (E) 2650-2620.
**1916-17 (1000 lbs. L-20-1 Ton)**—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26977; (BB) Hy, 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.

**LION—1913 (Mod. 40)**—(A) 308; (B) 305; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) 0408.

**LIPPARD-STEWART—1912-13-15 (Lt. ¼ Ton, B, C & D)**—Tim. Brg -A19;. )(4 412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320 (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-17 (Mods. F, 1½ & 2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1914-16 (C & D)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.
**1915 (B-W, C-W, D-W)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1915 (F-G)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1915-17 (H 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1916-17 (M-1,000 lb.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720: (J & K) 4365-4320: (AA) 337-3320: (AA) Hy, 26518: (BB) Hy, 27899: (DD & EE) 316-312: Hy, 26972: (FF) Hy, 26956.
**1916 (Mod. W)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
**1917 (1,500 lbs.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1917 (1,500 lbs.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

**LITTLE—1912 ("6")**—(D & E) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
**1914 (Little 4)**—(J) 307: (AA) 209: (BB) 307.

**LITTLE GIANT—1915 (Mods. 1 & 2)**—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.
**1915 (Mod. 3)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann, 211; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & C1502.
**1916 (Mod. 3)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 5553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1917 (Mod. 1)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720: (G & H) 5756-5720: (J) 559C-552: (K) 6359-6320: (AA) 222: (BB) 309: (CC) 212: (DD & EE) 308: (GG) Oakes X1610, 14 balls.
**1917 (Mod. 15, ¼ Ton)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274: (BB) 339-333: (DD & EE) Hy, 17799.
**1917 (Mod. 16, 2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) 337-3320: Hy, 17026: (BB) 335-3320: Hy, 16684: (DD & EE) 316-312: Hy, 16506.
**1918 (H 1½ Ton)**—(D) Bower, 4553T: (E) Bower, 3554T.

**LOCOMOBILE—1909 (Mods. 1-2)**—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
**1909 (Mod. 1-3)**—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
**1909-10 (L-1, 2)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D)311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
**1911 (L-3)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
**1912 (L-4)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
**1911 (M-1)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
**1912 (M-2R-1)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
**1909-10-11-12 (Pleas.)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
**1912-13-14 (5 Tons)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
**1913-14-15-16 (M-3-4, R-2-3, L-5)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
**1915 (M-5, R-4)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 411; (AA) 209;(BB) 308; (DD & EE) 307; (GG) 2-303.
**1915-16-17 (3 & 4 Ton B-BB)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
**1915 (Little 6-R, Big 6-M)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 110; (M) 113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
**1916 (M-6)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211. (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
**1916 (Little 6-R, Big 6-M)**—(A) Tim, 3554-3520; (B) 3360-3320.
**1916 (R-6)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 308; (DD & EE) 307; (GG) 303.
**1917 (M-7, R-7)**—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (I) 813; (J) D.R.311; (K) 412; (N) 304; (O) 307; (P) 210; (AA) 211; (BB) 308; (CC) 211; (DD & EE) 307; (GG) DR.303.
(Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
(Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6354-6320; (AA) 411; (BB) 1113.
(Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6453-6420; (AA) 411; (BB) 1113.
(Mod. E-1, 2, 3, 4)—(A & D) 307; (B & E) 305.

**LONGEST BROS.—1911 (3 Tons)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3955-3920; (AA & BB) 395-3920; (DD & EE) 336-3320.

**LONG ISLAND (Truck)—1914 (4,000 lbs.)**—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
**1914 (7,500 lbs.)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

**LOZIER—1909-10 (Mod. J)**—(A) Tim, 3357-3320; (B) 3151-3120.
**1911-12 (22-51)**—(A) Tim, 460-4520; (B) Tim, 417-412.
**1913 (Mod. 72)**—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (AA) 308; (BB) 310; (DD) 306; (EE) 403; (GG) 201 & 201.
**1914 (77-82-84)**—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320 N.D. 308: (K) Tim, 539-532, 408: (Q) 305: (AA) Tim, 385-383: (BB) Tim, 339-3320: (CC) 305: (DD & EE) 307: (GG) 201 & 201.
**1915 (4-34)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
**1915 (Mod. 77)**—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 307; (K)407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201.
**1917 (All Mods.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

**LUVERNE—1913**—(F) 311: (G & H) Hy, 26059: (J) 0307: (K) 309 x 1½".

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**LUVERINE—Continued**
1914-15 (7-60)—(F) 311; (G & H) Hy, 26059: (K) 308; (O) 205: (AA) 308; (BB) 307: (CC) 304; (DD & EE) 305.
1916 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312.
1917 (17-76a)—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.

**LYONS-KNIGHT—1913 (Mod. 12)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, G & H) 475-473; (E) 385-383.
1914-15 (Mod. K)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

**McFARLAN—1913-14-15 (6-T, X)**—(G & H) Hy, 26059: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1917 (All Models)—Tim. Brgs.: (A) 419-412: (B) 316-312: (C) 3656B-3620: (D & E) 375-3720: (G) 456-454: (H) 559-552: (J) 439-4320: (K) 539-532: (AA & BB) 344-333: (DD & EE) 316-312.

**McINTRYE—1913 (Truck)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1911-12 (A-5, D-12, F-12)—(D & E) Hy, 16033: (G & H) 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**McLAUGHLIN—1915 (24-25C)**—(D & E) Hy, 16691: (G & H) Hy, 26062.
1916 (32) (D & E)—Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024.

**MACCAR—1914-15 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-16 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; & J) 4553-4520; (E & K) 3762-3720; (G & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320; (AA, BB, DD & EE) 335-3320
1916 (Mod. K)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (H 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3656B-3620; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720, (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1917 (U 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**MACK—1910-11-12-13 (1½ & 2 Ton, -(A) Tim, 3750-3720; (B) Tim, 3350-3320; (C) Tim, 341-3320; (D) Tim, 4550-4520; (E) Tim, 4361-4320; (G) 311; (H) 311; (O) 206; (AA) 212; (BB) 307; (CC) 211; (GG) 204.**
1910-11-12 (1-11-3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5350-5320.
1910-11-12 (4-5-7½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5350-5320; (D) Tim, 6550-6520; (E) Tim, 6350-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1913-14 (3 & 4 Ton, Type 1-2-3)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 5550-5520; (E) 5357-5320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1913-14 (4-5-7½ Ton, Type 1-2-3)—(A) Tim, 5550-5520; (B) Tim, 5357-5320; (D) Tim, 6550-6520; (E) 6354-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1917-18-19 (AB 1, 1½ & 2 Ton Worm Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 557-552; (H) 456-454; (J & K) 539-532; (N) SK.F. 407AJ; (O) Schafer, 305; (Q) 209 RJ; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530.
1917-18-19 (AB 1, 1½ & 2 Ton Chain Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 395-3920; (J) 4364-4320; (K) 2753-2720; (O) Shafer 305; (Q) 209 RT; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530; (Jack Shaft) Schafer, 309.
1917-18-19 (AC 3½, 5½ & 7½ Ton Chain Drive)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6356-6321 or 6550-6521; (E) 5355-5320 or 6354-6321; (G & H) 5557-5520; (J & K) 3360-3320; (Q) SK.F. 2215; (Engine Cross Shaft) 235-2330; (Master Gear, large) 539-532; (Master Gear, small) 455-4520; (BB) 5557-5520; (CC) Schafer, 407; (DD & EE) 5355-5320; (FF) 3362-3320; (GG) 1550-1530; (Jack Shaft Ball Brg.) Schafer, 1410.

**MADISON—1916-17 (6-40)**—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205 (AA) 208; (BB) 207; (DD & EE) 305.
1916 (Madison)—(F) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (AA) 208; (BB) 307.

**MAIBOHM—1917 (Mod. A)**—(F) Gy, 16076 or 16395: (G & H) Hy, 26269 or 26253.
1918 (Mod. A)—(F) Hy, 16395: (G & H) Hy, 26253.
1918-19 (Mod. B)—(G & H)—Hy, 26216.

**MAIS—1911-12-13 (1½-2 Ton, A, B)**—Tim. Brgs.; (A & C) 4364-4320; (B) 3364-3320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.
1913-14 (1½-2-2½ Ton)—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5355-5320; (KK) 255-2520.
1913-14 (2½-3 Ton)—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5564-5520; (KK) 255-2520.
1914-15 (1-1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.

**MARATHON—1911-12 (Mod. L)**—(K) 307.
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13-14 (Mod. M)—(D) 309; (E) 1209; (G & H) Hy, 26056; (K) 308; (BB) 309; (DD & EE) 206.
1913 (Champion)—(A) 0408; (B) 0405; (F) 310; (G & H) 0211; (K) 408; (BB) 309; (DD & EE) 206.
1913 (Runner)—(A) 0406; (B) 0305; (F) 307; (G & H) 0210; (K) 407; (BB) 208; (DD & EE) 304.
1913 (Winner)—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (K) 407; (BB) 308; (DD & EE) 205.
1912 (Mod. N)—(D) 310; (E) 210; (G & H) Hy, 26056; (K) 308.
1913-14 (Mod. F)—(F) Hy, 16792; (G & H) Hy, 26056; (K) 308; (BB) 208; (DD & EE) 304.
1912 (Mod. K)—(F) Hy, 16018: (G & H) Hy, 26062: (K) 306.

**MARION—1909**—(G & H) Tim, 3554-3520.
1911 (Mod. 30)—(G & H) Tim, 355-3520; (F) Hy, 16032; (G & H) Hy, 26056.
1911 (Mod. 45)—(A) Tim, 335-3320; (B) Tim, 235-2320; (G & H) Tim, 355-3520.
1913-14 (B 4-Cyl. 35, 36 & 37)—(G & H) Tim, 375-3720.
1910 (Mod. SS)— (A) Tim, 235-2320; (B) Tim, 259-2520; (G & H) Tim, 355-3520.
1910 (Mod. L-S)—(A) Tim, 2350-2320; (B) Tim, 2550-2520; (G & H) Tim, 355-3520.
1912 (Mod. 60)—(A) Tim, 317-312; (B) Tim, 235-2320; (K) Tim, 415-412.
1912-13 (35, 36 & 37)—(A) 308: (B) 306: (D) 310: (E) 210: (F) Hy, 18230: (G & H) Tim, 355-3520 used on first 200 cars, Tim, 375-3720 on all others: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1912-13 (46, 47 & 48)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D, G & H) Tim, 385-365; (E) Tim, 365-363; (AA) 209; (BB) 307; (C) 304; (DD & EE) 305.
1912 (Mod. 61)—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (K) 415-412.
1912 (65Pd, ¾-Ton)—(A) Tim, 419-412; (B) Tim, 316-312.
1913—(A) 308; (B) 306; (D) 310; (E) 210; (G & H) Tim, 355-3520 used on first 200 cars; Tim, 375-3720 on all others; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 305.
1914-15 (50-50H)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1915—(J) 0208; (K) 0407.
1916 (Mod. H)—(F) Hy, 16779: (G & H) Hy, 26252.
1916-17-18 (8, 6-40, 6-60)—(F) Hy, 16779: (G & H) Hy, 26056.

**MARION HANDLEY—1917 (5 Pass.)**—(A) 305; (B) 308; (G) 0307; (H) 0407; (J) Tim, 344-333; (K) Tim, 441-434; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD & EE) 305.
1917 (7 Pass.)—(J) Tim, 339-3320; (K) Tim, 441-434.
1917 (A Handley)—(A) 305; (B) 308; (J) 0208; (K) 0407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.

**MARITIME—1913 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

**MARMON—1909 (50)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (EE) 2653; (KK) 1954-1920; (LL) 2751-2721.
1909 (32)—(A) Tim, 2750-2721; (B) Tim, 2650-2620.
1909 (Mod. H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (EE) 2653-2620; (KK) 1954-1920; (LL) 2751-2720.
1910 (32)—(A) Tim, 2750-2721; (B) Tim, 2650-2620; (G & H) Tim, 456-4520.
1911-12-13-14 (4-32)—(A) Tim, 3357-3320; (B) Tim, 3151-3120; (G & H) Tim, 456-4520T.
1913 (48)—(A) Tim, 443-4320; (B) Tim, 435-4320; (G & H) 456-4520.
1914-15-16 (41-61)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (6-48)—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520; (AA, BB, DD & EE) 335-3320.
1915 (32)—(F) 311; (AA) 310; (AA) 408; (DD & EE) 406.
1915 (41)—(O) 0206; (Q) 0210; (AA) 309; (BB) 308; (DD & EE) 406.
1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408; (DD & EE) 406.
1916 (6-34)—(A) Tim, 337-3320—Tim. 415-412 after first 500 cars; (B) Tim, 236-2330; (F) 311: (G & H) DR 212: Hy, 26056: (K) 310: (AA) 209: Hy, 17026: (BB) Hy, 27125: (FF) Hy, 16828: (HH) 1305.
1917-18-19 (34)—(A) Tim, 415-412: (B) Tim, 236-2330: (F) 311: (G) DR 212: Hy, 26056: (H) Hy, 26056 Special: (K) 310: (AA) 209: Hy, 17026: (BB) Hy, 17026: (FF) Hy, 16828: (HH) 305.

**MARGNETTE**—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; (AA) 309; (BB) 310; (DD & EE) 307.

**MARTIN "ATLAS"—1911**—(K 1½-Ton)—Tim. Brgs.; (A) 5558-5520; (B) 4364-4320; (D) 5552-5520; (E) 4554-4520.
1912 (¾ Ton)—(D) Tim, 3554-3520; (E) Tim, 3158-3120.
1913 (4-D)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1914 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720.
1915 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6556-6520; (E) 5355-5320; (G) 375-3720; (H) 395-3920.
1915 (Mod. B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
1916-17-18 (¾ Ton)—(D & E) Bower, 209AL: (AA) Hy, 27797: (BB) Hy, 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.
1917 (C, Fire Truck)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 440-4320; (DD & EE) 335-3320.

**MASON—1914-15**—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

**MATHESON—1909-10-11 (M-17-24)**—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (Mod. 18)—(D) 310; (E) 209; (G) 209; (H) 311; (O) 208; (AA) 308; (BB & DD) 1405; (CC & EE) 305.

**MAXWELL—1911 (Mod. G-A)**—(D & E) Hy, 16015: (G & H) Hy, 16807: (J) Tim, 3160-3120: (K) Tim, 5357-5320: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A & E) 355-3520; (B) 316-312; (D) 375-3720; (G & H) 395-3920: (J) 337-3320: (K) 435-4320: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A, D & E) 355-3520; (B) 316-312; (G & H) 375-3720; (J) 256-2520: (K) 415-412: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A & E) 355-3820; (B) 316-312; (D) 375-3720; (G & H) 395-3920: (J) 3362-3320: (K) 5357-5320: (DD) Hy, 16505: (EE) Hy, 16551.
1913 (30)—(F) 311: (G & H) 211, Hy, 16774: (J) 307: (K) 407.
(Mod. 35-4)—(F) Hy, 16705-16565: (G & H) Hy, 16293-17034: (AA) 303: (BB) 203: (DD & EE) Hy, 16561: (GG) 200.
(Mod. 30-6)—(D & E) 312; (GG) 200.
1913 (6-50)—(A) Tim, 415-412: (B) Tim, 316-312: (F) Hy, 16565: (G & H) 17034: (J) Tim, 3352-3320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1913 (8-8)—Tim. Brgs.; (A & K) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (KK) 257-2520; (LL) 256-2520.
1914 (Knight)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620.
1914-15-16 (25)—(F) Hy, 16714: (G & H) Hy, 26710: (AA) Hy, 16553. 4320: (AA) Hy, 16553.
1917 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J & K) 440-4320.
1917-18-19 (25)—(F) Hy, 16714: (G & H) Hy, 26227: (AA) Hy, 16553.
1918 (25 Lt. Del.)—(F) Hy, 16714: (G & H) Hy, 26227: (K) Hy, 26621: (AA) Hy, 16553
1919 (25)—(F) Hy, 16658: (G & H) Hy, 26269: (AA) Hy, 16553: (GG) Hy, 26245.

**MECHANICS MACHINE CO.—1913 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (J & K) 375-3720.
1914 (½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (J) 375-3720; (K) 395-3920.

**MENOMINEE—1915 (Mod. A-C)**—(AA) Tim, 277-274; (B) Tim, 339-333.
1916 (Truck)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552 (J) 439-4320; (K) 539-532.
1916 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. E-W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; (H) 456C-454; (J & K) 539C-532.
1917 (E-W ¾ Ton)—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456C-454; (H) 559C-552; (J & K) 539-532; (AA) 277-274; (BB) 339-333.
1917 (F-W 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (H 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520;

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**MENOMINEE—Continued**
(G & H) 559C-552; (J & K) 530-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (D 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (G 1½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (EE) 5755-5720; (G & H) 5756-5720; (J & K) 559-552.

**MERCHANT—1913 (Mod. A)**—Tim. Brgs.; (A) 4550-4520; (B) 436-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (J) 375-3720; (K) 395-3920.

**MERCER—(Mod. 35A, B, D, G, H, J, K)**—(A & D) SKF 2310: (E) SKF 2210: (O) 205: (AA) SKF 2206: (BB) SKF 2308: (CC) 307 & 308: (DD & EE) 308: (GG) 202 & 203.
1916-17-18 (22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR. 207; (R) 307; (AA) 308; (BB) DR. 308; (CC) DR. 206; (DD & EE) 308.

**METEOR—1914 (Mod. 38)**—(K) 308; (AA) 309; (BB) 307; (CC) 305; (DD & EE) 306.
1915 (Mod. 42)—(K) 308; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.
1915 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412.
1916-17 (Hearse 75-80)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

**METZGER—1910-12-13 (30-30)**—(K) Tim, 3352-3320.

**MICHIGAN—1913 (Mod. R & S)**—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 307.
1912 (Mod. H-D-E)—(G & H) Hy, 26741: (AA) Hy, 16585: (BB) Hy, 16521: (DD & EE) Hy, 16506.
1912 (Mod. K-M)—(F) Hy, 26794: (G & H) 26739: (AA) Hy, 16585: (BB) Hy, 16521: (DD & EE) Hy, 16506.
1913 (Mod. L-O)—(F) Hy, 16792: (G & H) Hy, 26056: (AA) Hy, 16562: (BB) Hy, 16562: (DD & EE) Hy, 16506.

**MICHIGAN TRAILER—1917 (AB 1-Ton)**—(A) Tim, 3358-3320; (B) Tim 3154-3120;
1917 (C-D 1½-Ton)—(A) Tim, 4550-4520; (B) Tim, 4353-4320.
1917 (E 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320.
1917 (F 3½-Ton)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.
1917 (C 5-Ton)—(A & D) Tim, 5556-5520; (B & E) Tim, 5351-5320.

**MIDDLEBY—1912 (R 40)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

**MIDLAND—1909-10 (Mod. K, G-9)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3756-3720; (G) 3762-3720; (H) 3955-3920; (J) 3459-3420; (K) 3160-3122; (AA) 3762-3720; (BB) 3351-3320; (DD & EE) 3150-3120.
1910-11 (Mod. L-L 1, 2, 3)—(AA) Tim, 375-3720; (BB) Tim, 335-3320; (DD & EE Tim, 316-312.
1912 (Mod. R-7-0)—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA & BB) 375-3720; (DD & EE) 335-3320.
1913 (Pleas.)—(AA & BB) Tim, 339-333; (DD & EE) Tim, 319-313.
1913 (Mod. T-4, T-6)—(AA) 310; (BB) 307; (CC) 304; (DD) 306; (EE) 406.

**MILBURN—(Mod. 15-151)**—Front and Rear Motor Bearings 305 & 306: (D & E) Hy, 16691.
1917-18—(A) Bower, 307AL: (B) Bower, 305AL.

**MILWAUKEE—1916 (3 Ton)**—Tim. Brgs.; (A & D) 6451-6420; (B & E) 5551-5520 (G & H) 475-473.

**MITCHELL—1910-11-12**—(A) 306; (B) 308.
1913 (5†4, 5†6, 7†6)—(A) Tim, 420-413: (B) Tim, 319-313: (G & H) Hy, 16041: (J) 0208: (K) 1408: (AA) Hy, 27788: (BB) Hy, 26785: (DD & EE) Hy, 16506: 307: (CC) 305.
1914 (Mod. A40, A50, A60)—Tim. Brgs.; (A) 420-413; (B) 319-313; (D) 395-3920; (E) 385-383; (J) Ann, 208; (K) Ann, 408; (AA) Ann, 307; (BB) Ann, 307; (CC) Ann, 305; (DD & EE) Ann, 307; (GG) Ann, 04 & 05.
1914 (S-4-6 & 6)—(G & H) Hy, 16041: (J) 208: (K) 408: (AA) 307: (CC) 305: (DD & EE) 1307: (GG) ND 04 & 05.
1915 (4-Cyl.)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) Hy; (BB) 210; (CC) 307.
1915 (B-35-45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) DR. 304; (AA) 308; (BB) DR. 210; (CC) 307.
1915 (Six)—(G & H) Hy, 16041: (S) 308: (AA) 1308: (BB) 210: Hy, 16354.
1916 (Six)—(F) Hy, 26622: (G & H) Hy, 26491: (K) DR 307: (S) 209: (AA) DR 209: (CC) 209: (DD & EE) Hy, 17795.
1916-17 (Mod. C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) Hy, 26491: (J) 307: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy, 26482.
1917 (D-40)—(F) Hy, 16779: (G & H) Hy, 26056: (J) 207: (K) 408 on cars 70000 to 81700: (J) 307: (K) 207 on cars 81701 up: (AA) 209: (BB) 209 (DD & EE) Hy, 17795.
1918 (Mod. C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) Hy, 26491: (J) Gur. 307RT: (K) Gur, 407: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy, 26482.
1918 (Mod. D-40)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 16779: (G & H) Hy, 26056: (J) 1407: (K) 307: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy, 26482.
1919 (Mod. E-40, E-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) Hy, 26491: (J) Gur, 307RT: (K) Gur, 407: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) 26482.

**MODERN—1916 (V), 1917 (Mod. C)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (Lt. Del. 15)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914-15 (¾-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1917 (50 2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
1917 (Mod. B-N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**MOELLER—1911 (A 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5520; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912 (B 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G & H) 3955-3920; (J) 3762-3720; (K) 1954-1920; (AA) 3955-3920; (BB) 3762-3720.

**MOGUL—1912 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D 6356-6321; (E) 6355-6321; (G & H) 375-3720.
1913 (U, 6-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1914 (L 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320.
1915-16 (L-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915-16 (L-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (Mod. T)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**MOHAWK—1917** (D & E) Hy, 16018: (G & H) Hy, 26063.

**MOLINE KNIGHT—1909-10 (Mod. K)**—(AA, BB, DD & EE) Tim, 3351-3320.

1909-10-11 (35)—(F) Hy, 16705: (G & H) Hy, 16293: (AA & BB) Tim, 335-3320: (DD & EE) Tim, 316-312.
1913—(F) 311; (K) 408.
1914 (2-6-50)—(F) 312; (J) 308; (K) 310.
1915—(F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306.
1916 (6-50)—(BB) 308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (K 40)—(F) Hy, 16675: (G) Hy, 26056: (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330; (B) 2382-2350; (D) 43-T 4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (Q) Ann, 205: (AA) Hy, 26518: (BB) Hy, 26737.

**MONARCH—1914-15 (4-5 Pass.)**—(F) Hy, 16018: (G & H) Hy, 26062.
1915 (6 cyl.)—(F) Hy, 16779: (G & H) Hy, 26056.

**MONITOR—1916 (4-30, 6-40)**—(F) Hy, 16018: (G & H) Hy, 26063.
1917—(D) Bower, 309ADT: (G & H) Bower, 209AL.

**MONROE—1915 (M-2)**—(G) ND. [illegible]; (H) 208; (J) 0305; (K) 305; (AA) 207; (BB) 306.
1915 (Roadster)—(F) Hy, 16228 & 16829: (G & H) Hy, 26069.
1917 (M-3)—(F) Hy, 16393 & 16395: (G & H) Hy, 26220 & 26253.
1916—(K) Special 306; (AA) 207; (BB) 306.
1917 (M-4)—(G & H) 0208; (K) 306; (Q) 302; (AA) 207; (BB) 306.

**MOON—1910-11-12 (Mod. 45)**—(A) Tim, 337-3320; (B) Tim, 315-312.
1912 (Mod. 40)—(F) Hy, 26789: (G & H) Hy, 16595: (J) Tim, 337-3320: (K) Tim, 440-4320.
1913 (30-39)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1913 (40)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 440-4320.
1914 (42 HP. 4-Cyl. 6-50)—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) Ann, 312; (G) 375-3720; (H) 456-4520; (J) 377-3320, ND. 0306; (K) 415-412, DR. 406; (O) DR. 205; (AA) 385-3 83, or 208; (BB) 339-333, or 307; (CC) 304; (DD & EE) 319-312 or 306.
1915—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND. 0212; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1914 (Lt. 4)—(F) 310 or 309; (G & H) 0211.
1914—(F) 311; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1916 (6-30)—(F) 209; (G & H) 0209; (J) 207; (K) 307; (O) 205; (AA) 209; (BB) 307.
1916-17 (6-44)—(F) 210; (G & H) 0210; (J) 407; (K) 305; (O) 205; (AA) 209; (BB) 307.
(Mod. 6-45)—(N) 207; (O) 205; (CC) 307 & 210; (DD & EE) 306.
1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-414; (O) 205; (CC) 307 & 210; (DD & EE) 205.
1918 (6-36-18)—(AA) Hy, 26518.

**MOORE, F. L.—1912 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5556-5520; (E) 5351-5320.
1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

**MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

**MOORE—1916-17 (30)**—(G & H) Hy, 26216.

**MORELAND—1912 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3321; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (5 Ton)—Tim. Vrgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G & H) 477-474; (AA) 456-454; (BB) 358-354; (DD & EE) 459-454.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4548-4520; (E) 3360-3320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1914 (¾ Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) [illegible]-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) [illegible] (BB) 417-412; (DD & EE) 319-313.
1914 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1915-16 (¾ Ton)—Tim. Brgs.; (A) 419-412; (B 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915-16 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1917-18-19 (1 Ton)—Tim. Brgs.; (A) 3554-3520; (B) 3161-3120; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) 209 Gur; (BB) 339-333; (DD & EE) Ann, 306.
1917-18-19 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320 (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917-18-19 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D.

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)-772; (E) 6552-6521; (J & K) 6359-6320; (O) Ann. 205; (Q) Gur. 209; 20; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

-11 (Mod. A, B, C & D)—Tim. Brgs.; (D) 415-412; (G & H) 375-3720; 335-3320; (DD & EE) 316-312.
(Mod. B, C, D & 4)—Tim. Brgs.; (A) 418-412; (B) 316-312; (G & H) A & BB) 335-3320; (DD & EE) 316-312.
gs.; (A) 418-412; (B) 316-312; (G & H) 375-3720; (AA, BB, DD & EE)

-Cyl.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (G & H) 375-3720; (AA, EE) 335-3320.

1914 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 375-3720; (H) 456-4520; (J) 336-3320; (K) 435:4320.

7 (70-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; ): (H) 456-4520: (J) 317-312: (K) 440-4320: (AA) Hy, 17026: (DD & EE) FF) Hy, 16820.
: (AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

D)—(O) 204.
. 681)—(O)
l. 2017)—(D) Hy, 16670; (E) ND. 307 ; (G & H) Hy, 26064; (J) 307; 368; (I) Dark Egp. Co. 234E; (O) 205 Single; (P) 308; (Q) Brg. r.; 776A; (DD & EE) 305.
l. 3017)—(D) Hy, 26662; (E) 308; (G & H) Hy, 26057; (I) Clark 3E (J) 307; (K) Hy, 26777; (O) 205 Single; (P) 308; (Q) Brg. Co. 76A.
17, 3018 1 Ton), 1919 (3018 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388: 777.
Ton)—(F) Hy, 26662: (G & H) Hy, 26356: (K) Hy, 26777.
-2018 1 Ton)—(F) Hy, 16670: (G & H) Hy, 26064: (K) Hy, 26668.

910-11 (Mod. N-R-B)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) ) 358-354; (G & H) 385-383; (J) 339-3320; (K) 441-4320.
er. 5-7, 4-Cyl.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-Tim, 396-393; (E) Tim, 358-354; (G & H) Tim, 456-454; (J) Tim, 419-m, 4555-4520; (AA) 308; (BB) 310; (CC) 212; (DD & EE) 307.
5)—(A & D) Tim, 4363-4320; (B & E) Tim, 3360-3320.
Tim. Brgs.; (A) 418-412; (B) 315-312; (D, E, G & H) 375-3720; (J) 418-0-4320.
(AA) 211; (BB) 308; (DD & EE) 306.
& H) 212; (J) 307; (K) 409; (AA) 211; (BB) 308; (DD & EE) 306.
-B 6-Cyl.)—(A) Tim, 418; (B) Tim, 315; (D, E, G & H) Tim, 375-3720; 155; (J) Tim, 415-412 S.R.B.Mg 135; (K) Tim, 440 S.R.B.Mg 150; (AA) 308; (DD & EE) 306.
ighway 6-12)—(A) Tim, 418-412; (B) Tim, 235-2320; (D, E, G & H) 720; (J) Tim, 335-3320; (K) Tim, 417-413; (O) 205; (AA) 210; (BB) & EE) 305.

6-17-18—(H) Hy, 27995: (DD) Hy, 16946: (EE) Hy, 16957.

E MOON—1913 (D-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520 (K) 415-

-Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; 320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
-Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; 320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; 2; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & 12.
1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-) 335-3320; (DD & EE) 316-312.
E 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; 553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-& EE) 316-312.
1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) (BB) 335-3320; (DD & EE) 316-312.
m)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-) & EE) 316-312.
m)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE)

m)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; ) 415-412.
en)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D & E) 5550-5520; 477-473; (J & K) 456-454; (AA) 337-3320; (BB) 335-3320; (DD & EE)

m)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE)

m)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, ) 335-3320.

(Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; 553-5520; (G & H) 559C-552; (J & K) 539C-532.
C)—Tim. Brgs.; (A) 4558-4520; (B, C, D & E, G & H, J & K) same as

)—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

1916-17—(F) Hy, 16395: (G & H) Hy, 26253: (AA) 207: (BB) 305.

—(B ¾, 1-Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; 20; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
en)—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) (H, J & K) 539C-532

TERN—1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K)

913-14 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320 5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (J) 0207; (K) 0407; (AA & (CC) 304; (DD & EE) 306.
—(A) 0408; (B) 0405; (F) 310; (G & H) 0210; (J) 0307; (K) 0408; (AA & (CC) 304; (DD & EE) 306.
—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) & BB) 307; (CC) 304; (DD & EE) 306.
913 (42)—(F) 311; (G & H) 211; (J) 407; (K) 307; (Q) 0208; (AA) 307; (DD & EE) 306.
—(F) 312; (G & H) 212; (J) 310; (K) 307; (P) 307; (Q) 0208; (AA) 212; (CC) 209; (DD & EE) 306.
—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (A) 212: (AA) (BB) 307: (DD & EE) 306.

1914 (43)—(D, E & F) 311; (G & H) 211; (J) 307; (K) 407; (P) 307; (AA) 212; (BB) 307; (CC) 209; (DD & EE) 306.
1914 (48)—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (Q) 305.
1914 (36)—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (AA) Hy, 17798: (BB) 307.
1915 (37)—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: (J) 306: (K) 1406: (O) 0305: (Q) 305: (BB) 307.
1915 (48)—(J) 307; (K) 407; (P) 307; (Q) 0305; (AA) 212; (BB) 307.
1915 (49)—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (J) 307: (K) 407: (P) 307: (Q) 305.
1916 (32)—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 306: (K) 307, Spec. bore 1.811: (BB) 306.
1916 (38)—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: Hy: (J) 306: (K) 406: (Q) 0305: (BB) 307.
1916-17 (50)—(F) Hy, 16692: (G) Hy, 26056: (H) Hy, 26083: (J) Tim, 315: (K) Tim, 418: (O) DR 302: (AA) 212: (BB) 307: (GG) 204.
1917 (34)—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 306: (K) 307, Spec. bore 1.1811: (BB) 306.
1918-19 (34-B)—(F) Hy, 26394: (G & H) Hy, 26223: (J) DR 306: (K) 307.

OGREN—1914 (Mod. P)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3621; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

OHIO (Electric)—(A) 2308; (B) 305; (D) 310; (E) 210; (H) 2210; (J) 406; (K) 306; (O) 204; (AA) 209; (BB) 307; (DD & EE) 306.

OLD HICKORY—1914 (20)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320.
1914 (70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320.
1916 (30-W)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17-18 (1000 lbs., 1200 lbs., Del., M ¼ Ton)—(F) Hy, 16681: (G & H) Hy, 26056.

OLD RELIABLE—1916 (2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.
1916 (3 Ton)—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.
1916 (4 Ton)—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.
1917-18 (3 Ton)—(D) Bower, 317NDT.

OLDSMOBILE—1909 (D & DR)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3122.
1909 (Mod. Z)—Tim. Brgs.; (A) 3363-3320; (B) 3154-3120; (D & E) 3762-3720; (G) 375-3720; (H) 395-3920; (J) 4364-4320; (K) 3160-3122.
1910 (All mods.)—(A) Tim, 336-3320; (B) Tim, 316-312.
1911 (27-28)—Tim. Brgs.; (A) 435-4320; (B) 316-3120; (AA) 395-3920; (BB) 375-3720; (DD & EE) 355-3520.
1912 (32)—(A) Tim, 435-4320; (B) Tim, 316-312.
1912 (33-40)—(A) Tim, 419-413; (B) Tim, 315-312.
1914-15 (54-55)—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & H) 312; (J) 307; (K) 310; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (First 200 cars 42)—(A) Tim, 339-333: (B) Tim, 237-233: (F) Hy, 16691: (G & H): Hy, 26062: (J) 1406: (K) 306: (Q) 1305: (AA) Hy, 17798: (BB) 307.
1915 (42)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.
1913 (53)—(F) 312; (G & H) 212; (J) 307; (K) 310; (AA) 212; (BB) 307; (DD & EE) 306.
*1916-17 (43-44 M-45, 8-Cyl.)—(A) Tim, 275-274; (B) Tim, 237-233; (F) 310; (G & H) Tim. 366-363, ND 210: (J) 306: (K) 406: (AA) Hy, 17798: (BB) 307.
1917 (M-45, 4-6)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720; (G & H) 365-362 on first 1000 cars: (AA) Hy, 17798.
1917 (Little 6)—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 366-363; (G & H) 375-3720, used after first 1000 cars: (AA) Hy, 17798.
1918 (M†37)—(F) 309: (J) 406: (K) 306: (AA) Hy, 17024.
1918 (M/54/A)—(F) 311; (J) 407; (K) 307.
1919 (37)—(AA) Hy, 17024.
1919 (45)—(AA) Hy, 17798.

OLIVER—1910-11-12 (Mod. A)—Tim. Brgs.; (A) 3358-3320; (B) 3160-3120; (D) 3955-3920; (E) 3762-3720; (G & H) 395-3920; (J) 336-3320; (K) 435-4320.
1911-12 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.

OLYMPIAN—1917—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 206: (K) 306: (AA) 207: (BB) 305.

OVERLAND—1910 (83)—(D & E) 311; (K) DR. 407; (DD & EE) 305.
1916 (75)—(D & E) 308: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
1915 (82), 1916 (86)—(K) DR. 307; (BB) 210; (CC) 208; (DD & EE) 306.
1917 (90)—(D & E) 309: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
(Mod. 69)—(AA) 208; (BB) 307; (DD & EE) 305.
(Mod. 71)—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
(Mod. 79)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305: (GG) ND 3.
(Mod. 80)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (CC) 208: (GG) ND 3.
(Mod. 81)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
(6-82)—(G & H) Tim, 375-3720; (AA) 208; (BB) 210; (DD & EE) 306.

OWEN MAGNETIC—1916-17 (Mod. G-A)—Tim. Brgs.; (A) 415-412; (B) 316-312 (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

PACKARD—1909-10-11-12 (UB, UC, UD, UEF, REF)—(A) Tim, 3750-3720; (B) Tim, 3154-3120; (G & H) D.W.F. 10U; (O) 208; (O) Mod. UB uses F.&S. BE. 25; (DD & EE) D.W.F. 5U; (DD & EE) Mod. REF. 308 & 309; (GG) 301.
1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)—(A) Tim, 3358-3320; (B) 3154-3120; (G & H) D.W.F. 9U; (G & H) Mod. 13-48 D.W.F. 10U; (O) 208; (O) Mod. NA. uses F.&S. BE. 25; (DD) D.W.F. 5U Mod. 13-4- uses 308; (EE) D.W.F. 4U Mod. 13-48 uses 309; (GG) 301.
1909-10-11-12 (3A, TC, TD, ATD)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) D.W.F. 10U; (O) Mod. 3A & ATD use 208; Mod. TC & TD use F.&S. BE. 25; (DD & EE) D.W.F. 5U; (GG) 301 & 203.
1912-13-14 (Mod. AT, N)—(G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301 & 203.
1912-13-14 (1½ Ton 2-B)—(A) Tim, 4551-4520; (B) Tim, 4361-4320; (D) Tim, 5557-5520; (E) Tim, 5351-5320; (G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301-203.
1912-13-14 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451-6420; (E) 6354-6321.
1913-14-15 (T 13-38)—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D.W.F. 10U; (O) 208; (EE) D.W F. 9U; (GG) 202.
1914-15 (15-48)—(A) Tim, 455-4520; (B) Tim, 3154-3120.
1915-16-17 (1, 1½ D)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

uses 306 & 1407 on Pinion Shaft Front and Rear.

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**PACKARD—Continued**

**1915-16-17 (2-D)**—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

**1915-16-17 (3-D)**—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305.

**1915-16-17 (4-D)**—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, 6553-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305.

**1916-17 (25 Twin Six)**—(A) Tim, 436-4320; (B) Tim, 316-312.

**1916-17 (5, 6 Ton)**—Tim. Brgs.; (A) 6358-6321; (B) 5358-5320; (D) 861-852; (E) 6552-6521.

(Mod. 5A)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 861-852; (E) Tim, 6452-6420; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG) 301 & 203.

(Mod. 1, 1½-E)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 2-E)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 3-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) Tim, 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 4-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) 3⅞ x 1⅛ x 7⅛; (E) Tim, 6553-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 5-6 E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 6552-6521; (G & H) 222; (J & K) 314; (O) 305; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

**1917 (235)**—(G & H) 311; (K) 405; (O) 305; (P) D.W.F. 6308; (DD) 406; (GG) 301 & 203.

**1918 (1, 1½ Ton)**—(G & H) 217; (J & K) 309; (AA & BB) 309; (CC) 308; (DD) 406; (EE) 407.

**1918 (2 Ton)**—(G & H) 218; (J & K) 310; (AA & BB) 309; (CC) 308; (DD) 406; (EE) 407.

**1918 (3 Ton)**—(G & H) 221; (J & K) 312; (AA & BB) 310; (CC) 309; (DD) 407; (EE) 408.

**1918 (5 & 6 Ton)**—(G & H) 222; (J & K) 314; (AA & BB) 310; (CC) 309; (DD) 407; (EE) 408.

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**PAIGE DETROIT—1914 (25)**—(K) 307; (AA) 210; (BB) 207.

**1914 (36)**—(A) 308RT; (B) 305RT; (D & E) Hy, 16792; (G & H) Hy, 26056; (J) ND Radax. 0207; (K) ND. Radax, 0407; (AA) 210; (BB) 306.

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**PAIGE—1915-16-17-18 (6-46, 51-55)**—(A) 308RT; (B) 305RT; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) Hy, 17014; (FF) Bronse ⅞" I. D. x 1⅛" O. D. x 1⅝".

**1915 (G-6)**—(A) 0308; (B) 0305; (J) 0307; (K) 0407; (AA) 210; (BB) 308.

**1916 (HI 6-36)**—(A) 0308; (B) 0305; (J) 0207; (K) 0107; (O) 205; (U) 205; (AA) 1210; (BB) 306; (GG) 2 No 04

**1916-17-18 (6-38, 39, 40)**—(A) 308RT; (B) 305RT; (D & E) Hy, 16779; (G & H) Hy 26056; (J) 208RT; (K) 407RT; (AA) 210; (BB) 306; (DD & EE) Hy, 17014.

**1917**—(A) 308; (B) 306; (J) 0307; (K) 0407; (AA) 210; (BB) 306.

**1917 (K-6)**—(J) 0407; (K) 0208.

**1919 (6-39, 6-55)**—(DD & EE) Hy, 17014.

**1917-18 (6-38-6-46)**—(A) Bower, 308AL; (B) Bower, 305AL.

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**PALMER—1915 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 339-333; (CC) 257; (DD & EE) 319-313.

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**PALMER SINGER—1911-12-13 (4-40, 6-60)**—(A) Tim, 375-3720; (B) Tim, 335-3320. (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

**1912-13 (6-40, 6-Cyl.)**—(D) Tim, 385-383; (E) Tim, 358-354; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

**1913 (Brighton 6)**—(A) 0408; (B) 0406; (F) 312; (J) 408; (K) 308; (AA) Hy, 27794 (BB) Hy, 26733; (DD & EE) Hy, 16516.

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**PAN—1919 (Mod. A)**—(A) Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320; (G & H) Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3353-3320 Borg & Beck Clutch; (W) 410; (X) 411; (AA) 308; (BB) 406; (KK) Gemmer Gear No. 6070.

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**PARTIN-PALMER**—(D & E) Bower, 208A; (J) 206; (K) 306; (O) 205; (CC) 207; (DD) 305.

**1914-15-16 (38)**—(F) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

**1915-16-17 (20)**—(AA) Hy, 26243; (BB) Hy, 26680.

**1918**—(F) Hy, 16395; (G & H) Hy, 26227.

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**PATERSON—1913 (43-45)**—(F) Hy, 16732; (G & H) Hy, 26059; (K) No. 307x1¼"; (AA) 212; (BB) 307; (DD & EE) 306.

**1913 (47)**—(F) 311; (J) 0307; (K) 309; (AA) 212; (BB) 307; (DD & EE) 306.

**1914-15 (32-33)**—(F) Hy, 16722; (G & H) Hy, 26062; (K) 307 x 1⅛"; (Q) 0305; (AA) Hy, 17798; (BB) 307.

**1915 (48)**—(F) Hy, 16692; (G & H) Hy, 26484; (J) 1407; (K) 307; (Q) 0305; (AA) 212; Hy, 17798; (BB) 307.

**1916 (6-42)**—(F) Hy, 16692; (G & H) Hy, 26484; (K) 307 x 1⅛"; (Q) 0305; (AA) Hy,; 17798; (BB) 307.

**1916-17**—(F, G & H) 209; (J) 207; (K) 409; (O) 205; (AA) 208; (BB) 307.

**1917-18(6-45)**—(D & E) Bower, 209 A,L; (G) Bower 209A.

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**PATHFINDER—1912**—(A) 307; Bower, 307N; (B) 305; Bower, 305N; (D) 309; (E) 209; (G & H) 310.

**1913-14**—(A) 307; (B) 305; (D) 310; (E) 210; (G) 211; (H) 211; (J) 0207; (K) 407; (AA) 309A; (BB) 307A; (DD & EE) 306A.

**1914 (S14 & 16)**—(D) 310; (E) 210; (G) 211; (H) 212; (J) 208; (K) 410.

**1914 (Mod. B)**—(A) Tim, 415-412; (B) Tim, 316-312.

**1914 (6-L)**—Tim. Brgs.; 419-412; (B) 316-312; (C) 3656B-3620.

**1914-15 (Small Six)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

**1915 (713)**—(A) 308; (B) 305; (D) 310; (E) 210; (J) 0308; (K) 0407; (Q) 205.

(Ser. 6 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; (Q) 122C.

**1916-17 (1B, 3B. 1C)**—(Q) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) 257; (DD & EE) 316-312.

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**PATRIOT—1919 1½ Ton)**—(G) Hy, 26084; (H) Hy, 26085; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

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**PEERLESS—1911 (3, 4. 5-Ton)**—Tim Brgs.; (A) 5550 5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-6321.

**1912-13-15 (33H, 35J, 36K, 37L, 38-6)**—(A) Tim. 3363-3320; (B) Tim, 3154-3120.

**1912-13-14-15-16-17-18 (3 & 4 Ton)**—(A) Tim 5550-5520, (B) [illegible] 5351-5320; (C) SRB. W-290; (D) Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) HB. 1114; (DD & EE) HB. 408.

**1912-13-14-15-16-17-18 (5 & 6 Ton)**—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) SRB. W-290; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) HB. 1114; (DD & EE) HB. 408.

**1915 (Mods. 54 & 55)**—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 4 (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-3 EE) Rh. 306A.

**1915 (48-6)**—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB. VI; (D) R (E) RBF. 1166SP.; (G) Rh. 110C; (H) Rh. 814A; (J) Rh. 109C; (K) (AA) Rh. 109C; (BB) Rh. 106C; (DD & EE) Rh. 108C.

**1916 (Mod. 56)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T 432 375T-3720; (J) 255-2530; (K) 417-412; (O) HB. 205; (Q) HB. 209; (AA BB) 339-333; (DD & EE) HB. 306.

**1917 (Mod. 56)**—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-45 375T-3720; (J) 317-312; (K) 439T-4320; (O) DR 205; (Q) DR 209; (P) DD & EE) HB. 306.

**1918 (Mod. 56)**—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-45 375T-3720; (J) 317-312; (K) 439T-432; (O) DR 205; (P) Bower, 208N; ( DR. 306.

**1913-14 (38-6, 48-6, 60-6)**—(A) Tim, 4363-4320 & 3363-3320; (B) 3154 HB. VI; (D) RBF. 110C; (E) RBF. 1166 Spl; (G) RBF. 110C; (H) HB RBF. 109C; (K) HB.307; (AA) RBF. 11C; (DD) RBF. 108C; (EE) RB

**1916-17 (2 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D & E) G & H) 559C-552; (J & K) 539C-532.

**1917 (L-6, 60 HP.)**—(A) Tim, 4363-4320; (B) Tim, 3154-3120.

**1917 (37-6)**—(A) Tim, 3363-3320; (B) Tim, 3154-3120.

**1917 (Small 8)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

**1918 (8)**—(AA) Bower, 208N; (BB) Bower, 307A.

**1919 (56)**—(A) Tim, 415-412A; (B) Tim, 2382-2330; (C) Tim, 3656B-3620 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439 SRB. 205; (AA) Roller ¾ x 1⅛ x 1⅝" long; (BB) Bower, 208N; (CC) Bo (DD & EE) 306.

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**PENNSY—1917-18 (Mod. R)**—(F) Hy, 16018; (G & H) Hy, 26063.

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**PIERCE-RACINE—191-11 (Mod. K)**—(F) Hy, 16701; (G & H) Hy, 16073.

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**PIERCE-ARROW—1910-11 (66 HP.)**—Tim. Brgs.; (A) 458-4520; (B) 356- 5356-5320.

**1910-11-12-13 (48 HP.)**—(A) Tim, 439-4320; (B) Tim, 338-3320 (D) T 5320; (G) 313; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 210; (DD & EE) 308.

**1910-11-12-13 (36 HP.)**—(A) Tim, 340-3320; (B) Tim, 320-312; (D) Tim, also Tim, 461-4520; (G) 312; (H) 212; (I) 711; (J) 308; (K) 409; ( (CC) 209; (DD & EE) 307.

**1912-13 (66 HP.)**—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5562-5 H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE

**1912-13-14 (1½ Ton)**—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5551 5551-5520.

**1912-13-14 (5 Ton)**—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552 6554-6521.

**1913-14 (2 Ton)**—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755 5557-5520.

**1914 (38 HP.)**—Tim. Brgs.; (A) 415-412, also 418-412; (B) 320-312; (D) 53

**1914 (48 HP.)**—Tim. Brgs.; (A) 439-4320, also 447-4320; (B) 338-3320; (D)

**1914 (66 HP.)**—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 4

**1914 (5 Ton)**—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E)

**1915 (38 HP.)**—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5356-5320.

**1915 (48 HP.)**—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5565 313; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 2 EE) 308.

**1915 (66 HP.)**—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 4

**1915-16-17 (2 Ton)**—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 575 5557-5520.

**1915-16-17 (5 Ton)**—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 8 6552-6521.

**1916-17 (38 HP.)**—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320.

**1916-17 (48 HP.)**—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 211; (BB) 309; (CC) 2 EE) 1308.

**1916-17 (66 HP.)**—(A) Tim, 463-4520; (B) Tim, 356-3520; (D) 5566-5520 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE)

(Mod. 38C)—(D) HB. 212; (I) RIV. 1111; (J) HB. 308; (K) HB. 408 No. 5; (AA) 209; (BB) 308; (DD) 307.

(Mod. 38 C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) 409; (BB) 308; (DD & EE) 307.

(Mod. 38 C-3)—(D) 212; (E) HB. 6304; (J) HB. 308; (K) HB. 6409 No. 5R; (AA) 209; (BB) 308; (DD & EE) 307

(Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (Q) HB. 5; (BB) 309; (DD) 308.

(Mod. 48 B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (BB) 309; (DD & EE) 308.

(Mod. 48 B-3)—(D) 213; (E) 313; (G) 309; (H) HB. 6410; (Q) HB. N 211; (B) 309; (DD & EE) 306.

(Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB. No. 5; (BB) 309; (DD) 308.

(Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (DD & EE) 406.

(Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB. No. 5R; (AA) 310; (DD & EE) 406.

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**PILOT—1913 (40 & 60)**—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H 0307; (K) 0408.

**1914**—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 307; (K 308; (BB) 307; (CC) 304; (DD & EE) 306.

**1915 (55)**—(A) 407; (B) 405; (F) 211; (G & H) 211; (J) 1307; (K) 407; (BB) 307; (CC) 304; (DD & EE) 306; Hy, 17799.

**1915 (75)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 4 559-552; (J) 439-4320; (K) 539-532; (DD & EE) Hy, 17799.

**1917 (6-45)**—(O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

**1918 (6-45)**—(A) Bower, 307; (B) Bower, 305; (D & E) Bower, 209AXL; 209AX; (H) Gur, 209 Radial; (J) 306NDN; (K) 307A & 307DDN.

**1919 (6-45)**—(A) Bower, 335; (B) Bower, 235; (D & E) Gur, 309 Radial.

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**PITTSBURGH MACHINE TOOL CO.—1914 (Mod. A)**—Tim. Brgs.; (A) (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.

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**POPE HARTFORD—1909-10 (Mod. S-T)**—Tim. Brgs.; (A) 3354-3320; (B) (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.

**1911 (W 4-Cyl., Y 6-Cyl.)**—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.

**1912-13 (33-28 6-Cyl., 28 4-Cyl.)**—Tim. Brgs.; (A) 336-3320; (B) 316-31 3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.

**1912-13 (3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-432 5520, some 1912 use 6356-6320; (E) 5351-5320, some 1912 use 5355-532 3320; (K) 442-4320.

**1913 (5 Ton)**—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E

**1913-14 (31-35)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-37 4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520 (DD & EE) 336-3320.

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ORD—Continued
im. Brgs.: (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) G) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-317; (DD & EE) 336-3320.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-355-5320.

09 (T 4-30, W 6-45)—(B) Tim, 3151-3120; (A) Tim, 337-3320.
), 6-60)—Tim. Brgs.: (B) 3151-3120: (A) 337-3320: (G & H) 396-393.
5-60), 1913-14 (6-50), 1915 (Mod. A)—Tim. Brgs.; (A) 418-412; (B) ; & H) 396-393.
·Tim. Brgs.; (A) 415-412: (B) 316-312; (C) 3656-3620; (D & E) 375-3720; 4: (J) 439-4320: (K) 539-532: (BB) 337-3320: (CC) 257: (DD & EE)

Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656D 3620; (D & E) 375-3720-4: (H) 559-552; (J) 439-4320· (K) 539-5320: (A Ann. 208; (BB) Ann. 307
Tim. Brgs.: (A) 3381-3320: (B) 2382-2330: (D) 435T-4320: (G & H) 375T: 55-2530; (K) 417-412; (AA) ND 208; (BB) ND 307.
)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) (J) 317-312: (K) 439T-4320: (AA) 308: (BB) 307.

914-15 (Cyclecar 4 Pass.)—(D & E) Hy, 16076: (G & H) Hy, 16247.
D) 309.

909-10-11-12 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-312;8 55-3530; (G & H) 375-3720; (K) 415-412; (AA) Ann, 306; (BB) Ann, 30.0
M)—Tim. Brgs.; (A) 3358-3320; (B) 3156-3120; (D, E & G) 375-3720; 20; (J) 336-3320; (K) 435-4320.
C)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) J & K) 256-2520.
·Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-456-4520; (J) 336-3320; (K) 435-4320.
1-46, 6-48)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; 20; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) F.&S. Ann, 211; (AA) (BB) Ann, 307.
—(A) 306; (B) 0405; (F) 311; (G & H) 210; (J) 0308; (K) 0407; (AA) 307; (DD & EE) 306.
-(A) 306; (B) 0406; (D) 311; (E) 211; (G & H) 211; (J) 209; (K) 308; (BB) 307; (DD & EE) 306.
4-44A, 6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 65-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
5)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3530; (G & H) (J) 256-2520; (K) 415-412.
·Tim. Brgs.; (A) 419-416; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-456-4520; (J) 336-3320; (K) 435-4320.
208; (O) 205.
ior)—(D & E) 208: (G & H) Hy, 26216: (J) 206: (K) 306: (O) 205: (BB) 307.
E) Bower, 208A: (G & H) Hy, 26216: (J) 307: (K) 307: (AA) Hy, 27797: 27899.

3-14 (A) 0308: (B) 0306: (D & E) Hy, 16282: (G & H) 209: (K) 307: (AA)

) Hy, 16282: (G & H) Hy, 26716: (AA) Hy, 16580: (BB) 307: (DD & EE)

-16 (Mod. D)—(D & E) 1208: (F) Hy, 16779: (G & H) Hy, 26252: (J) 306: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
& H) Hy,26216: (J) 305: (K) 405: (AA) 207: (BB) 305.
)—(G & H) Hy, 26216.
—(AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

-R-S)—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (G &H) 395-3920; (J) K) 355-3520.
d. H)—Tim. Brgs.; (A & E) 335-3320; (B) 235-2320; (D) 375-3720.
d. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G &H) 920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Tim, 336-3320; (BB) 320; (DD & EE) Hy, 26996.
Ton). 1915-16-17 (T 2-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-5553-5520; (E) 4363-4320; (G & H) 395-3920; (J) 276-2720; (K) 419-412.
d. R-S)—(A) Tim, 335-3320: (B) Tim, 235-2320: (F) Hy, 16559: (G & H) 920: (J) Tim, 276-2720: (K) Tim, 419-412: (AA) Hy, 27996: (BB) 26825: ) Hy, 2454.
M)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996 26825; (DD & EE) Hy, 26996.
d. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) 920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, D & EE) Hy, 26996.
d. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-& H) Tim. 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 5) Hy, 26825; (DD & EE) Hy, 26996.
J)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 5553-5520; (E) -4320; (G & H) Tim. 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) 3920; (J) Tim, 276-2720; (K) 419-412; (AA) Hy, 27996; (BB) Hy, 26825; E) Hy, 26996.
F)—(A) Tim, 355-3520; (B) Tim. 235-2320: (D & E) Tim, 375-3720; (G & 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB ; (DD & EE) Hy, 26996.
S, T, U)—(F) Hy, 16559: (AA) Hy, 27996: (BB) Hy, 26825: (DD & EE)

RUCK—1915 (1 Ton)—(A) Tim, 3750-3720: (B) 3360-3320: (G & H) Hy. ) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310.
(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; & 304; (DD) 305; (EE) 306.
-(A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; 417; (O) 205; (Q) 212; (AA) 304; (BB) 307; (DD & EE) 306.
½-Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; E) Hy, 16972; (FF) Hy, 26956.
-Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXL; 376; (H) Bock, 336; (J & K) Bock, 275; (AA) Hy, 16957; (BB) DR. 307; E) Hy, 16972; (FF) Hy, 26956.
—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; ck, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 306.
a)—(A) Bower, 308NX, Tim, 435; (B) Bower, 306 NX, Tim, 316; (D) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 307; (DD & EE) 306.
-(A) Bower, 312: (B) Bower, 311; (D) Hy, 17897; (E) Bower, 410; (G & H) ); (J) 310: (K) Hy, 26669; (O) 205: (AA) 304; (BB) 307; (DD & EE) 306.

-1913 (Wayne 30)—(G & H) 0310; (J & K) 0308; (AA) 209: (BB) 307.
e 40)—(K) 308; (AA) 209; (BB) 307.
d. C)—(A) Tim, 357-353; (B) 315-312; (F) 407; (G & H) 0311; (K) 0408. BB) 307; (CC) 302; (DD & EE) 306.

1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311: (K) 0408; (Q) 305; (AA) 211; (BB) 307: (CC) 205.

RIDDLE (Coach)—1916 (10-44)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320;
1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

RIDER-LEWIS—(AA) 209; (BB) 208; (DD & EE) 305.

ROAMER—(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 307; (DD, 206; (EE) 306.

ROBINSON—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (K-3 1½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J & K) 559C-552.

ROSS "EIGHT"—1915 (8-Cyl.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, 210; (BB) Ann, 306; (DD & EE) Hy, 17014.
1916-17 (Mod. C)—(F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 205; (AA) 211; (BB) 307; (DD) 305; (EE) 306.

ROTHWEILER—1916 (1 Ton)—(D) Tim, 3554-3520: (E) Tim, 3196-3120.

ROWE—1914 (B 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320.
1914 (A 2-Ton)—Tim. Brgs.; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (3 Ton)—Tim. Brgs.; (D) 6356-6321; (E & H) 5355-5320; (G) 4550-4520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1916 (D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.
1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.
1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.

RUSH—1916 (1000 lbs.)—(F) Hy, 16294: (G & H) Hy, 26063.
1917-18 (D ½ Ton)—(AA) Hy, 27797: (BB) Hy, 27899.

SAMPSON—1910-11 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5550-5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1910-11 (4 Ton)—Tim. Brgs.; (A) 6451-6420; (B & E) 6350-6321; (D) 6450-6420; (KK) 3360-3320.
1911-12 (1 Ton)—Tim. Brgs.: (A) 3750-3720: (B) 3350-3320: (C) 341-3320: (D) 4550-4520: (E) 4353-4320: (G & H) 456-4520: (K) 435-4320: (AA) Hy, 16999: (DD & EE) Hy, 17014.
1911-12 (½ Ton)—(D) Tim, 355-3520; (E) Tim, 336-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5556-5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320.
1912 (P-5, T 4-Ton)—Tim. Brgs.; (B) 5351-5320; (C) 5354-5320; (D) 6451-6420, also 6552-6521; (E) 6350-6320, also 6354-6321.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 456-4520.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5556-5520; (E) 5351-5320; (G) 476-474.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 6354-6321.

SANDOW—1913-14 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6351-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (1½-Ton W)—Tim. Brgs.: (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1915 (C 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1915-16 (2-Ton W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1916 (3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.
1918 (3½ Ton)—(A) Bower, 312N: (B) Bower, 311N.

SANDUSKY—1912-13 (Mod. C)—Tim Brgs.; (A) 3554-3520; (B) 3360-3320; (D) 5357-5320: (E) 3360-3320: (G & H) 385-383: (J) 3554-3520: (K) 276-2720.

SANFORD—1912 (1½-L)—Tim. Brgs.; (G & H) 456-4520; (J) 415-412; (K) 4354-4320
1917 (Mod. O-R-S)—(AA) Tim, 277-274; (BB) Tim, 339-333.
1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR.; (G & H) 217 DR.; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) B.&BD. 41; (AA) 210; (BB) 212; (DD & EE) 307.
1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B.&BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.
1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR.; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B.&BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.

SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206.
(6½ Ton)—(K) 314.
—(D) 319: (E) 413: (G & H) F&S 218: (Q) 204: (T) 206: (U) 209: (W) HB 411: (X & Y) F&S 221: (FF) 302: (HH) 303.

SAXON—1916-17 (4-14, B-2)—(F) Hy, 16251: (G & H) Hy, 26231: (AA) Hy, 1625 (K) Tim, 315-312.
1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 317T-312; (G) 288-284: (H) 355-3520: (K) 334-3320: (AA) Hy, 26518.
1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) 288-284; (H) 355-3520; (K) 334-3320.
1917 (4 Cyl.)—(F) Hy, 16251: (G & H) 26231: (AA) Hy, 16255.
1918 (6 Cyl.)—(AA) Hy, 26518.

SCHACHT—1912 (3 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5355-3520; (E) 6356-3620; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (19 3-Ton, 21 4-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-

07 on Clutch-Driven Gear.

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**TOURAINE**—1914 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) Spec. Ann, No. 307 x 1¼".
1916—(J) 306; (K) 406; (BB) 307.

**TOWER**—1917 (½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1919 (F 2 Ton)—(GG) Hy, 29097.

**TRAFFIC**—1918 (2 Ton)—(G) Hy, 26219: (AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.
1919 (Mod. A)—(A) Tim, 3381-3320: (B) Tim, 2382-2320: (D) Bower, 309M: (E) Bower, 307M: (G) Hy, 26219: (H) 208: (J) 306: (K) 406: (N) Hy, 18297: (W) 2.1875" ID x 2.875" long: (X) 2.218" ID x 2.500" long: (Y) 2.250" ID x 3.000" long: (AA) Hy, 17797: (BB) ND Spec. 307: (CC) Hy, 16957: (DD & EE) Hy, 16972: (FF) Hy, 26956: (KK & LL) 1.8437" OD x 1.125" ID x 0.6875" long.

**TRANSIT**—1912 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J & AA) 336-3320; (K & BB) 415-412; (CC) 257 cone; (DD & EE) 316-312.
1914 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (J) 375-3720; (K) 395-3920.
1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

**TRANSPORT TRACTOR**—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320: (F) Hy, 26662: (G & H) Hy, 26388: (AA) 337-3320: (BB, DD & EE) 335-3320: (CC) 257 cone: (GG) Hy, 29097.

**TULSA**—1918 (Mod. T-A-B) (G & H) Hy. 26216:

**UNION**—(F) 309; (G & H) 0209; (K) 0307; (Q) 205; (AA) 209; (BB) 307.

**UNITED MOTORS**—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320: (D) Bower, 319NDT: (D, G & H) 780-772: (E) 6552-6521: (J & K) 6359-6320.

**U. S. TRUCK**—1910-11-12 (Mod. A-B-C)—Tim. Brgs.; (A & D) 4558-4520; (B & E) 3350-3320.
1912-13-15-16-17 (Mod. D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320.
1913 (D, Type 11)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1913 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3350-3320; (D) 5563-5520; (D) 5563-5520; (E) 4555-4520.
1913-14-15-16 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; (E) 4554-4520.
1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307; (GG) 304.
1918 (Army A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; (AA) 309; (BB) 309; (DD) 307; (EE) 308; (GG) 304.
1918 (Mod. B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BB) 410; (DD) 407; (EE) 408; (GG) 304.

**UNIVERSAL SERVICE (Truck)**—1911-12-13-14—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451-6420; (E) 6354-6320; (G & H) 3955-3920; (AA) 337-3320; (CC) 275-2720; (DD & EE) 416-412.
1912 (Truck)—Tim. Brgs.; (A) 5551-5520; (B) 4363-4320; (D) 6352-6321; (E) 5354-5320.
1913 (Mod. D)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (D) 5556-5520; (G & H) 3955-3920; (AA) 337-3320; (CC) 275-2720; (DD & EE) 416-413.
1913-14 (C 1-Ton)—(A) Tim, 4554-4520; (B) Tim, 3352-3320.
1917 (1& Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**VELIE** (Ser. 9-10-11)—(A) Tim, 415-412; (B) Tim, 316-312; (G) Tim, 375-3720; (H) Tim, 456-4520; (J) Tim, 317-312; (K) Tim, 440-4320; (AA) 209; (CC) 305; (DD & EE) 306.
1910-11 (Mod. D)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 337-3320; (AA & BB) 335-3320; (DD & EE) 334-3320, also 316-312 on some cars.
1912-13 (2-Ton 22)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 334-3320 (1913 Mod. uses Tim, 335-3320 on Counterahaft).
1912 (M-N-O 5 Pass.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 334-3320.
1913-14 (S-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
1914-15 (3, 4, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6550-6521; (E) 6354-6321; (G & H) 395-3920; (J) 337-3320; (K) 440-4320; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.
1915 (Ser. 12-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Ser. 15)—(A) Tim, 337-3320; (B) Tim, 236-2330; (G & H) Tim, 375-3720; (J) Tim, 255-2520; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305. (Ser. 22)—(F) Hy, 16691: (G & H) Hy, 26486: (J) ND 306: (K) 406: (O) 205: (AA) 209: (BB) 307.
1915 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 256-252[illegible] (K) 417-412.
1915 (Mod. U)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1916 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 435-4320.
1913 (40)—(BB) 307; (DD & EE) 306.
1915 (12)—(AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1916—(J) 406; (K) 306; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE) 415-412.
1916 (Mod. X)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE) 415-412.
1916-17 (3 Ton)—Tim. Brgs.; (G & H) 395-3920; (J) 337-3320; (K) 440-4320.
1917 (25 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.
1917 (26 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & 6521: (E) 5755-5720: (G & H) 5756-5720: (J & K) 559C-552: (AA) 439-4320: (DD & EE) 415-412.
1917 (27)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1917 (28)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2320; (O) 205.
1918 (38)—(O) 205: (AA) 209: (BB) 307.
1918 (39)—(O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

**VIALL**—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**VIM**—1917 (1,000 lbs.)—(F) Hy, 16691: (G & H) Hy, 26227: (J) Tim, 319-3[illegible] 348-3320: (AA) Hy, 17798.

**VICTOR**—1912 (Sunset 30—)(D & E) Tim, 355-3520.
1912 (1,500 lbs.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 3750-3720; (E
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-332
4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412;
3720; (BB, DD & EE) 3351-3320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-432
5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412;
3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 535
6550-6521; (E) 6353-6321; (G) 375-3720; (H) 395-3920; (J) 336-332
4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-432
6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920 (J) 336-3320; (K) 43
3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-332
4520; (E) 4353-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-332
4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-532
5520; (E) 5351-5320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-532
6521; (E) 6350-6321.

**VOLTZ BROS.**—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C
(D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.

**WARREN**—1910-12-13 (Mod. 36)—(K) 307.
1912 (12-40)—(A) Tim, 316-312; (B) Tim, 337-3320; (F) 310; (G & H) 21
(K) 307; (AA) 308; (BB) 307; (DD & EE) 306.
1913 (30-40-50)—(A) 0409; (B) 0406; (F) 312; (G & H) 212; (J) 408; (
1913 (6-Cyl.)—(D) 311; (E) 211; (G & H) 212; (J) 0309; (K) 407; (AA) T
(BB) Tim, 339-333; (DD & EE) Tim, 319-313.

**WARD**—1911-12-13-14 (Small E-1)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2
3955-3920.
1912 (1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 5355-532
4320.
1913-14-15-17 (E-D)—Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E
1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E)
1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E)
1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E)
1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-35
375-3720; (J) 256-2520; (K) 415-412.
1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-
365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.
1917 (E-A)—Tim. Brgs.; (A & E) 3554-3520; (B) 3362-3320; (D) 4554-4
1917 (E-B)—Tim. Brgs.; (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5
1917 (E-C)—Tim. Brgs.; (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6
1917 (E-O)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3

**WATSON**—1917 (5-Ton Tractor)—Tim. Brgs.: (A) 4550-4520: (B) 4361-43
6521: (C) 443B-4320: (E) 5755-5720: (G & H) 5756-5720: (J) 559C-552
6320: (AA) 439-4320: (BB) 435-5320: (DD & EE) 415-412.

**WAUKESHA**—1909 (Pleas.)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; 317-312; (G & H) 355-3520.

**WAVERLY**—1910-11-13-14 (79-80-85-86)—Tim. Brgs.; (A) 337-333; (
(D) 439-434; (E) 443-434.
1911-12-13-14 (79-B-A-86)—Tim. Brgs.; (A) 3760-3720; (B) 3158-312
3720; (E) 4365-4320.
1913-14 (3½, 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 53
6356-6321, 5-Ton uses 6550-6521; (E) 5355-5320, 5-Ton uses 6354-63
3720; (H) 395-3920; (J) 336-3320; (K) 456-4520, 5-Ton uses 435-4320.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432
6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14-15 (13-83-98-90)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 3
355-3520.
1913-15 (83-97-99-109)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 3
375-3720.
1912-13-14 (83-96)—Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 2
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 3
4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

**WELSH**—1910—(A) 309; (B) 307; (D) 311; (E) 211; (G & H) 212; (J) 30

**WESTCOTT**—1910 (Mod. F & H)—Tim. Brgs.; (A) 2550-2520; (B) 23
415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (RSU)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-37
3920; (J) 336-3320; (K) 435-4320.
1912-13-14 (4, 5-Pass. Touring)—Tim. Brgs.; (A) 415-412; (B) 316-3
365-363: (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (
(H) 456-4520; (J) 317-312; (K) 440-4320.
1914 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-37
4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1915 (U-50)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G
3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB)
1916 (Large 6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-43
375T-3720; (J) 255-2530; (K) 417-412.
1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-233
4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (AA) 277-274: (
(DD & EE) Hy, 17799.
1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.
(Mod. 41-42 43-6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (J) 2
417-412; (O) Fafnir, 205A; (AA) 210; (BB) 307; (DD & EE) 206.
1918 (Ser. 18)—(O) 205: (AA & BB) 306: (DD & EE) Hy, 17799.

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lod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410;

on)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; ; (Y) 412; (GG) 304.
aring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; ; (BB) 307; (GG) 305.
B)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
C)—(W) 413; (Y) 414; (GG) 304.

CKORY—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; ; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; t. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Sons Roller 1023: (KK & LL) BK 23, Ball Brgs.

—1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-D & EE) Tim, 440-432; (GG) Hy.

-1914 (Mod. H)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 6-6321; (E) 5355-5320.
on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 0: (G & H) 559-552: (J & K) 539-532: (AA) Hy, 27794: (BB) Hy, 26733: EE) Hy, 16516.
) 3½ Ton)—(D) Bower, 317NDT SF.
) 5 Ton)—(D) Bower, 319NDT SF.

RUX—1909 (D 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 0; (E) 4361-4320; (G & H) 3762-3720.
-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; k AA) 375-3720; (BB, DD & EE) 335-3320.
5-37)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375; ) 256-2520; (K) 415-412.
3-14 (K 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; 0-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
3 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 0; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-

1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 0; (G & H) 375-3720: (AA, BB, DD & EE) 335-3320.
5 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; k AA) 375-3720; (BB, DD & EE) 335-3320.
5 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 21; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some use (AA) 375-3720 BB, DD & EE) 335-3320.
P 3½-Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
R 1½-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
Q 2-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
K, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.
P 3½ Ton)—(D) Bower, 317 NDT SF.
Ton)—(D) Bower, 319NDT SF.

KNIGHT & OVERLAND—1912 (Mod. 60)—(A) Tim, 317-312; ( Tim, 0; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (A ) Tim, ; (BB) Tim, 419-412; (DD & EE) 1305.
—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 208; (BB) D & EE) 305.
—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 75-3720; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 306.
A)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-

—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA B) 307: (DD & EE) 305
—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: 8: (BB) 307: (DD & EE) 305.
—(A) Tim, 256-2520: (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: 8: (BB) 307: (DD & EE) 305.
—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 75-3720; (AA) 210; (BB) 307; (DD & EE) 305.
19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; 05; (DD & EE) 306.
—(F) 308: (G & H) 0208: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
3B)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) 5-333: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
—(AA) 210; (BB) 307; (DD & EE) 306.
Country Club 90R-75-76)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) & H) Tim, 277-274 ND 0208: (BB) 306: (DD & EE) Hy, 26972.
llys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) 5-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; EE) 305; (GG) ND. 04.
4)—(F) 312; (K) 408 DR.; (AA) 210; (BB) 208.
)—(F) 309; (G & H) 0209; (AA) 209; (BB) 307.
C-T)—(F) 310; (K) (AA) 208; (BB) 307.
llys 6, 85, 87, 89)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) ); (J & K) ND. 0212; (AA) 210; (BB) 407.
llys-Knight 84, 86, 88)—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) : (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) Ann. 210: (BB) 40[illegible] EE) Hy, 16962.
)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
4)—(F) 310; (K) 307; (AA) 208: (BB) 307.
6)—(F) 311; (K) 407; (AA) 208; (BB) 210.
8)—(K) 408DR: (AA) 210: (BB) 408: (DD & EE) Hy, 16962.
)—(F) 309: (K) 306: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
llys 6-89)—(DD & EE) Hy, 16828.

JTILITY—1913-15 (65 1½-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-D) 4553-4520; (E) 3360-3320.

-1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)—(AA) Hy, 27794: (BB) 733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
on)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Hy 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 26777; (Spur Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) 339-333 [Mod. 47 uses (AA) 307, (BB) 211, (CC) 307, (DD EE) 306]; (GG) Hy,. 29097.

1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205; (AA) 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.

1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480 (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 309; (BB 213; (CC) 309; (DD & EE) 307; GG) Hy, 29097.

1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310: (DD & EE) 308; (GG) Oakes, ME3.

1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 1205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy, 29097

1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3

1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; H) 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.

1918 (128-148)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.

1918 (468)—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & H) Hy 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (Front Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Oakes, ME-3.

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C) 2758-2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-4320.

1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-363 Ann 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 205; (AA) 344-333 ND 305; (BB) 339-333 Ann. 307; (CC) Ann, 305; (DD & EE) Ann, 306; (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (CC) 305; (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (D[illegible]E) 307.

1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 205; (Q) DR. 306; (AA) 337-3320, DR 305; (BB) 339-333, Ann. 308; (CC) Tim, 306 cone; (DD & EE) 319-313, DR. 307; (GG) ND. 04.

1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G) 375 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-3320.

1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.

1917 (Large 6-ST)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 4552-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.

1914-17 (4, 4½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.

1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (R 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 455-4520 (AA, DD & EE) 4364-4320; (BB) 4553-4520.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.

1917 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1918 (W-D-1-18, 2-18)—Same as 1917 one ton mod.
1919 (WD 1-19, WD 2-19)—Same as 1917 two ton mod.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219.
1919—(1½ Ton)—(G) Hy, 26219: (GG) Hy, 29097.

WOODS MOBILETTE—1911 (Touring U-1)—Tim. Brgs.; (A & D) 435-4320; (B & E) 417-412.

1911 (U 5-Pass.)—Tim. Brgs.; (A) 357-353; (B) 319-313; (D & E) 385-383.

1912-13 (1216, 1316, 1318)—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 310.

1914 (1317, 19-20, 21-23)—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H) HB. 8210

1914 (1501-3-4-5-22-25)—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H) 710. (Mod. 1600)—(A) 307; (B) 305; (D & E) Tim, 439.

1910-12 (10-12, 10-14)—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.

1916—(F) Hy, 18272.

WOODS DUAL POWER—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2382-2330.

YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5553-5520 (G & H) 559C-552; (J & K) 539C-532.

1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H 559C-552; (J & K) 539C-532.

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## Trade Gossip

Continued from page 39

George M. Graham of the Pierce-Arrow Motor Car Co. has been appointed a member of the highways committee of the N. A. C. C., of which Roy D. Chapin, of the Hudson Motor Car Co., is chairman.

V. C. Kloepper has resigned as chief engineer of the automotive department of the National Tool & Manufacturing Co., St. Louis, Mo.

A. B. Browne, a major with the Motors and Vehicles Division of the U. S. Army, has become associated with the A. J. Detlaff Co., clutch manufacturers, Detroit.

Heber H. Smith has resigned as western manager of Colliers to join the Green, Fulton, Cunningham Co., Detroit.

H. R. Clime, until recently special representative of the Globe Rubber Tire Mfg. Co. in the east, has been appointed manager of the company's Chicago branch in charge of the central territory, with headquarters at 2029 South Michigan Avenue.

J. C. Witwer, who has been assistant superintendent in charge of production for the International India Rubber Corp., South Bend, Ind., has been promoted to factory manager. He was formerly with the Kelly-Springfield Tire Co. and with the Goodyear Tire & Rubber Co.

Frank J. Rowan, who has managed the British business of Gaston, Williams & Wigmore of New York, has resigned. His future business plans had not been disclosed, but it is believed that he will be identified with a British product.

Charles F. Barth, manager of the engine and axle department of the Chevrolet Motor Co., Flint, Mich., has been promoted to general manager, and Thomas E. Houghton, manager of the assembly department, has been promoted to factory manager.

H. E. Henry, formerly sales manager of the Fulflo Pump Co., Blanchester, Ohio, has been appointed sales manager of the Michigan Machine Co., Detroit.

Three former Locomobile men have returned to the company. J. Murray Page has been appointed Western district manager of the Locomobile Co. of America. Clinton B. Amorous, recently returned from duty as major in the aircraft zone of advance in France, is Chicago manager. J. W. Florida, a lieutenant-colonel in the Motor Transport Corps in France, resumes his old position of assistant manager at the Philadelphia branch.

Clarence A. Triphagen, manager of the Reo factory branch at Lansing, Mich., has been made manager of the factory branch at Detroit. W. Carl Parker, head of the truck sales promotion department, succeeds Mr. Triphagan as manager of the Lansing branch.

U. Ellis Lazelle has been made superintendent of the Ford Motor Co. of Canada. Previous to assuming his new position Mr. Lazelle was connected with the Ford service department of the Canadian plant for several years.

Harris N. Pickett, until recently advertising and assistant sales manager of the General Asbestos & Rubber Co., Charleston, S. C., has been appointed advertising manager of the Ohio Trailer Co., Cleveland.

James A. Stairs has concluded his work as general superintendent of the ordnance department of the Harroun Motors Corp., Wayne, Mich. He is taking a vacation before undertaking new employment.

Major William M. Britton, one of the designers of the standard military truck and recently discharged from the army, has become chief engineer of the Republic Motor Truck Co.

Capt. Fred Post, who has been discharged from the Motor Transport Corps, is now with the General Motors Truck Co. at Indianapolis, which has just been made a factory branch. Mr. Post, before entering into Government service, was connected with the Olds Motor Co. for fourteen years. He will devote his entire time to marketing GMC trucks in Indiana, Kentucky, and a part of Ohio.

R. C. Spinning, formerly assistant manager of sales and advertising for the Service Motor Truck Co., Wabash, Ind., has been made advertising manager. Frank L. Johnson will be manager of sales promotion.

F. I. Reynolds, for many years with the United States Tire Co., New York, as sales manager of pneumatic tires, has been appointed sales director of the Keystone Tire & Rubber Co., New York. He was previously connected with the Diamond Rubber Co. as sales manager, and after its absorption, was with the B. F. Goodrich Co., Akron.

John B. Castino will be district manager in charge of the Chicago office of the SKF Industries, Inc., recently opened at 1314 Marquette Building.

Charles C. Walsh has been appointed sales representative for Michigan and Indiana for the F. R. Blair & Co., Inc., New York City.

E. S. Cole, for many years identified with the White Co. and later in St. Louis as manager for Missouri, Arkansas and Oklahoma for the Little Giant truck, has been appointed Canadian sales representative of the Traffic Motor Truck Corp.

Inglish Horckitz, formerly with the Frend Campbell Auto Supply Co., has been appointed district manager of the Ever Tight Piston Ring Co., with headquarters in St. Louis. His territory includes the eastern half of the United States.

Guy W. Yaugham, formerly in charge of production for the Wright-Martin Aircraft Corp., New Brunswick, N. J., has been appointed vice-president and general manager of the Van Blerck Motor Co., Monroe, Mich.

George T. Smith was elected president of the Joseph Dixon Crucible Co. at the annual meeting held recently.

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# MOTOR RECORD

Vol. 6. No. 3. MONTHLY, SEPTEMBER, 1919 $2.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

Qualities You Should Possess to Sell Cars
Over 352 Million Dollars to be Spent on Roads
Steel Truck Wheels

## SPECIFICATIONS AND PRICE LISTS

Revised Monthly


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# ZENITH
# CARBURETOR

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**—means owner satisfaction.**

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**Zenith Carburetor Company**

New York DETROIT Chicago

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# MOTOR RECORD

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"NORMA"
PRECISION
BALL BEARINGS
(PATENTED)

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Their proved capacity for continuous service has made "NORMA" Bearings the standards in those magnetos and lighting generators internationally known to be trustworthy and dependable.

Be SURE. See that Your Electrical Apparatus is "NORMA" Equipped.

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1790 BROADWAY NEW YORK
*Ball, Roller, Thrust and Combination Bearings*


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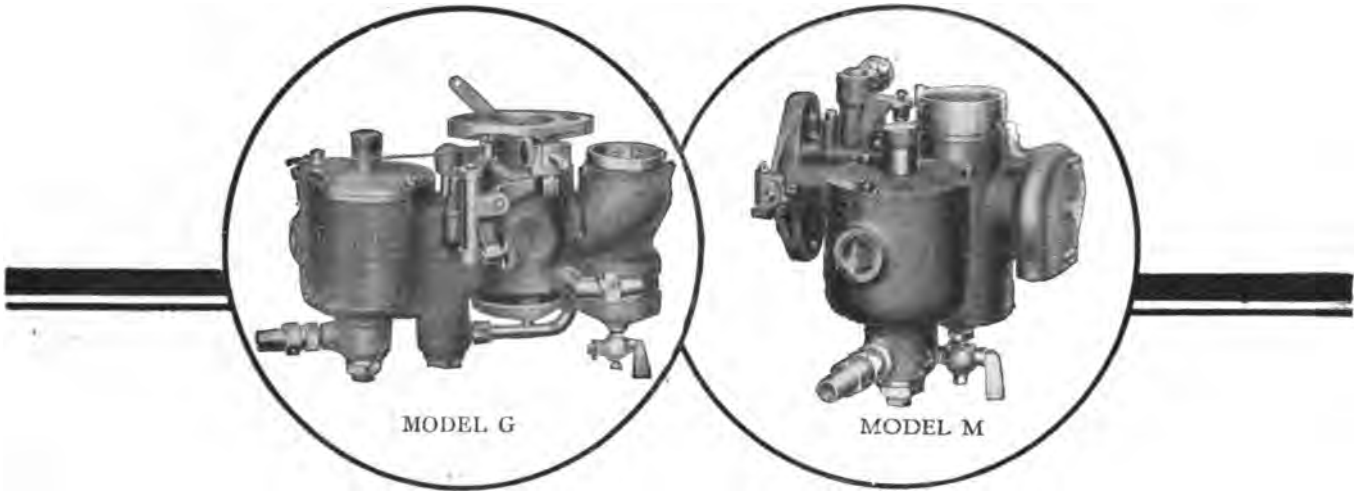
# Leading Automotive Engineers Have Proved Rayfield Performance




Repeated tests by America's leading motor car engineers have proved that Rayfield Carburetors get the greatest efficiency from *any* motor.

Rayfield design and Rayfield construction are responsible for this fact.

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Consequently the Rayfield costs more. Its extra cost is gladly paid, because the Rayfield Carburetor and only the Rayfield brings out with greater efficiency the good points leading engineers have designed in their motors.

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21st and Rockwell Streets, Chicago, Illinois

RAYFIELD CARBURETORS

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MOTOR RECORD

Vol. VI. SEPTEMBER, 1919 No. 3

# Qualities You Should Possess to Sell Cars

## Confidence in Your Company and Its Product Essential for Success—You Should Be Enthusiastic and Aggressive to Make Sales

*By EDWARD G. INGRAM*

EVERY automobile salesman should have confidence in his company. Without this confidence you cannot possess enthusiasm and without enthusiasm you cannot possess the aggressiveness so necessary in making sales. Inspiration to overcome sales obstacles is largely bred by confidence in your company and its product.

Next in importance to believing in your company comes the question of knowing your car. Without this knowledge you cannot talk intelligently of its mechanical advantages. Such knowledge can be obtained by making a careful study of the catalogs and instruction books issued by your company, and also of the car itself.

To speak enthusiastically of the ability of the car on the road it is necessary for you to possess almost as much knowledge of its performance as the demonstrator. In order to learn this you will necessarily have to drive the car for some time. In this way you will learn just how rapidly the car will accelerate under different conditions and what hills in your neighborhood it will go upon the high gear. As many of your prospects will already be motorists who have driven other cars in your territory for some time, it is necessary for you to be able to talk to them as one motorist would to another in discussing car performance.

You should also endeavor to obtain as much knowledge as possible regarding your competitors' cars. This does not mean that you should be prepared to "knock" your competitors. It does mean, however, that you should be in a position to bring out the superior points possessed by your car and show why you believe it to be a better investment.

Before seeking an interview with a new prospect you should find out as much as possible about him. Find out his occupation and endeavor to determine his principal motive in buying a car. A knowledge of his financial ability will often assist you in suggesting terms, or may save you from wasting time on a person who cannot buy. Sell your personality by finding out a prospect's hobby and discussing it with him, thus forcing him to become interested in you. Don't do too much talking but make the words you do say count. Some prospects will do the selling themselves if you let them ask questions and simply answer them.

Many salesmen fail to make sales because they do not know when to close an order. They fear a prospect is not convinced when he really is, and continue to talk until they talk themselves out of an order. Watch your prospect carefully and do not be afraid to hand him the order blank when you decide the time is ripe.

When approaching a prospect you should begin by asking him questions in order to get him to talking. When he in turn commences to ask questions you should give quick and aggressive answers which will convince him. When nearing the end of a sales talk recall the points on which he seemed to be convinced and drive these home again.

Do not forget that talking service is one of the most valuable means of selling a prospect. Tell the prospect about the large number of service stations your company has scattered throughout the country and the large variety of parts carried at each station. Call attention to the fact that only competent mechanics are employed at these service stations and they always do a good job in the shortest possible time.

A thorough knowledge of your territory is also essential for success. You should canvass your entire territory and use an accurate file system so that you can always find out all about a prospect in but a moment's time by turning to your file. Compiling such a list naturally means a great deal of hard work. The salesman who thinks he can be really successful without working hard had better seek another occupation.

Getting prospects is, of course, one of your biggest undertakings. Personal calls are of great value, and the telephone can be used to advantage. You should always keep in touch with those who have already bought your cars as more prospects are sure to be obtained in this way. Every satisfied owner is really selling your car every time he expresses this satisfaction to his friends.

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Advertising is one of the most important factors in getting prospects. The persistent use of newspaper advertisements usually brings results. You should send out carefully prepared letters to all possible prospects endeavoring as much as possible to suit each letter to the individual. Posters should also be distributed freely. These will usually be supplied by your company as is the case with catalogs.

### Hudson Building New Plant for Essex Car

The Hudson Motor Car Co., Detroit, is about to spend $2,250,000 to build a plant for the manufacture of Essex cars. Of this sum, $1,250,000 will be invested in land and new buildings, and $1,000,000 in machinery and equipment. Work on the new plant is under way.

The Hudson company proposes to double its output in 1920. The company will produce 70,000 cars of both makes next year. This year's schedule called for 40,000 machines, 20,000 Hudson and 20,000 Essex.

### Bosma Becomes Sales Manager of Field Mfg. Co.

F. J. Bosma, who was formerly district representative for the Parry Manufacturing Co. of Indianapolis, has been appointed sales manager for the Field Mfg. Co., with headquarters at Owosso, Michigan. A. L. Ditter, who was formerly sales manager, has been appointed general sales manager.

### Bacon Becomes Sales Manager of McGraw

H. M. Bacon has become general sales manager of the McGraw Tire & Rubber Co., Cleveland, Ohio. He was formerly manager of the Diamond tire division of the B. F. Goodrich Co., Akron, Ohio.

### V. M. Smith Becomes Gen. Superintendent, Supreme Motors

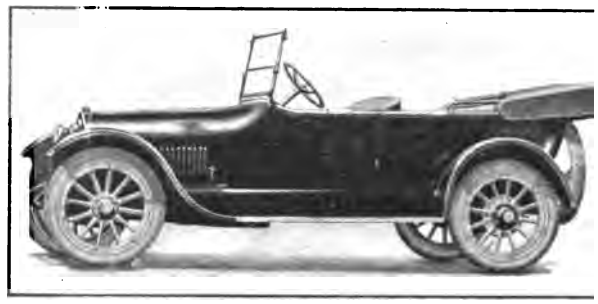
As another step towards perfecting its organization, The Supreme Motors Corp., Warren, Ohio, has appointed V. M. Smith general superintendent.

V. M. SMITH, GENERAL SUPERINTENDENT OF SUPREME MOTORS CORP.

Mr. Smith comes to the Supreme Motors from the Hudson Motor Car Co., where he served as production manager of the Essex engine. Prior to his connection with the Hudson Company, he was general superintendent of the Continental Motors Corp,, and previous to that he was assistant superintendent of the Lycoming Foundry and Machine Co., at Williamsport, Pa., and assistant superintendent of the Mercer Automobile Co.

## Buick for 1920 Shows Refinemen

Although 51 changes in design are to be found in 1920 Buick car offered by the Buick Mfg. Car Flint, Mich., most of these are of a minor character general features of construction remaining the s Six models will be built these consisting of the K 3-passenger roadster, listing at $1,495; the K-45, 5- senger touring car, listing at $1,495; the K-46, tou coupe, listing at $2,085; the K-47, 5-passenger tou sedan, listing at $2,225; the K-49, 7-passenger tou car, listing at $1,785; and the K-50, 7-passenger se listing at $2,695.



BUICK TOURING CAR FOR 1920

An improvement found on the engine is that the spider and blades have been made heavier, and the belt is of an improved design to prevent climbing. cast bronze is used for the oil pump drive gear, in of cold rolled steel.

The headlamps are of new design, with doors structed of two pieces, which allow the nickeled pa be made of brass to prevent rusting. The lamp conn is made of seamless steel, and the glass is fasten the lamp body.

The Willard storage battery has been adopted design of spark plug terminal is used, which locks tively to the plug. The switch is provided with a design rotor, and the switch handles are set at 45 which prevents interference when manipulated by operator in night driving. The switch is so arra that the dimmer and head lights may be shut off parking the car.

### Zenith Grows

The Detroit plant of the Zenith Carbureter Co. is ducing 1,800 carbureters daily and has just incre its capitalization from $40,000 to $320,000. Exte building work is about to start, the nature of which be announced later.

### New California Plant for Scripps-Booth

The Scripps-Booth Co. of California will erect i spring a $1,500,000 automobile factory at San I cisco. Clifford Durant, Chevrolet branch man heads the company.

### New Reo Factory

Excavations for the new factory units to be er by the Reo Motor Car Co., Lansing, Mich., are under way. The construction of the unit will mea conversion of the former tractor unit into a motor p

### Franklin Will Produce 18,000 Cars a Year

A production program of 18,000 cars a year been outlined by the Franklin Motor Car Co., S cuse, N. Y. The company has begun the erection $400,000 addition to its plant and is employing a shift of 500 men.

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# Over 352 Million Dollars to Be Spent on Highways

## Amount of Money to Be Spent on Roads This Year Would Build Another Panama Canal

THE United States is in the midst of the greatest highway building campaign in the history of the world. The aggregate amount to be expended this year on the roads and lanes of the country would build and duplicate another Panama Canal. According to figures collected by the B. F. Goodrich Rubber Company, combined forces of the federal government, states and counties will spend $352,216,016 in new construction and maintenance of the nation's network of highways. This is the first complete survey of 1919 good roads expenditures. The amounts to be spent in each state in the Union follow:

Alabama, $1,000,000; Arizona, $6,250,000; Arkansas, $4,297,398; California, $20,000,000; Colorado, $4,742,000; Connecticut, $8,000,000; Delaware, $8,528,000; Florida, $8,000,000; Georgia, $7,911,000; Idaho, $2,100,000; Illinois, $6,013,304; Indiana, $12,000,000; Iowa, $20,498,534; Kansas, $8,000,000; Kentucky, $3,500,000; Louisiana, $2,000,000; Maine, $1,630,000; Maryland, $6,750,000; Massachusetts, $6,000,000; Michigan, $15,000,000; Minnesota, $11,127,986! Mississippi, $7,000,000; Missouri, $5,413,079; Montana, $6,300,000; Nebraska, $2,005,000; Nevada, $1,377,499; New Hampshire, $1,630,000; New Jersey, $6,500,000; New Mexico, $4,000,000; New York, $2,000,000; North Carolina, $5,000,000; North Dakota, $1,082,000; Ohio, $13,321,500; Oklahoma, $3,600,000; Oregon, $8,000,000; Pennsylvania, $8,780,000; Rhode Island, $1,470,000; South Carolina, $7,000,000; South Dakota, $6,767,276; Tennessee, $3,650,996; Texas, $60,480,000; Utah, $10,092,794; Vermont, $1,797,650; Virginia, $3,400,000; Washington, $6,500,000; West Virginia, $2,000,000; Wisconsin, $3,200,000; Wyoming, $6,500,000.

Roughly, Goodrich officials estimate that the expenditures for highway improvement is approximately $3.09 per capita; or, to emphasize this, each man, woman and child in the United States would contribute this much for the building and bettering of roads were taxation on such a basis. Were the expense apportioned out on an average basis each state would pay $7,083,333.

The era of good roads talk has at last been succeeded by the era of good roads construction. Public sentiment is solidly behind extensive highway building programs now, says one of the Goodrich highway correspondents, but the enthusiasm must not wane. The millions being spent will be spent in vain unless states undertake to repair roads as quickly as they build.

While the amount available for expenditure this year seems staggering, it will not be enough to make up for deferred war construction, for normally the amount spent on roads in the United States is well above $250,000,000 and the war restriction brakes applied brought road building almost to a stop in many localities.

Three great factors have been largely responsible for this year's amazing highway expenditures. First, the incentive for states to match Federal aid appropriations; second, the passage of enormous bond issues for good roads in many states; and third, the attention on the urgent need of good roads by the war.

Reports from state highway commissioners to the Goodrich officials some interesting individual features.

Construction in Virginia during the next six years of 3,750 miles of highway at a cost of more than $60,000,000 has been approved.

In the New England States—Connecticut, Massachusetts, Rhode Island, Vermont and New Hampshire have been interesting in closing up short gaps on their main highways, which are otherwise improved for the entire distance. The same condition has been true in New York, where numerous projects are being linked up with an extensive network of roads which are already hard surfaced.

One of the features of this year's work will be the completion of the Dixie Highway, which will be done by the states co-operating with each other and with the Government. For instance, in Illinois the highway will be improved in many spots, one of which is over a distance of 54.5 miles at a cost of $904,700, and the construction will be of concrete and bituminous macadam. At the same time Georgia will be working on the road from Atlanta through to Macon, a distance of 72 miles and a continuation of the Dixie Highway in that state. In Tennessee and Kentucky projects are under way which will further serve to improve this famous old highway, which cuts through the central section of the country from north to south.

Iowa is entitled to the palm for consistent road construction. This state, which has more automobiles per capita than any other state in the Union, spent in the neighborhod of $15,000,000 during both 1917 and 1918, and is spending $20,498,534 this year. Iowa has an ideal road building program. When their state system is completed it will be not only the equivalent of a trunk line system converging to the cities, but to a trunk line clear across the state from east to west through every county, and north and south through every county as well. The Iowa plan will give each state the most notable road achievement of any state in the nation. Nowhere else has a system been adopted that treats every county alike or that reaches every district impartially.

Texas leads the nation in highway expenditures this year with $60,480,000 available. Texas also led last year. Within her borders Texas has 126,000 miles of unimproved roads, as against 22,000 miles of improved highway.

Iowa, California, Michigan, Ohio, Indiana and Minnesota ran next to Texas in expenditures for road building in the order named. Thus it will be noted that the agricultural states' appropriations exceed those of other regions by many millions.

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### Trade Literature Received

Folder from Acme Motor Truck Co., Cadillac, Mich., entitled "Buy Your Truck Like This, Complete Ready to Run."

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# Steel Truck Wheels

## Discussing Characteristics of Different Types in Use and Comparing Their Strength with that of Wooden Wheels*

*By P. KLINGER*
Chief Engineer, Dayton Steel Foundry Company

PRIOR to 1914 the motor truck had become a recognized and important part of industrial life, but the trying and strenuous conditions of the past 4 years have done much to cause the general public to realize the tremendous importance of motor trucks, with a consequent demand for the service which they can render. Under war-time production demands, time-saving possibilities of fast motor-truck service were so well demonstrated that today trucks are operated under load and speed conditions that were formerly thought prohibitive. While recognizing that in the past the majority of trucks have been equipped with wooden wheels which as a whole gave good service, we believe the time is fast approaching when the results demanded in service will make imperative the substitution of steel wheels on medium and heavy-duty trucks, thus eliminating practically the last important truck unit made of wood. Nearly all truck engineers and manufacturers recognize this, but hesitate to adopt them, largely because a metal wheel is somewhat higher in first cost and also because some designs of metal wheels have not rendered the service expected. Just as the value of a motor truck lies in ability to perform economical service, and this economy is usually not dependent on first cost, so does the properly designed steel wheel ultimately prove itself to be a real economy.

### WHAT IS REQUIRED IN DESIGN

The design must be such that vibrations resulting from road shocks are not concentrated at any one point but distributed over, or dissipated throughout, the entire wheel structure; otherwise metal fatigue eventually results. Materials having a low elastic limit are not suitable for truck wheels any more than malleable or wrought iron is for vehicle springs, as a successful metal wheel must have a certain degree of resiliency. Many of you have no doubt had experience with the early designs of built-up metal wheels and are well acquainted with cracks developing in some types of cast disk and spoke wheels.

Various essential and fundamental metal casting principles have not been recognized in the design of some cast metal wheels, such as the fact that all steel or iron castings are composed of crystals which are formed as the metal cools and run as consistently as the fibers of wood. Just as the weak spots in wood are where the branches run out, so the weak spots in castings are found where right-angle joints occur. Crystals form regularly at right angles with the contour of the castings, and where sections meet at right angles two crystal formations join and there is a resulting line of weakness. To overcome this tendency heavy fillets have been used at intersections, but the added mass of metal usually causes shrink-holes and consequent weakness.

A hollow-spoke hollow-rim construction with a semi-flaring attachment to the rim is a partial recognition of this fundamental feature, but a full realization of it is attained only by the hollow-spoke wheel where the spokes join the rim in broad sweeping curves, giving an arch-like support to the rim, at the same time avoiding objectionable crystalline formation and placing the metal so that the high elastic quality of steel is utilized somewhat in the form of a spring instead of as a dead strut, as is the case of the straight spoke of either cruciform or U-section and also very largely with the hollow spoke with the semi-flaring connection to the rim. Some disk wheels have cracked around the hub as well as near the rim. When spoke wheels have cracked it has been almost invariably in the spoke near the rim or in the rim near the spoke, but this has not occurred in wheels having the broad flaring connection between the spoke and the rim.

### METAL WHEELS IN SERVICE

Probably the companies having the best opportunity to follow up wheels in service are the London General Omnibus or the Fifth Avenue Coach Co., both of which use metal wheels exclusively. The latter's first steel wheels were imported from Switzerland, being hollow spoke and solid rim with a very slight radius where the spoke joins the rim, and a number of these cracked in the rim between the spokes. However, they were welded and are still in service. It also used solid Y-spoke wheels, which cracked in the spoke where the spread of the Y starts; however, it got 50,000 miles out of the wheels, which was stated to be greatly in excess of the wood-wheel service. This company has steel wheels which have been in service for over 2 years and have developed no cracks or any other imperfections. These wheels have a flaring connection between the spoke and the rim. That it recognizes the ultimate economy of steel wheels is evidenced by the following quotation from one of its letters:

"The standardization of steel wheels has affected considerable economy, and the company has never for one moment regretted the initial outlay."

It is of interest here to note that the coach wheels last referred to are of the integral-hub type and the company is getting exceptional tire mileage; in fact, in almost every case where exceptional tire mileage is obtained metal wheels are in use. The tire companies recognize this, although they will not be quoted to that effect, but some claim as high as 100,000 miles.

The principal reason for added mileage on metal wheels is the fact that they are absolutely round with perfect fit and set for tire. They provide a true rolling surface and also have superior radiating qualities.

To quote the experimental engineer of one of the large tire companies:

"A well-built wood wheel is pretty rigid, and a properly designed steel wheel will be fully as flexible as a properly designed wood wheel. We find the most troublesome offense is in the wheels which are out of round, and especially those in which the deviation from true round is localized in one place. A flat wheel is the result. Metal-base tires, either demountable or pressed on, always give trouble on such wheels. Inasmuch as steel wheels are made to very accurate dimensions and moreover retain their original size and shape, you can

*Paper read before S. A. E.

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readily see that the tire people are anxious for the development of steel wheels."

A large fleet owner writes:

"As to the accuracy of workmanship on wood wheels, this can be attained on new wheels but cannot be maintained owing to the shrinkage in dry weather and the swelling in wet. Turning the hose on the wheels every evening lessens the tendency of spokes to loosen."

A special investigation made among users and garages in six of the large cities of the country showed that many instances of wheel trouble never are reported to the manufacturer, being accepted as a necessary evil.

STRENGTH OF WOOD AND METAL WHEELS COMPARED

As to comparative strength the following table gives the results of tests made by a recognized testing bureau on wheels designed for the same truck using 36 by 5 front and 36 by 10 rear wheels.

STRENGTH TESTS OF METAL WHEELS

| Type | Weight, lb. | Maximum Radial Load Applied, lb. | Deformation at Maximum Load, in. | Permanent Set at Maximum Load, in. | Ultimate Side Thrust Loading, lb. |
|---|---|---|---|---|---|
| *36 by 5 Front Wheels* | | | | | |
| Pressed Steel, Built-up | 147 | 40,000 | ..... | ..... | 30,500 |
| Malleable Iron | 147 | 60,000 | 0.0677 | 0.0259 | 27,600 |
| Cast Steel Disk | 169 | 60,000 | 0.0359 | 0.0187 | 48,100 |
| Cast Steel, Hollow Rim, Hollow Flaring Spoke | 100 | 60,000 | 0.0645 | 0.0220 | 49,200 |
| Wood | | Front Wheels Not Tested. | | | |
| *36 by 10 Rear Wheels* | | | | | |
| Pressed Steel, Built-up | 341 | 75,000 | 0.4153 | 0.3425 | 43,200 |
| Malleable Iron | 266 | 100,000 | 0.1928 | 0.1180 | 42,500 |
| Cast Steel Disk | 268 | 100,000 | 0.0881 | 0.0261 | 75,500 |
| Cast Steel, Hollow Rim, Hollow Flaring Spoke | 286 | 100,000 | 0.0513 | 0.0113 | 101,000 |
| Wood | 252 | 60,000 | 0.1082 | 0.0336 | 43,700 |

It should be noted that the wood wheel was not loaded above 60,000 lb. as the speed of deformation indicated an approach to the yield point. The pressed steel built-up type front wheel yielded beyond the range of the instruments at 40,000 lb. loading, and the rear at 75,000-lb. loading required almost the extreme instrument range. The relatively slight permanent set and the great resistance to side-thrust in the case of the cast-steel wheels, and especially in the hollow full-flaring spoke type, should also be noted.

In June, 1918, a 3-ton Liberty truck equipped with hollow flaring spoke type steel wheels, and loaded to full capacity, was struck by a passenger train running at approximately 35 miles an hour, and the wheels were absolutely not injured, although the pressed-on tires of one rear wheel were forced ¾ in. sidewise at the bottom of wheel, the heavy rear axle was bent, the alloy-steel springs were torn in two and the body of truck completely demolished. This is cited as a real service test that proves the superior qualities of the integral hub, hollow, full-flaring spoke steel wheel under side swipe, as shown in the laboratory tests noted.

WEIGHTS OF DIFFERENT METAL WHEELS

| | 36 by 5 Front | 40 by 5 Dual | Set |
|---|---|---|---|
| Cast-Steel Hollow Flaring Spoke Integral-Hub Wheel | 130 | 269 | 798 |
| Hubless Type Metal Wheel with Hubs and Bolts | 158 | 319 | 954 |
| Pressed Steel Built-up Wheels | 131 | 275 | 812 |
| Wood Wheel with Hubs and Bolts | 116 | 236 | 904 |

Leaving the question of strength and considering weight, the comparisons given above compiled from data furnished by users of the types listed should be noted.

With a smaller size, say 2-ton, the wood and metal weights are approximately the same, and with larger sizes, 5-ton and up, the comparative weights are more in favor of the integral-hub type cast-steel wheels. As to first cost the integral-hub metal wheel is no doubt in most cases higher than the wood wheel, but there is such a variation in design and cost of hub equipments that in some cases the integral-hub metal wheel shows a saving in first cost.

For the large-size pneumatic truck tire equipment most of the tire companies favor metal wheels, and a number of different satisfactory types have already been made. So far as my knowledge goes these have not been given careful laboratory tests but have withstood strenuous service tests, such as driving at speeds as high as 45 miles per hour on 3-ton trucks, and withstanding tire inflation by hydraulic pressure as high as 390 lb. per sq. in. on a 44 by 10 cord tire. A metal wheel enables a demountable rib to be used with a wheel rim having an open slot for the valve stem, thus eliminating any lifting of the tire and rim when applying. The apparent increasing tendency to use some type of internal drive will do much to increase the metal wheel demand because of the better maintenance of gear mesh with the use of integral-hub metal wheels. Consistent co-operation between the foundryman and truck engineers has done and will continue to do much toward the satisfactory service to be realized from metal wheels, and the price question will be largely solved by standardization of designs with consequent quantity production.

## Van Sicklen Co. to Triple Its Present Output

Details of the reorganization of the Van Sicklen Speedometer Co., Chicago, Ill., and its plans for expansion were announced recently. The company, which recently was reincorporated, will have capital of $2,500,000, compared with $250,000 for the old company. It is stated that the enlarged capital is fully subscribed.

The reorganization has been largely in charge of Norman B. Church, who will be chairman of the board of directors. He states that all the stockholders of the old company retain their interests in the reorganization, among the larger interests being John W. Willys, of the Willys automobile companies. C. H. Hurlburd, president of the Elgin Watch Works; Ernest A. Hamill, president of the Corn Exchange National Bank; George M. Holley, president of the Holley Carburetor Company; T. F. Sheridan and A. D. Edwards.

N. H. Van Sicklen, Sr., will be president of the company, and his sons, N. H. Van Sicklen, Jr., and Charles Van Sicklen, will be vice-president and secretary, respectively. Chester B. Braselton will be a vice-president and director.

The company has contracts calling for the manufacture of 2,500 speedometers a day.

## Schmidt Joins Huffman Bros.

H. B. Schmidt, long identified with the automobile trade, has resigned as one of the directors, vice-president and purchasing agent for the Crow Elkhart Motor Corp. to become connected with the Huffman Brothers Motor Co., Elkhart, Ind., in the capacity of manager for the passenger car department of that institution. Mr. Schmidt will take up his new duties immediately.

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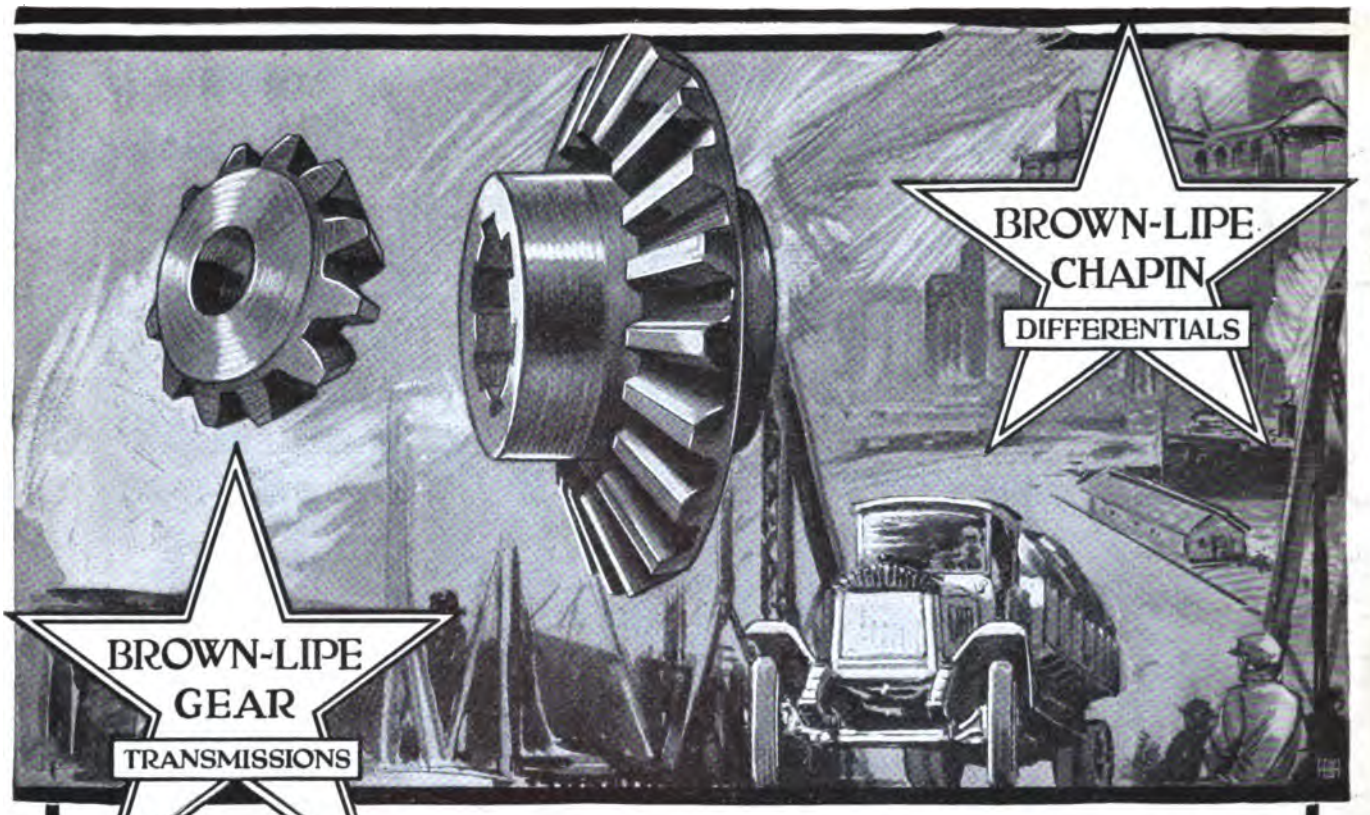


# Rough, Heavy Trucking
## Requires Fine Workmanship Even to Small Parts

A truck-owner expects his transmission and differential to do the heaviest work he can put upon it, and to keep on giving dependable service. He has no desire to take out a differential or even look inside the transmission case.

A mechanism to meet these expectations must have the perfection of a fine watch, combined with the strength of a giant.

The differential bevel gears illustrated here are made with these requirements always in mind. As essential parts of the differential, they receive most careful attention in every step of production.

It is such accuracy and strength that have helped to build Brown-Lipe reputation for quality.

**BROWN-LIPE-CHAPIN CO.**
DIFFERENTIALS

**BROWN-LIPE GEAR CO.**
TRANSMISSIONS

Both at **SYRACUSE, N. Y.**

Export Agents BENJAMIN WHITTAKER, Ltd., 56 Ludgate Hill, London, E. C. 4.

**No. 3 of 40 Reasons for Superiority**

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# Westinghouse

STARTING LIGHTING & IGNITION EQUIPMENT

## At Your Service

Increasing demand for Westinghouse Starting, Lighting and Ignition Equipment has resulted in increased productive facilities.

Additional plant space will shortly be available in Springfield, Mass., which will be utilized for the manufacture of Automobile Electrical Equipment. Production will begin here about September first.

Initial equipment will provide for an annual capacity of 240,000 complete sets of automotive equipment. The present line of switches, meters, fuses, fuse boxes, cut-outs and regulators, noiseless Bakelite-Micarta Gears and Gear Blanks, will be continued.

Tools, machinery, material handling devices, and testing equipment will be of the most modern type to assure the most accurate and efficient production.

With this capacity in addition to that of the present Newark plant, Westinghouse will be able to serve an increasing number of passenger car and motor truck builders.

WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY

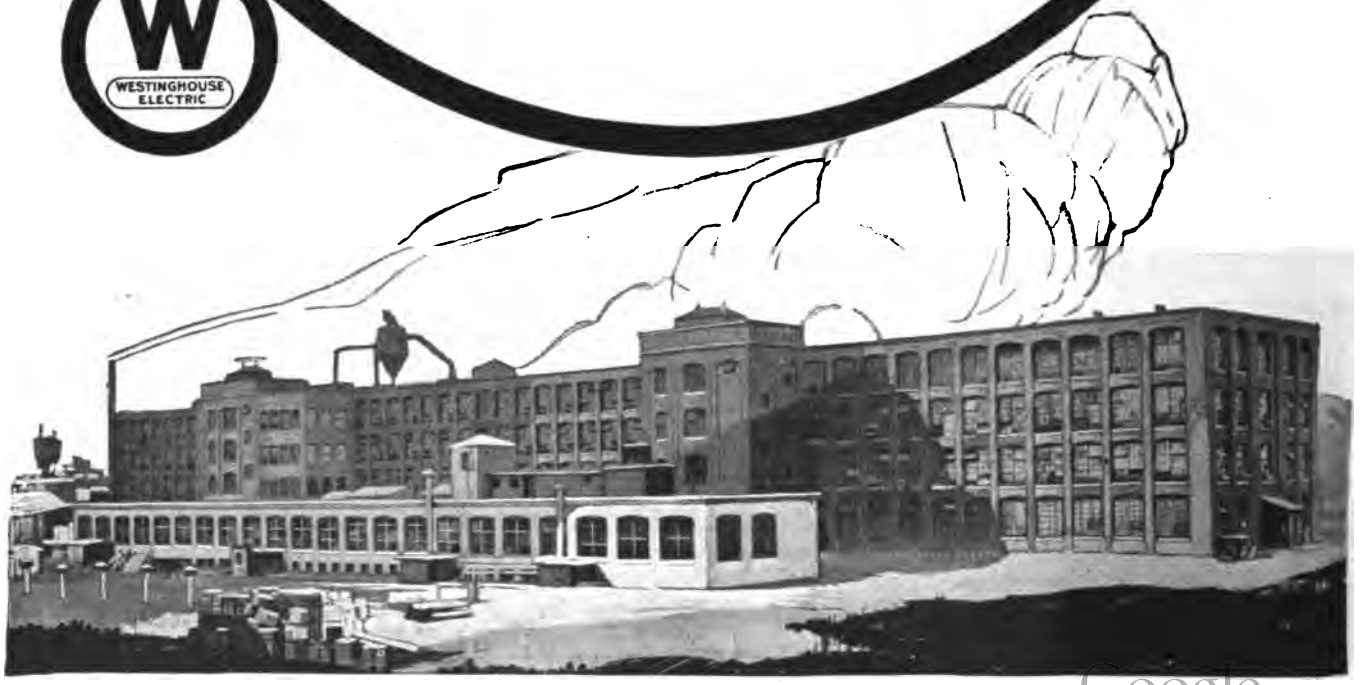
*Automobile Equipment Department*

*General Sales Office*, New York City: 110-114 West 42nd Street

*Branch Sales Offices*, Cleveland, Ohio: 1900 Euclid Bldg. Detroit, Mich.: 1109 Kresge Bldg. Indianapolis, Ind.: Traction Terminal Bldg. Chicago, Ill.: Conway Bldg.

*Works*, Newark, N. J., and Springfield, Mass.

W WESTINGHOUSE ELECTRIC

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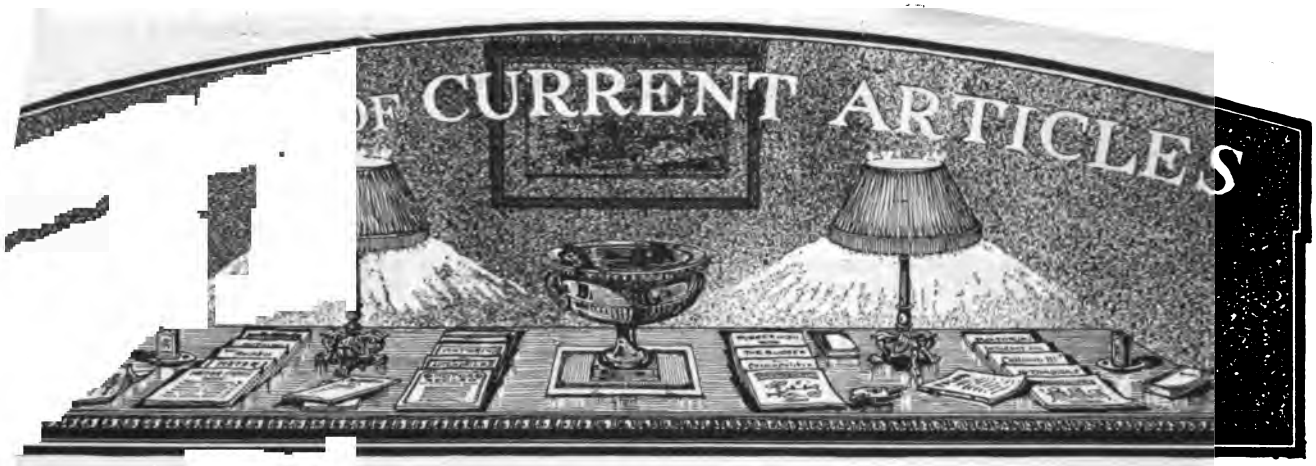
| Model | Price Touring | Make of Engine | Number Cyl. | Bore and Stroke in Inches | Piston Displ. | Rated H. P. | Max. Brake H. P. | R. P. M. at H. P. | Shape of Cyl. | How Cylinders Cast | Wdth. P. Rings | Diam. Inlet (Clear) | Lift of Valve | Cam Shaft | Type of System | Type of Oil System | Make and (Carburetor) | Fed by | Make Type (Ignition) | Make of Starting & Lighting | Clutch Type | Gearset Location and Forward | Make (Axle) | Type | Type of Gear Used | Gear Ratio | Car Drives Through | Torque Taken | Wheelbase Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Bearings | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oldsmobile, 37-A | 1395 | Oakland | 6 | 2 13/16x4¾ | 176 | 18.90 | 41 | 2600 | I | Blk | .. | 1¼ | ⅝ | Hel | P | F | John | V | Remy | Remy | C | U P 3 | W. Mott | F | Sp B | 4.60 | .. | S | 112 | 32x4s | Perlman | Semi | 3 | B-R | B R | R | 2452 |
| Oldsmobile … 45-B | 1895 | Own | 8 | 2⅞x4¾ | 246 | 26.55 | 58 | 2600 | L | 4 | ⅝ | 1½ | ⅝ | Hel | P | F | B&B | V | Delco S-A | Delco-2 | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 122 | 34x4½s | Perlman | ¾ El | 3 | B-R | B & R | R | 3505 |
| … | 1240 | Own | 4 | 3¼x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F | Stmb | V | Conn | Auto | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 112 | 32x3½s | Goodrich | Trans | 3 | B-P | B-R | B | .... |
| 90 | 985 | Own | 4 | 3⅜x5 | 179 | 18.23 | 35 | 2200 | L | Blk | ⅝ | 1⅝ | 5/16 | Hel | T-S | S | Tilt | V | Conn S-H | Auto-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.93 | T | T | 106 | 31x4c | Stanweld | Cant | 3 | B-R | B | R | 2500 |
| Owen-Magnetic, O-36 | 4250 | Buda | 6 | 3¾x5½ | 364 | 33.75 | 60 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Zeni | V | Bosch S-H | Owen Sys | Ow. M | ag. TR | American | F | Sp B | 3.50 | S | A | 136 | 35x5s | D Wheels | Semi | 4 | .... | R | R | 4520 |
| Owen-Magnetic W42 | 5500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | I | 3 | ¼ | 1½ | ⅝ | Hel | P | F | Zeni | V | Bosch | Owen Sys | Ow. M | ag. TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-25 | 5200 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅝ | 1½ | .344 | Chn | P† | F | own | P | Delco S-HA | Bijur-2 | D D | U P 3 | Own | S-F | Sp B | 4.36 | S | A | 128 | 35x5c | Firestone | Semi | 3 | B-R | B | R | 4435 |
| Packard, 3-35 | 5550 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4495 |
| Paige-Linwood, 6-40 | 1595 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2700 | L | Blk | ½ | 1⅝ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B-R | B & R | R | 2802 |
| Paige, Essex, 6-55 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 1900 | L | Blk | ¼ | 1.54 | .305 | Hel | P | F & S | Rayf | V | Remy S-H | Remy | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.36 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B-R | B & R | B | 3378 |
| Pan, A | ..... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | F | Blk | ⅝ | 1⅝ | ⅝ | Chn | T-S | F & S | Stmb | G | Auto | Auto | D P | U P 3 | Own | Semi | Sp B | 4.90 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| Paterson, 6-46 | 1595 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 38 | 1600 | L | Blk | ¼ | 1¼ | ⅝ | Hel | P | F & S | Stmb | V | Delco-D-H | Delco-2 | D P | U P 3 | Hess | F-F | Sp B | 4.50 | S | S | 130 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | 2900 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Ball | V | At K S-H | Auto 2 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Plat† | 3 | B-R | R | R | 3500 |
| Pennsy 18 | 1085 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅝ | 1⅝ | 5/16 | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-2 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Pennsy, D-18 | 1585 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | .... | L | Blk | .. | ..... | ..... | Hel | P | F & S | Rayf | V | S-H | Heinse | P | U P 3 | Columbia | F | Sp B | 4.58 | .. | S | 120 | 33x4s | ......... | ¾ El | 3 | B | R | B | .... |
| Phianna | 6000 | Own | 4 | 3 15/16x6 | 287 | 24.90 | ... | .... | L | Blk | ⅝ | 1⅝ | ⅝ | Chn | P | F | H&N | P | Bosch S-H | Ward L | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| Piedmont, N-30 | 1095 | Lycmg | 4 | 3½x5 | 192 | 19.60 | ... | .... | L | Blk | .. | ..... | ..... | Hel | T-S | S | Cart | V | Del MM | Dyneto | D P | U P 3 | Peru | F | ..... | 4.45 | .. | .. | 116 | 32x3½ | Firestone | Semi | .. | .... | .... | .... | .... |
| Piedmont, 6-40 | 1545 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | .... | L | Blk | .. | ..... | ..... | Hel | T-S | S | Zeni | V | Remy | Remy | D P | U P 3 | Timk | S-F | ..... | 4.45 | .. | .. | 122 | 32x4 | Firestone | Semi | .. | .... | .... | .... | .... |
| ¶Pierce-Arrow, 38 | 7250 | Own | 6 | 4 x5½ | 415 | 38.40 | ... | .... | T | 2 | ¼ | 1½ | ⅝ | Hel | P | F | Own | P | Delco | West | C | Sep 4 | Own | S-F | BSp | 3.78 | S | A | 134 | 34x4½ | Goodrich | ¾ El | 7 | B | B & R | R | 4370 |
| ¶Pierce-Arrow, 48 | 7750 | Own | 6 | 4½x5½ | 525 | 48.60 | — | — | T | 2 | ¼ | 1½ | ⅝ | Hel | P† | F | own | P | Delco | West-2 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 142 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5103 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅝ | 1⅝ | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 | O D | C P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Perlman | Semi | 3 | B | R | B | 2350 |
| Pilot, 6-45 | 1650 | Teetor | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅝ | 1.37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-2 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Perlman | Cant | 3 | B | B & R | R | 2790 |
| Premier, 6-C | 2585 | Own | 6 | 3⅜x5½ | 295 | 27.30 | 60 | 2400 | I | Blk | ⅝ | 1 11/32 | ⅝ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B-P | R | R | 3400 |
| Reo, T & U | 1650 | Own | 6 | 3⅜x5 | ... | ..... | ... | 2750 | F | 2 | ⅝ | 2.33 | .26 | Hel | P | S | John | V | Remy S-H | Remy-2 | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 33x4s | Firestone | Semi | 4 | R | R | R | 2935 |
| Ri-Chard | 8000 | Own | 8 | 3¾x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ⅝ | Hel | P | F-S | Own | V | 2 Bosch M | West | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| ¶Revere B | 3850 | Own | 4 | 4⅜x6 | 360 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | ⅝ | Spr | P | F-S | Mill | P | Bosch | West | D D | U P 4 | American | F-F | Beb | 3.50 | .. | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3850 |
| Roamer, C-6-54 | ..... | Cont | 6 | 3½x5¼ | 303 | 29.40 | 54 | 2450 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 | D P | U P 3 | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4s | D Wheels | Semi | 5 | B-R | B | B | 3000 |
| Roamer, D-4-75 | ..... | Duesen | 4 | 3 15/16x6 | 299 | 25.40 | 75 | 2650 | I | Blk | ¼ | 2 | ⅝ | Hel | P | F & S | Stmb | V | Bosch | Bijur-2 | D P | U P | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4½s | D Wheels | Semi | 2 | B | B | B | 3150 |
| Rock Falls, 10 | ..... | Buda | 6 | 3½x5¼ | 303 | 29.40 | ... | .... | L | Blk | .. | ..... | ..... | ..... | P | F & S | Rayf | V | Bosch | West | D P | U P 3 | Columbia | F-F | ..... | 4.56 | .. | .. | 136 | 35x5 | Firestone | ¾ El | .. | .... | .... | .... | 2800 |
| Saxon, Six | 1195 | Cont | 6 | 2⅞x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅝ | 1 11/32 | 5/16 | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-2 | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R-P | R | R | 2376 |
| ¶Sayers | 1745 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 42 | 2200 | L | Blk | ¼ | 1⅜ | ½ | Hel | P | F & S | Zeni | V | Delco | Delco-2 | D D | U P 3 | Hess | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2600 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3 11/16x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅝ | 1⅜ | 5/16 | Hel | P | ...... | Zeni | .. | Remy | Remy | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½s | D Wheels | Cant | 3 | B-R | R | B | 2100 |
| Scripps-Booth 6-39 | 1295 | North | 6 | 2 13/16x4¾ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅝ | ..... | ..... | Hel | P | F-S | Marv | V | Remy | Remy-2 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Perlman | Semi | 3 | B-P | B-R | B | .... |
| Seneca, 4-37 | 1085 | LeRoi | 4 | 3⅛x4½ | 138 | 15.63 | 27 | 2200 | L | Blk | ⅝ | ..... | ¼ | Hel | T-S | F & S | Scheb | .. | Conn | Al-Ch | D-D | U P 3 | Peru | F F | Sp B | 4.50 | .. | T | 108 | 30x3½ | Jackson | Cant | 2 | B | R | R | 2100 |
| Simplex-Crane | *7000 | Own | 6 | 4⅜x6¼ | 564 | 45.94 | ... | .... | L | 3 | ⅝ | ..... | ..... | Chn | P | F | Newc | P | Eisen | Bosch-2 | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ......... | Semi | 3 | B | B | R | .... |
| Singer, 19 | 5000 | H-Splm | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 3 | ⅝ | 1½ | ⅝ | Hel | P | F | Rayf | V | Bosch S-H | West-1 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| Standard, H | 2750 | H-Splm | 8 | 3¼x5 | 331 | 33.80 | 70 | 2200 | L | 4 | ⅝ | 1½ | ⅝ | Hel | P | F | Zeni | V | Split | West | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B-R | B R & P | R | 3500 |
| Stearns-Knight, 4 | 2250 | Own | 4 | 3¾x5½ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅝ | ..... | ..... | Chn | P | F & S | Schb | V | At-K S-H | West-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B-R | B & R | R | 3400 |
| Stephens, 84 | 1975 | Own | 6 | 3¼x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅝ | 1½ | ⅝ | Hel | T-S | F | Till | V | Auto | Auto | D D | U P 3 | Stanpar | S-F | Sp B | 4.75 | S | S | 122 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-E, A-I | 7000 | Own | 6 | ........ | 300 | 30.24 | 77 | 2700 | .. | Blk | .. | 2 | ⅝ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | .... | .... | .... | 1800 |
| Studebaker, S-H | 1325 | Own | 4 | 3½x5 | 187 | 19.60 | 38 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 4.36 | S | S | 112 | 32x3½q | Kelsey | Semi | 3 | R | R | R | 2500 |
| Studebaker, E-H | 1685 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Ball | V | Remy S | Wagner | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2750 |
| Studebaker, E-G | 2135 | Own | 6 | 3⅞x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Ball | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| ¶Stutz, 16-valve | 3100 | Own | 4 | 4⅜x6 | 361 | 30.63 | ... | .... | T | Blk | ¼ | ..... | ..... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| Templar, 4-45 | 2485 | Own | 4 | 3⅜x5½ | 197 | 18.23 | 45 | 2100 | I | Blk | ⅝ | 1⅝ | ⅝ | Chn | P | F | Zeni | V | Magneto | Bijur-2 | D D | U P 3 | American | S-F | Sp B | 4.41 | S | S | 118 | 32x4 | Firestone | Semi | 3 | B | B & R | R | 2750 |
| Texan | 1250 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | 36 | 2700 | L | Blk | ⅝ | 1⅝ | ⅝ | Chn | T | F & S | Mill | V | Delco | Auto | P | U P 3 | Peru | F F | Sp B | 4.25 | .. | A | 114 | 33x4s | Firestone | Cant | 3 | B | R | R | 2000 |
| ¶Tulsa, D-1 | 1200 | Lycmg | 4 | 3½x5 | 187 | 19.60 | 35 | 1800 | L | Blk | ⅝ | ..... | ..... | Hel | T | F & S | Mill | V | Delco | Dyneto | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | R | B | 2400 |
| Velie, 34 | 1525 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 35 | 2050 | L | Blk | ⅝ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | ¾ El | 3 | B-P | R | R | 2716 |
| Velie, 39 | 1910 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅝ | 1¼ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B-R | R | R | 3316 |
| Vernon, 419 | 695 | Own | 4 | 3⅛x4 | 123 | 15.62 | 45 | 2800 | T | Blk | ⅝ | 1⅜ | 5/16 | Hel | T | F & S | Own | G | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.63 | S | S | 108 | 30x3½c | Baker | Cant | 2 | B | R | R | 1500 |
| Vernon, 819 | 1295 | Own | 8 | 2⅝x4 | 173 | 22.05 | 62 | 2800 | T | 4 | ⅝ | 1⅝ | 5/16 | Hel | T | F & S | Own | V | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.25 | S | S | 115 | 31x4c | Baker | Cant | 2 | R | R | R | 2100 |
| Waco, T-37 | 950 | ..... | .. | 3¾x4¼ | 188 | 22.50 | 37 | .... | L | Blk | .. | ..... | ..... | ..... | T | F & S | Schb | V | Dixie | ......... | D | U P 3 | ......... | F-F | .. | ..... | .. | .. | 112 | 32x3½q | ......... | ¾ El | .. | .... | B | ..... | 2350 |
| Westcott | 2590 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Cant | 3 | B-R | R | R | 3200 |
| Willys, 89-6 | 1625 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 45 | 1700 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Tilt. | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.00 | T | T | 120 | 33x4½s | Stanweld | Cant | 3 | BRP | R | R | 3430 |
| Willys-Knight 88-4 | 1725 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅝ | ..... | ..... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| Winton, 22 | 3600 | Own | 6 | 3¾x5¼ | 348 | 33.75 | 70 | 2200 | L | 2 | ¼ | 1⅝ | ⅝ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.9 | S | T | 132 | 35x5 | Firestone | Semi | 4 | B-R | R | R | 3870 |
| Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ¼ | 2¼ | ⅝ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 4440 |
| Wolverine | 3500 | Duesen | 4 | 3 15/16x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .. | 2¼ | ⅝ | Gear | P | F & S | Mill | V | Bosch | Bijur | D D | U P | American | F-F | Sp B | 2.94 | .. | .. | 117 | 32x4½ | ......... | Semi | 3 | B | R | R | 2344 |

**STEAM CARS**

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Drive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Doble Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| ¶Stanley, 735 | 3740 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| Super-Steamer | 3000 | 135 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3¼x5 | Rear Axle | No Gr. | Kero | Bunsen | Condensing | ........ | 33x4 | Semi | Springs | Eng. Frame |




...bile quality will be the ...ration and price secondary, is the ...ion of J. Edward Schipper, expressed in an article appearing in *Automotive Industries* entitled "Looking Ahead Three Years in Design of Cars." Regarding this he says:

"Passenger car development during the next three years will be distinctly in the direction of higher quality. The demand is assured for at least this period, and there is no need of producing a cheaper quality in order to stimulate sales. Besides, there is every indication that one of the greatest lessons of the war to be learned by America is to put quality first."

Regarding assembled cars he says:

Assembled cars are automaically forced into the high priced class because parts makers will build only high-quality units. This is clear when it is considered that it is utterly impossible to sell a car at $1,000 or less unless it is produced in very large numbers. Quality production must be backed up by a fundamental control of the sources of material supply. In fact, the tendency in the largest plants is to get further and further back to the ore in securing materials. Thus the product of the parts makers in the future will be found in the car selling at $1,800 and upward.

"This does not necessarily signify that in lower priced cars quality will be sacrificed. The difference in price will be made up in riding comfort as provided by increased space, more luxurious upholstering and fittings, greater speed range and accessibility and, possibly, in greater economy."

He goes on to explain that it is obvious from the foregoing there are two real markets, low priced and high priced, which manufacturers can cover by building two models.

The article continues:

"Just as it is perfectly logical for dealers to handle two cars, it is perfectly logical for manufacturers who are large enough to do so to make cars in each field, and there need be no real fear that one will 'kill' the other. Or, if the fear is entertained, the two models can be marketed under different names. There is no clearly defined dividing line between the two fields, but the $800 and the $2,750 car can stand side by side on the showroom floor, each appealing to a definite class of buyers; and there is a growing class that is apt to buy one of each. A trip through the wheat belt will confirm this."

Mr. Schipper takes an optimistic view of the solution of the fuel problem. Regarding this he remarks:

"Before the end of 1920 it is very probable that the fuel situation will have reached a condition of much ...ility. While definite statements have not ... the oil industry will have produced a fuel that can be guaranteed in quantity and quality for an indefinite period. Slight changes in design will probably be required to make use of the new fuel, while the present 6,000,000 cars and trucks will be taken care of by the production of sufficient of the current type of fuel to meet their needs.

"With less volatile fuel—and even with the present type of fuel—it is very possible that some means other than the suction of the engine will be utilized to accomplish the primary atomization. Electrical energy, or energy due to the storage of air, gas will probably be widely employed to either break up the fuel mechanically or vaporize it by the application of heat. Car and truck manufacturers refuse to be worried by the fuel shortage bugbear, and with the amount of thought at present being concentrated on the problem, early developments can be looked for with assurance,"

Discussing hot spot manifolds he expresses the opinion that these will continue to be used, but states that some cars are "over hot-spotted."

Speaking of radiator improvements he says:

"Some interesting experiments have been made on radiators which have a variable cooling area, depending upon the demands of the engine and climate. One such radiator is divided in the top tank so that the water does not flow through the central section until it surges over the partitions or dams in the tank. Under ordinary conditions the side sections take care of cooling, but in warmer weather the surging effect allows the central portion to be utilized."

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THERE appears to be a general movement to do away with the policy of guaranteeing the mileage of tires. In a recent editorial *Motor World* says in part:

"There is no more sense in a reputable tire company guaranteeing a tire for 4,000 miles than there is in a shoe maker guaranteeing a pair of shoes for the same distance.

"A tire either is good or it isn't good. If it isn't good it can't get by at all, and if it is good it doesn't need any guarantee. A guarantee can't make a tire.

"A good tire, made by a good company, and sold by a good dealer will give the buyer far more miles than the guarantee covers—if the user has any sense on the tire question. The average man will get nearer 10,000 than he will 3,000.

"But—along comes some wild, reckless driver, whose idea of motoring is to see how near he can come to scaring the rest of the world to death. Taken collectively, he can ruin tires faster than the tire companies can guarantee them. He skids around corners, slaps on brakes to make up for his reckless speed, drives carelessly over bumps and rough roads

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—and then demands an adjustment because his tires don't last.

Who pays

"The tire company? No.

"The dealer? Not directly.

"Who then? The man who is careful of his tires. He pays for the guarantee that is given to the reckless driver. To protect itself against the mad motorist the tire company has to add to the price of the careful user's tire.

"And when it comes to a kick the hardest kicker gets the best adjustment.

"How much better it would be if tires were sold as other good merchandise is sold.

"You would eliminate the grief of adjustments. You would avoid the chance of losing friends and customers. If you sold a good tire, and if people bought of you because you have a good reputation you would develop a sweetly running business—and make money at it."

One organization which is taking the lead in doing away with mileage guarantees is the United States Tire Co. In answering inquiries regarding this, J. N. Gunn, president, says in part:

"How on earth can you get away from a definite mileage guarantee in selling tires?

"As a matter of fact we have made a more definite guarantee. Our guarantee holds good regardless of the mileage a tire runs. But we do not urge mileage guarantees to sell tires. We stress quality.

"This policy of guaranteeing against imperfections in materials and workmanship without any mileage limitation is not really new with the United States Tire Company. We have never used any definite mileage basis in making adjustments on Royal cord tires which we have been manufacturing for four years. Furthermore, for years we have not advertised any definite mileage guarantees on any of our tires.

Having seen through a number of years of experience that the public liked the basis upon which Royal cord tires were sold it seemed the logical thing to do to put all United States tires on the same basis."

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HERE is what Frank H. Miller, of the West Side Buick Sales Co., said when asked what he considered the requisites to success in the operation of a car agency, according to the *Stewart Lever:*

"The first and most obvious thing, of course, is to get the right car. Next, get the right kind of an organization to help you sell it and give service. Then, get the right location. By that I do not meant the most expensive, but one that is strategically located and a modern building. Fourth, and most important, but not so obvious to dealers it seems, watch out for your overhead. A 'top-heavy' overhead has broken many otherwise succesful car agencies. Fifth, be quick to incorporate in your own business any good and usable ideas you ever learn from brother dealers.

"We have found the logical means by which a car dealer's overhead can be rendered a negligible quantity. Simply sell accessories, the additional equipment that any motorist today knows he needs. It is surprising to me that so few dealers do this. We never let a buyer of one of our cars get away without selling him some of the 'extras' for his machine. It requires no additional sales or clerical help. Our show case and stock room for accessories simply utilize space that would otherwise be of no particular value. It doesn't take hardly any more time to sell a buyer several accessories after you have secured his order for the car. And the profit we make on our accessories—profit that would not otherwise be ours—practically *pays our overhead.* Any dealer can do the same. Why more of them do not avail themselves of this opportunity I cannot figure out. The business simply didn't start that way I guess and they have never thought about stocking accessories. They have been blinded to one of their biggest opportunities."

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ACCORDING to *Auptomobile Topics:* "Advances in automobile prices, so far as they have been made, have caused but little flurry in the ranks of automobile dealers."

The journal forms this opinion from a number of letter received from dealers since the recent movement towards increased prices. The articles goes on to say:

"In general there seems to be about an equal tendency to take the matter philosophically, as a necessary part of the general upward movement in materials and labor, remembering that the rise in automobile prices has been nowhere as sharp as it has been in other and more familiar commodities. Other dealers express themselves as sold so far ahead, anyway, that an increased price cannot be measured in any possible retarding effect on sales in comparison with the job they have already on their hands in selling cars now for delivery four months ahead. Others anticipate a measurable quantity of sales resistance from prices that have been recently advanced on the lines which they handle, and one reports an actual drop in sales amounting to approximately 50 per cent. of former volume during the last three weeks."

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THE farmer wants assured tractor service regardless of cost in the opinion of the *Chilton Tractor Journal* which says:

"One thing which has militated against the sale of tractors more than any other has been the lack of service. Its importance has not been fully recognzied by manufacturer, distributor or dealer. Too many seem to feel that the transaction is closed when the tractor is delivered and do not realize the implied obligation of keeping the machine in continuous service.

"From the dealer angle, the greatest problem has been to draw a proper differentiation mark between free and paid service. Too many dealers are afraid to draw any line, feeling that at the present pioneering stage in tractor merchandising, considerable leniency—which is not profitable—must be shown.

"Dealers lose sight of the main feature of service. The kind of service the farmer demands is prompt and efficient, whether free or paid. Almost every farmer who owns a tractor owns an automobile or farm machine upon which he is accustomed to pay for service. The matter of a few dollars is not so important to him as keeping his tractor in operation at the time it is needed. The time is coming when every manufacturer will require his dealers to be in a position to render tractor service promptly and efficiently or give up the agency.

"Indeed, it is, in a manner, strange that dealers who are in direct contact with the results of service policies do not quickly realize that the farmer will never accept tractor power until he is sure that there are facilities near at hand for rapid repairs and replacements should the tractor suffer breakage during the busy season."

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MANY Dealers in motor truck tires do not realize that it is really essential to have a tire press in order to build up a big and profitable business. The following is an extract from an article appearing in *The Commercial Car Journal:*

"Dealers in motor truck tires who attempt to built up a big business without a hydraulic tire press as part

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of this service equipment, are working under a serious handicap, according to the H. G. Root Company, of Columbus and Springfield, Ohio. This company maintains a press of maximum capacity in each of its tire service stations, and the business that the company has built up in each city, through being able to give instant service, has proved the necessity of having this piece of machinery where business growth is the desired end.

"F. B. Woosley, vice-president of the company and manager of the Columbus store, is rather proud of the solid tire business his branch is doing, and well he may be, for the big tire press is kept busy most of the time changing tires on trucks that depend upon this store for their tire equipment. * * * The Root company does ot wait for truck owners to find out that its press is at their service. The company keeps two salesmen on the job all the time in the Columbus territory, and these men call on every truck owner at least once every thirty days, inquiring into his needs, giving him tire advice, and, if he is in the market for new tires, selling him just the best suited to his truck. The company believes in maintaining personal contact with its patrons, and as a result of constantly being on the job its salesmen are building up a clientele among the truck owners of Columbus that results in big business."

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HOW the small tractor and individual separator has helped to do away with the custom thresher and put threshing on a more efficient basis is described in an article in the *Chilton Tractor Journal* of which the following is an extract:

"The advent of the small tractor brought about the extensive use of the very smallest grain separator. This in turn made possible the use of the individually owned threshing machine and has done away with, to a great extent, the large threshing rig of farmers, and the custom thresher. The small threshing machine has made inroads in the threshing industry in every section of the country, even in the purely grain raising districts.

"The large threshing machine, as run by the professional custom thresher, had its advantages to the farmer, but the disadvantages offset the advantages. In order to point out some of the disadvantages of custom threshing which makes the small privately owned thresher so popular, I wish to poin out a concrete example, which is typical. A farmer in southern Wisconsin lives on one extreme end of a neighborhood in which is located the farmer who does custom threshing. If the farmer in discussion can get the thresher to start out the season at his end of the neighborhood, all well and good. But, generally, the thresherman figures he will do all the threshing any way, so the machine starts out at the other end of the run. In consequence the farmer is kept waiting. Stacking grain in the Middle West has gone out of fashion quite generally, so this farmer has on several different occasions stood considerable loss in the quality of his grain, due to rains coming before he finally does thresh.

"Suppose, for example, this farmer decides to bring into the neighborhood another custom thresherman, a competitor of the thresheman living in the neighborhood. This makes the local thresherman angry and causes neighborhood quarrels; but not only that, when a competing machine enters the neighborhood, the local thresher will pull back into the neighborhood. This means that there will not be help enough to man both machines, and both will have to run short handed, which is expensive business for all concerned. I have seen three threshing machines in one neighborhood, all within a mile of each other, not being run efficiently because there were not men enough to help.

"When threshing from the shock with the modern large threshing machine it takes anywhere from 16 to 24 men to keep the machine running to capacity. It is not hard for one to figure that this is very expensive business for the farmer, tb say nothing of the labor on the part of the housewife to feed such an army of men."

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JOBBERS should take notice of the fact that a used car year always means a big accessory year. This point is brought out very clearly in an article in The Jack Pot, house organ of the Elite Mfg. Co., which follows in part:

During the closing year of the war a new car was a mighty difficult thing to buy. The war's demand on the car builder has now eased up considerably. Still, it will be some time before the automobile manufacturers can switch their machinery over from war work to regular production. The automobile industry—third largest in the country—has no fear of a collapse in 1919, and you can easily understand why, when it is considered that there are right now ten buyers for every car that can possibly be built in 1919. As a result of high wages, unlimited overtime, and accumulations of Liberty Bonds, and War Savings Stamps, a new class of auto owners has sprung up. From the cotton fields of the south, where the colored race is buying Hudsons, Cadillacs, etc., to the Pittsburg munitions worker who rides to work daily in his own Packard; from the ship yards and canneries of the Northwest to the powder mills of New Jersey and Delaware, the workers are driving to work in their own automobiles.

Where does this affect you, Mr. Jobber?

Only about 25 per cent of this class will be able to secure a new car. As they have determined on owning a machine this will not stop them. They will buy used cars. Aha! This is where you come in, for whoever heard of finding a complete kit of tools in a used car? Further to swell your bank account, the man who now owns a one or two-year-old car is going to paint and fix it up to run till he is able

See to it that your dealers use their local papers and follow up their newspaper advertising with clean attractive letters mailed direct to the homes of the business men, farmers, mechanics, etc., who now own cars and those who may buy cars this spring, calling attention to their complete stocks and inviting them to come in and browze around. A clever window trim will top off this work just right.

Then you do your part. Buy now, so that you may be sure of a complete stock when your dealer's orders roll in. And let your dealers know you have enough confidence in the U. S. A. to go ahead and buy your stocks.

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### Brunswick-Balke Collender Changes

H. G. Vanderhoef has been promoted to general sales manager of the hard rubber and electric storage battery jar department of the Brunswick-Balke-Collender Co., Chicago, Ill. Sam J. Turnes, advertising manager, becomes general sales manager of the tire department, to succeed John W. Maguire, who has resigned to engage in another line.

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### Firestone Expand

Stockholders of the Firestone Tire & Rubber Co., Akron, O., have been asked to vote on an increase in capitalization from $15,000,000 to $75,000,000, of which two-thirds is to be preferred and one-third common stock. Ten million in preferred will be sold at once to enlarge the plant, officials state.

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### Toledo Girls Win Cup at Y. W. C. A. Industrial Convention

The accompanying picture shows the loving cup presented to the Toledo delegation of girls who attended the Y. W. C. A. convention on Industrial and Mercantile Clubs of Ohio and West Virginia held this year at Western College, Oxford, Ohio.

CUP WON BY TOLEDO GIRLS AT Y. W C. A. INDUSTRIAL CONVENTION

Of the twenty different delegations present, the Toledo girls had the honor of carrying off the cup presented each year by the Self Government Committee. It signifies that the winners were the best disciplined group of girls at the meeting. In other words, that they observed the rules and regulations to the letter.

Fifteen girls represented the Toledo branch of the Y. W. C. A. at the meeting, among them, six from the factory of the Champion Spark Plug Company.

### Former Aviation Officers Design New Light Car

Sidney Waldon, formerly vice-president of the Packard Motor Car Co., and later colonel in the Aviation Section, and E. H. Sherbondy, former experimental engineer of the Air Service, have taken an office in Detroit, where they are designing a light-weight car embodying many advanced engineering ideas. It is not expected that the car will be on the market until next summer.

### Midland Tire Will Expand

Directors of the Midland Tire Co., Cleveland, have decided to increase the capacity of the plant. Two shifts of men now are working and a third shift is to be added soon. The plant is turning out 250 tires a day and soon will start making inner tubes.

The Midland company took over the McClurg Rubber Co. in 1916, and is continuing to make the McClurg tire.

### Fruehauf Expands

A five-acre factory site has been purchased by the Fruehauf Trailer Co., Detroit, just east of its present location on Gratiot Avenue. A new plant will be erected shortly, President Fruehauf announced. It is planned also to invrease the capital stock from $100,000 to $250,000.

## The Duke of Dealers

Doing things by Halves is the shiftless way. It never brings Success. If you are so afflicted there is one consolation—the best Half of the year is at hand.

The annual epidemic of Spring Fever disappeared with the Flu. Vacation days and sunburnt necks are fading. The peak of the Summer is behind us. And Palm Beach suits are selling at Half-price, clearly discerning the first suggestion of early Fall.

Many a ball game has been jerked out of the oven in the Last Half of the 9th. Many a Gridiron victory has been garnered in the Closing Half of the contest. And it is painful and needless to recall that the late War was heroically won after the Foe had piled up an alarming advantage in the First Half of the squabble.

If up to date you have failed to reach the mark you set in January—get busy! Bring on your expeditionary force of Reserve Energy. Trot out your wrecking crew and win the game before the final frame. Get on. Then score.

The law of averages is as infallible in Selling Automobiles as in war or baseball. Your opponent cannot win continuously unless you let him scare you into Half-hearted endeavor.

Look at N. Bonaparte and some of the fast stuff he put over. Why this kid from Corsica had all of Europe humbugged until he took an order at Waterloo too big to fill. Every nation within fighting distance had been his Prospect. Every flag his bath-towel.

Wellington hadn't made a Sale since the appearance of his latest models; the Belgians had failed to take an order since the Auto Show; the Dutch were turning back carload shipments to the factory and old Blucher, always late for demonstrations, was away behind on his drawing account.

Suddenly the boys got together at a Dealers' Meeting and gave the Corporal an awful dusting.

If you have been pressed or oppressed by Competition it's time to do a little Dusting. If the car you sell is not predominating in your territory it is the fault of your Salesmen and Yourself. Competition is just as impregnable as you admit it to be. Wellington proved that and Foch confirmed it.

If you were trimmed in the First Half of 1919 make the remaining Half a Waterloo for your business rivals.

Arm your Salesmen for the big campaign. Instill them with the firm belief that their Car, their Organization and their Ability is Superior to any in the field.

Be the Duke of Dealers and ship Competition to St. Helena!—From *The Punch* (Maxwell-Chalmers House Organ).

### Bickel Becomes Branch Manager of Bearing Service

The Bearing Service Company, of Detroit, Michigan, has announced the appointment of E. W. Bickel as manager of the company's branch in St. Louis. Previous to his appointment to the St. Louis branch management, Mr. Bickel was traveling representative for the company in the Indianapolis territory.

### Practical Book Catolog

The Norman W. Henley Pub. Co., 2 West 45th street, New York City, has brought out its 1919 Practical Book catalog. Automobile books and charts published by the company are described in detail.

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# Where the strength of Wood carries the dead weight of metal

A metal-boom, in order to have the same strength as a wood-boom, must be twice as heavy.

And even then, the hidden and undetectable flaws of metal might cause sudden collapse and disaster.

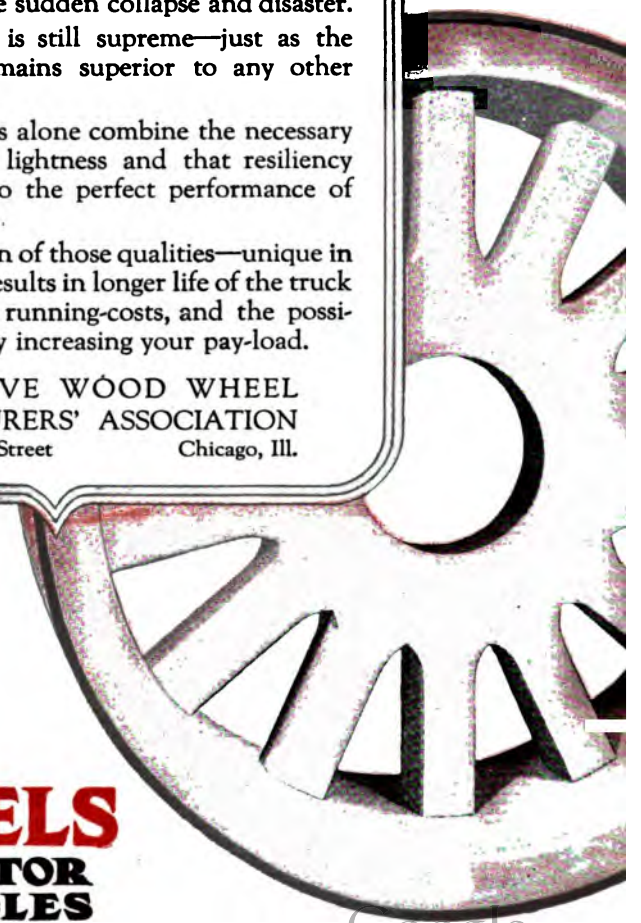
So the wood-boom is still supreme—just as the WOOD Wheel remains superior to any other type of wheel.

For WOOD Wheels alone combine the necessary strength with that lightness and that resiliency which are so vital to the perfect performance of your truck.

And the combination of those qualities—unique in WOOD Wheels—results in longer life of the truck and its parts, lower running-costs, and the possibility of considerably increasing your pay-load.

AUTOMOTIVE WOOD WHEEL MANUFACTURERS' ASSOCIATION
105 West Monroe Street Chicago, Ill.

**NOTE THE WOOD WHEELS EVERYWHERE**



**WOOD WHEELS for MOTOR VEHICLES**

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# Technical Specifications of Motor Trucks—1919

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS:—NAME AND MODEL—¶ before name ondicates that changes have been made in specifications since last issue, or that model is listed for the first time. PRICE—C., Including Body. FRAMES MATERIAL—R-C., Rolled Steel Channel Section; R-I., Rolled Steel I Section; Pr-S., Pressed Steel. TIRES—P., Pneumatic; S., Solid; St., Steel. MAKE OF REAR AXLE—Salis., Salisbury; Torb., Torbenson; Wisc., Wisconsin. TYPE OF REAR EXLES—F., Full Floating; S-F., Semi-Floating; D., Dead. MAKE OF ENGINE—Wauk., Waukesha; Cont., Continental; Lycmg., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop, & Swarts; Wisc., Wisconsin; Her.-Spill., Herschell-Spillman; Beav., Beaver. CYLINDERS CAST—B., Block; 1, Single; 2, Pairs. LOCATION OF VALVES—R., Right; L., Left; O., Opposite; H., Head. COOLING SYSTEM—G., Gear; P., Pump; T., Thermos Syphon; A., Air. RADIATOR—Fin., Finned Tubes; Sq. T., Square Tubular; V-t., Vertical Tube; Z-Z-T., Zig-Zag Tubular; Cell., Cellular; Hel., Helical; Ring., Tubes arranged in Ring about Blower Fan. IGNITION AND STARTING AND LIGHTING SYSTEM AND SPARK ADVANCE—D., Dual; H., Hand Advance; S., Single; A., Automatic; F., Fixed; Eism., Eisemann; Split., Splitdorf; Conn., Connecticut; West., Westinghouse; G-D., Gray & Davis; Br'l'ng., Berling; At-K., Atwater-Kent; Al-Ch., Allis-Chalmers; U. S. L., United States Lt. & Heat Co.; N-East., North-East; Split-App., Splitdorf Apple; Huff-S., Huff-Simms; Auto., Auto-Lite. MAKE OF GOVERNOR—Wauk., Waukesha; Rugg., Ruggles; Mon., Monarch; Dup., Duplex; H. Sp., Herschel-Spillman; Mil., Milwaukee; Simp., Simplex. CARBURETTER—MAKE AND FEED—Scheb., Schebler; Ray., Rayfield; Stmbg., Stromberg; Shak., Shakespeare; Flech., Fletcker; Zen., Zenith; Johns., Johnson; King., Kingston; G., Gravity; V., Vacuum; P., Pressure. CLUTCH TYPE—D-D., Dry Disc.; P., Plate; C-U., Control Unit. GEARSET TYPE AND LOCATION—Sel., Selective Sliding Gear; Prog., Progressive Sliding Gear; Ind-C., Individual Clutch; Plan., Planatory; C-U., Control Unit; Fric., Friction; Elec., Electric. GEARSET LOCATION—Amid., Amidship; U-M., Unit with Motor; U-J., Unit with Jackshaft; U-X., Unit with Axle. FINAL DRIVE—Int-G., Internal Gear; Chn., Chain; Sp.-B., Spiral Bevel Gear; D-Red., Double Reduction Gear; S., Spur Gear; Ex., External Gear; T., To Front Wheel; 4, on all Four Wheels; W., Worm.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A & B ... 3T | 6,000 | on app | 144 | r-c | s | 48x3½d | 48x3½d | | | | | | | | | own | | own | 4 | 5 11/64x4¾ | 42.76 | 2-r | | G | fin | Bosch D-H | none | | | Scheb | | g | | elec | amid | 2 | | int-g- |
| A & B ... 5T | 10,000 | on app | 144 | r-c | s | 48x3½d | 48x5d | | | | | | | | | own | | own | 4 | 5 11/64x4¾ | 42.76 | 2-r | | G | fin | Bosch D-H | none | | | Scheb | | g | | elec | amid | 2 | | int-g-f |
| Acason ... R | 2,000 | 2,150 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¼ | 2 | 9½ | 7½ | 4 | 3 | Timken | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | T | cell | Eism | | | Wauk | | | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Acason ... B | 3,000 | 2,650 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2¼ | 9½ | 9 | 4 | 3⅝ | Timken | f-f | Wauk | 4 | 3¾x5¼ | 22.50 | 2-l | ¼ | P | cell | Eism | | | Wauk | Scheb | | v | l-p | sel | u-m | 3 | 8.75-1 | worm |
| Acason ... H | 4,000 | 3,750 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4¾ | 5½ | Timken | f-f | Wauk | 4 | 4¼x5¼ | 28.90 | 2- | ¼ | P | cell | Eism S-H | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Acason ... L | 7,000 | 4,150 | 172 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 5½ | ⅛ | Timken | f-f | Wauk | 4 | 4¼x6¾ | 28.90 | 2-l | ¼ | P | cell | Eism S-H | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Acason ... M | 10,000 | 5,150 | 172-187 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | | [illegible] | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | ¼ | P | cell | Eism | | | Wauk | Scheb | | v | d-p | sel | u-m | 3 | 10.25-1 | worm |
| Acason Tractor | 4,000 | 3,350 | 114 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | | | Timken | f-f | Wauk | 4 | 4¼x5¼ | 28.90 | 2-l | | P | cell | Eism | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Acason Tractor | 10,000 | 4,750 | 130 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | | | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | | P | cell | Eism | | | Wauk | Scheb | | v | d-p | sel | u-m | 3 | 10.30-1 | worm |
| ¶Ace | 3000 | | 144 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Buda | 4 | 3¾x5⅛ | 22.50 | | | | | | West | | Pierce | Scheb | 1¼ | v | d-d | | | 4 | 7.00-1 | worm |
| Ace | 5,000 | | 156 | pr-s | s | 36x4 | 36x7 | | | Da | y | n St | eel | Wh | eels | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | | P | | West | West | | Pierce | Scheb | 1¼ | v | d-d | | amid | 4 | 7.75-1 | worm |
| Acme ... F | 3,000 | 2,175 | 141 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | | 4⅝ | | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eise S-H | G & D | Yes | Duplex | Ray f | | v | d-d | ind-c | u-m | 3 | 8.75 | worm |
| ¶Acme (Cadillac) . B | 2,000 | 1,950 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-H | G & D | Yes | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 7.75-1 | worm |
| Acme (Cadillac) ... A | 4,000 | 2,750 | 148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅞ | 5½ | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-H | | | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 8.50-1 | worm |
| Acme (Cadillac) ... C | 7,000 | 3,750 | 168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2¼ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | | | Duplex | Ray | | v | d-d | ind-c | amid | 3 | 10.33-1 | worm |
| Acme (Cadillac) ... E | 10,000 | 4,850 | 180 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4⅝x6 | 36.10 | 2-l | ⅝ | P | fin | Eism S-H | | | Duplex | Rayf | | v | l-d | ind-c | amid | 3 | 11.66-1 | worm |
| Acme (Emigsvil.) | 1,500 | 1,580 | | | p | 33x4 | 33x4 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.61 | | ⅝ | T | | Magneto | | | | Stmbg | | v | l | sel | | | | worm |
| Air-O-Flex ... A | 3,500 | | 146 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Russel | | Cont | 4 | 4½x5¼ | 7.20 | b-r | | P | cell | At K-S-H | Bijur | | Duplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.80-1 | int-g |
| ¶All-American ... A | 2,000 | 1,295 | 130 | pr-s | p&s | 33x4 | 32x4 | 12 | 12 | 1½ | 1¾ | 6¼ | 9 | 1½ | 5 | Torb | f-f | Her-Spil | 4 | 3½x5 | 16.90 | b-l | ⅝ | T | cell | Simms | | | | Stmbg | 1¼ | z | l-p | sel | u-m | 3 | 6.50-1 | int-g |
| All Power | 7,000 | 4,800 | 168 | 130 | s | 36x6 | 36x10 | | | | | | | | | Timken | | Cont | | 4¼x5¼ | 32.40 | | ⅝ | | | Eism | West | | Pharo | Zeni | | v | | sel | | 6 | 8.40-1 | worm |
| A. M. C. | 1,500 | | 112 | pr-s | p | 30x3½ | 31x4 | | | | | | | | | | | Lycmg | 4 | 3½x5 | | | | T | | Mag | | | | | | | | | u-m | 3 | | worm |
| A. M. C. | 3,000 | | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | | | Lycmg | 4 | 3½x5 | | | | T | | Mag | | | | | | | | | u-m | 3 | | worm |
| Armleder ... HW | 4,000 | on app | 166-148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2¼ | | | | | Timken | | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Armleder ... KW | 7,000 | on app | 156-186 | r-I | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 2¼ | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Atlas ... 18 | 1,500 | 1,135 | 118 | pr-s | p | 32x4 | 32x4 | 12 | 12 | 1¼ | 1½ | | | | | Hess | s-f | Lycmg | 4 | 3½x5 | 16.92 | b-r | ⅝ | T | fin | Remy S-H | | 25.00 | | Carter | | g | o-d | sel | u-m | 3 | 4.75-1 | sp-b |
| ¶Atterbury ... 7R | 3,000 | 2,575 | 140½ | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1½ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eisem | | | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Atterbury ... 7CX | 4,000 | 3,175 | 153½* | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism | | | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶Atterbury ... 7D | 7,000 | 3,975 | 167½* | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism | | | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 12.00-1 | worm |
| ¶Atterbury ... 8E | 10,000 | 5,475 | 167½ | pr-s | s | 36x5 | 40x6d | | M | ll. | St | eel | Wh | el | | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅝ | P | fin | Delco H | Delco | | Cont | Zenith | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Autocar ... 21F | 4,000 | 2,300 | 97 | pr-s | s | 34x4† | 34x5† | 12 | 14 | 2 | 2 | 8½ | 9½ | 1⅛ | 5¼ | own | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅝ | P | fin | Bosch | | | | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autocar ... 21G | 4,000 | 2,400 | 120 | pr-s | s | 34x4 | 34x5† | 12 | 14 | 2 | 2 | 8½ | 9½ | 4⅞ | 5 | | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅝ | P | fin | Bosch | | | | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autohorse ... 10 | 10,000 | 2,100 | | ch-s | s | 34x10 | | 14 | | 3 | | | | | | | | Cont | 4 | 3¾x5 | 22.50 | b-r | | P | cell | Eism S-H | | | | Stmbg | 1 | g | d-p | sel | amid | 3 | 11.41-1 | int-g |
| Available ... H2 | 4,000 | on app | 148 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2⅛ | 2½ | 9 | 10 | 1½ | 5½ | Timken | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Available ... H3 | 7,000 | on app | 156-172 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3¼ | 9½ | 12½ | 4¼ | ⅝ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | | | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 1 | 10.33-1 | worm |
| Available ... 5 | 10,000 | on app | 156-172 | r-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¾ | 5½ | ⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | | P | fin | Bosch S-F | | | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 3 | 11.75-1 | worm |
| Barber Tractor | 12,000 | 2,000 | 84 | r-s | s | 34x3½ | 34x7 | | | | | | | | | own | | Buda | 4 | 4¼x5½ | 29.00 | l | | p | | Bosch S-H | | | | Stmbg | | g | | sel | | 3 | | worm |
| ¶Beck ... A | 2,000 | 1,500 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¼ | 1½ | 8½ | | 4⅛ | | Celfor | | Cont | 4 | 3½x5 | | b-l | ⅝ | T | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Beck ... B | 3,000 | 1,900 | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 1¼ | 8½ | | 4⅛ | | Celfor | | Cont | 4 | 3¾x5 | | b-l | ⅝ | T | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Beck ... C | 4,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 14 | 2 | 2 | 9 | | 5 | | Celfor | | Cont | 4 | 4½x5¼ | | l | ¼ | P | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | | int- |
| Beech Creek ... 3A | 6,000 | 3,850 | 132 | r-c | s | 36x6 | 36x6 | | | | | | | | | own | f-f | Wauk | 4 | 4½x5¾ | 29.00 | 2-l | ¼ | P | cell | Eism S-H | | | Wauk | King | 1¼ | v | d-p | sel | amid | 6 | 8.03-1 | b-4 |
| Bell (York, Pa.) | 1,200 | | 114 | pr-s | p | 31x4 | 31x4 | | | | | | | | | | f-f | G B & S | 4 | 3¾x4½ | 22.50 | b-l | | T | | | Dyneto | | | Stmbg. | 1 | v | | sel | u-m | 3 | 4.62-1 | b |
| Bell (Ottumwa, Ia.) | 3,000 | | 146 | ch-s | s | 34x4 | 34x6 | 14 | 14 | 2 | 2¼ | | | | | Russell | | Buda | 4 | 4¼x5½ | 29.00 | | | p | | Eism | | Duplex | | Stmbg | | | d-d | sel | | 3 | | int-g |
| Bessemer ... G | 2,000 | 1,575 | 124 | pr-s | s | 34x3 | 34x4† | 12 | 12 | 1½ | 2 | | | | | Torb | f-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | cell | Split S-H | | none | | Zeni | 1 | g | d-d | sel | u-m | | 7.00-1 | int-g |
| Bessemer ... H | 3,000 | 1,945‡ | 144 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2¼ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 32.00 | b-r | | P | cell | Split S-H | | Pierce | | Ray | 1¼ | g | p | sel | amid | | 8.00-1 | int-g |
| Bessemer ... J | 4,000 | 2,490‡ | 144-158 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | | | | Torb | f-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅝ | P | cell | Split S-H | | Pierce | | Ray | 1¼ | g | p | sel | amid | | 8.00-1 | int-g |
| Bessemer ... K | 7,000 | 3,450‡ | 146-175 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | cell | Split S-H | | Pierce | | Ray | 1½ | g | p | sel | amid | | 10.25-1 | int-g |
| Bethlehem ... D | 3,000 | 1,965 | 136 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8¼ | 8¾ | 4 | 3¼ | Russel | | Own | 4 | 3¾x4½ | 22.50 | 2-l | ¼ | T | | At-K | G & D | | Mon | Scheb | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| Bethlehem ... E | 5,000 | 2,365 | 144 | pr-s | s | 34x4 | 34x6 | 14 | 14 | 1¼ | 2 | 10¼ | 11¼ | 4⅝ | 4⅞ | Russel | | own | 4 | 4x4½ | 25.60 | 2-l | ¼ | T | | At-K | G & D | | Mon | Scheb | 1 | g | d-p | sel | u-m | 3 | 10.20-1 | int-g |
| Bethlehem ... F | 7,000 | 3,465 | 162 | pr-s | s | 34x4 | 34x5d | 14 | 14 | 1¼ | 2 | 10¼ | 11½ | 4⅝ | 4¾ | Russel | | own | 4 | 4⅝x6 | 30.63 | 2-l | ¼ | P | | At-K | G & D | | Mon | Scheb | 1¼ | g | d-p | sel | u-m | 3 | 9.40-1 | int-g |
| Brinton | 3,000 | 2,500 | 135 | | p | 34x4 | 34x5 | 12 | 12 | 2 | 2 | 9 | 10 | | | Timken | s-f | Cont | 4 | 4½x5 | 27.20 | b-l | ⅛ | G | cell | S-F | | | | | | g | d-d | sel | u-m | 3 | | worm |

*Longer wheelbase offered at extra cost. †Other tire sizes optional. ‡Price including body

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## And Another Growing Prosperous Business—

Visualize the selling arguments that you could build upon the firm foundation of Bethlehem Engineering Superiority. Think of the jump that the husky, enduring Power Plant, the Internal Gear Drive, the superstrong Frame Construction, Electric Starting and Lighting, the Dependability that is inbuilt in every part of every Bethlehem, and the big Bethlehem Advertising Campaign gives you on the competitive field.

Write us for information about your territory and for the Bethlehem Cooperation Plan. It may mean the start of another growing, prosperous Bethlehem Business. And Bethlehem Business is Big Business.

| 1½ ton chassis | 2½ ton chassis | 3½ ton chassis |
|---|---|---|
| **$1965** | **$2365** | **$3465** |

*F. O. B. Allentown, Pa.*

BETHLEHEM MOTORS CORPORATION
ALLENTOWN, PA.

The Motor Truck bought to-day without Electric Starting and Lighting will be out-of date to-morrow

BETHLEHEM
Internal Gear Drive
MOTOR TRUCKS
Dependable Delivery

BETHLEHEM MOTORS CORP'N. ALLENTOWN, PA.

The Motor Truck bought to-day without Electric Starting and Lighting will be out-of date to-morrow


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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Starting & Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Brinton**.....F | 5,000 | 3,000 | 150 | | s | 36x4 | 36x6 | 12 | 12 | 2½ | 2½ | 9 | 10 | 4 | 3½ | Timken | f-f | Cont | 4 | 4½x5 | 27.20 | b-l | ⅝ | G | cell | S-F | | stock | Pierce | Ray | | g | d-d | sel | u-m | 3 | | worm |
| Briscoe.....T-34 | 2,000 | | 121 | pr-s | p&s | 34x4 | 34x3½ | 12 | 14 | 1¼ | 1¾ | 8½ | 9⅞ | 4 | 1⅞ | Russell | d | own | 4 | 3⅝x5 | 18.25 | b-r | ⅝ | T | s-s-t | Conn S-H | Auto-2 | stock | | Buick | 1½ | g | c | sel | u-m | 3 | 8.02-1 | int-g |
| ¶**Brockway**.....S | 3,000 | 2,100 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 1¾ | 2 | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅛ | T | fin | Eism S-F | Dyneto | 200.00 | | Scheb | 1¼ | g | d-d | se | u-m | 3 | 7.80-1 | worm |
| ¶Brockway.....K-3 | 4,000 | 2,950 | 148 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 1⅞ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism | Dyneto | 200.00 | none | Scheb | 1¼ | g | c | sel | amid | 3 | 8.66-1 | worm |
| ¶Brockway.....B | 7,000 | 3,900 | 164 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | Dyneto | 200.00 | none | Scheb | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Brockway.....T | 10,000 | 5,000 | 174 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | | P | fin | Eism S-H | | | Cont | Scheb | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Burford.....O-3 | 4,000 | 2,250 | 144 | pr-s | s | 36x3½ | 36x3½d | 12 | 12 | 2 | 2½ | | | | | own | dead | Buda | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | P | fin | Eism S-F | Wil. Batt | stock | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.60-1 | int-g |
| Burford.....D-3 | 7,000 | 3,600 | 175 | pr-s | t | 38x5 | 38x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Wauk | 4 | 4½x6¾ | 32.40 | b-l | ¼ | P | fin | K. W. | Wil. Batt | stock | Wauk | Zenith | 1½ | v | d-d | sel | amid | | 8.75-1 | worm |
| Champion..... | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | | s-f | own | 4 | 3⅛x4½ | 15.63 | b-l | ⅝ | T | | Dixie | | stock | | | | | d | sel | u-m | 3 | | b |
| Chevrolet..... | 2,000 | 1,325 | 125 | r-s | p&s | 31x4 | 32x4 | 12 | 12 | 2 | 2½ | 7½ | | | | | | own | 4 | 3⅝x5¼ | 21.76 | b-l | ⅝ | P | cell | Remy | Auto | | Mon. | Zenith | | g | c | sel | u-m | | | worm |
| ¶Clydesdale.....32 | 2,000 | | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1⅝ | 2 | | | | | Timken | s-f | Cont | 4 | 3½x5 | 22.50 | b-l | ⅝ | T | tube | Bosch | | | own | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.20-1 | worm |
| ¶Clydesdale.....42 | 3,000 | | 146 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2¼ | 2¼ | | | | Wise | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | tube | Bosch | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Clydesdale.....65 | 4,000 | | 163 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | T | tube | Bosch D | | | own | Zenith | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Clydesdale.....90 | 7,000 | | 180 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | | | | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch D | | | own | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Clydesdale.....120B | 10,000 | | 176 | pr-s | s | 36x5 | 40x6d | | | 3 | 4 | | | 5½ | 7½ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | tube | Eism D | | | own | Stmbg | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Collier.....18 | 2,000 | | 140 | pr-s | s | 34x4 | 34x5 | 14 | 14 | | | | | | | | | Cont | 4 | 3½x5 | | | | P | | Eism | | | | Zeni | | v | d-d | sel | u-m | 3 | | worm |
| ¶Collier.....19 | 3,000 | | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | | | Cont | 4 | 3¾x5 | | | | P | tube | Eism | | | | Zeni | | v | d-d | sel | u-m | | 8.25-1 | worm |
| ¶Collier.....20 | 4,000 | 2,150 | 152 | pr-s | s | | | | | | | | | | | | | Cont | 4 | 4½x5¼ | | | | | | | | | | | | | | | | | | worm |
| **Columbia**.....F | 2,000 | 1,750 | 126 | o-s | s | 34x3 | 34x4 | | | | | | | | | Russel | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | fin | Dixie | | | Pierce | Shak | 1 | g | c | sel | u-m | 3 | 7.75 | int-g |
| Columbia.....E | 4,000 | 2,350 | 144 | r-c | s | 36x4 | 36x6 | | | | | | | | | Russel | | Cont | 4 | 4½x5¼ | 27.20 | b-r | ⅝ | P | fin | Dixie | | | Pierce | Shak | 1¼ | g | c | sel | amid | 3 | 9.45-1 | int-g |
| Comet..... | 3,000 | 1,750 | 130 | pr-s | p&s | 34x4 | 34x4 | 12 | 12 | 1½ | 2 | 8 | | 4 | | Standard | s-f | Lycm | 4 | 3½x5 | 19.60 | | | T | cell | Dyneto | Dyneto | | | Carter | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Commerce.....E | 2,000 | 1,500 | 126 | pr-s | p&s | 34x3 | 34x4 | 12 | 14 | 1½ | 1½ | 8 | 9¾ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | fin | Eism | Bijur | stock | | Zenith | 1 | v | e | sel | u-m | 3 | 7.00-1 | int-g |
| **Commerce**.....EP | 4,000 | 1,895 | 134 | pr-s | p | 36x6 | 36x6 | 12 | 14 | 1¾ | 1¾ | 8 | 9½ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-l | 3⅛ | T | fin | Eism | Bijur | stock | | Zenith | 1 | u | c | sel | u-m | 3 | 7.00-1 | int-g |
| Concord.....A | 3,000 | 2,550 | 140 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 1⅝ | 5½ | Timken | f-f | Buda | 4 | 3¾x5½ | 22.50 | b-l | | P | fin | Eism S-H | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Concord.....B | 5,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 9 | 10 | 1⅝ | 5¾ | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism S-H | | | Mon | Zeni | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| ¶**Conestoga**..... | 2,000 | 1,850 | 130 | | s | 34x3½ | 36x5 | 12 | 14 | 1½ | 2 | 8¾ | 9 | 4 | 3¼ | Wise | | Cont | 4 | 3½x5 | 19.60 | | | | | Simms | | | | Stmbg | | | d-d | | | 3 | 7.75-1 | worm |
| ¶**Conestoga**..... | 4,000 | 2,550 | 138 | | s | 36x4 | 36x4d | 14 | 14 | 1¾ | 2½ | 8¾ | 9 | 4 | 3¼ | Wise | | Cont | 4 | 3¾x5 | 22.50 | | | | | Simms | | | | Stmbg | | | d-d- | | | 3 | 9.66-1 | worm |
| Continental (C).....FL | 2,000 | 1,750 | 144 | | s | 34x4 | 36x4 | | | | | | | | | | | | 4 | 3¾x5¼ | 22.50 | 2-l | ⅝ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Continental (C).....HL | 3,000 | 2,100 | 144 | | s | 34x3½ | 36x5 | | | | | | | | | | | | 4 | 3¾x5¼ | 22.50 | 2-l | ⅝ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 9.25-1 | worm |
| Continental (C).....J | 4,000 | 2,300 | 146 | | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | 2-l | ⅝ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | cel | u-m | 3 | 9.25-1 | worm |
| Continental (C).....M | 7,000 | 3,300 | 168 | | s | 36x5 | 36x5d | | | | | | | | | | | | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 10.50-1 | worm |
| Continental..... | 10,000 | 4,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Corbitt.....E | 2,000 | 2,150 | 130 | r-c | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | 8½ | 8½ | 1½ | 3½ | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅝ | T | cell | Eism. | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.50-1 | |
| Corbitt.....D | 3,000 | 2,400 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2½ | 10½ | 10½ | 5 | 5½ | Sheldon | s-f | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt.....C | 4,000 | 3,000 | 148 | pr-s | s | 36x3½ | 36x3½d | 14 | 14 | 2¼ | 2½ | 10½ | 10½ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt.....B | 5,000 | 3,200 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2¼ | 2½ | 10½ | 10½ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Corbitt.....A | 7,000 | 4,000 | 168 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 11½ | 3⅞ | 4½ | Sheldon | s-f | Cont. | 4 | 4½x5½ | 32.40 | p-r | ⅝ | P | fin | Eism S-H | G-D | 125.00 | Pierce | Stmbg | 1½ | v | w-d | ind-c | amid | 3 | 11.66-1 | worm |
| Corbitt.....AA | 10,000 | 5,000 | 168 | r-c | s | 36x6d | 36x6d | | | | | 11½ | 11½ | 3⅞ | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | p-2 | ⅝ | P | fin | Eism H | G-D | 125.00 | Pierce | Stmbg | 1½ | v | o-d | | amid | 3 | 13.5-1 | worm |
| Corliss.....A | 1,000 | 800 | 103 | pr-s | p | 31x4 | 31x4 | | | | | | | | | Gemco | s-f | LeRoi | 4 | 3⅛x4½ | 15.64 | b-l | | T | fin | Dixie S-H | Al-Cb | 75.00 | | Scheb | | g | d-d | sel | u-m | 3 | 4.50-1 | b |
| Couple Gear.....HC | 7,000 | 6,100 | 144 | r-c | s | 36x4d | 36x4d | | | D | isc | Whe | els | | | own | | Wise | 4 | 5¾x6 | 53.00 | 1-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | | 1 | 25.00-1 | b-4 |
| Couple Gear.....AC | 10,000 | 6,700 | 144 | r-c | s | 36x5d | 36x5d | | | | | | | | | own | | Wise | 4 | 5¾x6 | 53.00 | 1-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | amid | 1 | 25.00-1 | b-4 |
| Couple Gear ¶.....L-D | 14,000 | 7,450 | 144 | o-s | s | 40x5 | 40x5 | | | ste | el | | | | | Own | | Wise | 4 | 5¼x7 | | 2-h | | P | cell | Bosch S-F | | | none | Stmbg | 2 | g | | | | | | |
| Croce.....17 | 1,000 | 825 | 108 | pr-s | p&s | 32x4 | 32x4 | | | | | | | | | Timken | | Wise | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | sq-t | Bosch S-F | | | none | Zenith | | g | d-d | sel | u-m | 3 | 5.00-1 | b |
| Dart.....E | 2,000 | 2,100 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5⅛ | 22.50 | b-r | ⅝ | T | cell | Eism S-H | Bijur | 200.00 | none | Zenith | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Dart.....CC-4 | 4,000 | 2,950 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | cell | Eism S-H | Bijur | 200.00 | Simplex | Zenith | 1¼ | g | d d | sel | u-m | 4 | 8.50-1 | worm |
| Dart.....L | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x10 | 12 | 14 | 2¼ | 3½ | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.60 | b-r | ¼ | P | cell | Eism D-H | Bijur | 200.00 | Simplex | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.70-1 | worm |
| Day-Elder.....A | 2,000 | 1,775 | 128 | pr-s | s | 34x3 | 34x4 | 14 | 14 | 1¼ | 2 | 8¾ | 9 | 4 | 3¼ | Wise | s-f | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | fin | Berling S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Day-Elder.....B | 3,000 | 2,075 | 144 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | 8½ | 9 | 4 | 3½ | Wise | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | fin | Berling S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.33-1 | worm |
| Day-Elder.....D | 4,000 | 2,450 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 1¾ | 2 | 8½ | 10 | 4 | 3½ | Wise | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Berling S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Day-Elder.....C | 5,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | 10 | 10½ | 1½ | 4½ | Wise | s-f | Buda | 4 | 4¼x5½ | 39.00 | b-l | ¼ | P | fin | Berling S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Day-Elder.....E | 7,000 | 3,350 | 165 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 10 | 12 | 4¼ | 4¾ | Wise | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-r | ⅝ | P | fin | Berling S-F | | | Mon | Zenith | 1½ | g | d-d | sel | u-m | 4 | 10.00-1 | worm |
| Day-Elder.....F | 10,000 | 4,500 | 170 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2½ | 4 | 11¼ | 14½ | 3½ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-l | ¼ | P | fin | Berling S-F | | | Mon | Zenith | 1½ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Dearborn.....A | 2,000 | 1,175 | 125 | n-s | p&s | 30x3½ | 32x3½ | 12 | 12 | 1½ | 2 | | | | | | d | G Bds | 4 | 3¾x4¼ | 22.50 | | | | cell | Dixie | | | | Stmby | 1 | | d-p | sel | | 3 | | chn |
| Dearborn..... | 3,000 | 1,980 | 126 | pr-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2½ | | | | | Standard | s-f | Cont | 4 | 3½x5 | | b | | T | cell | | | | | Stmbg | | | d-p | sel | | 3 | | worm |
| Dearborn.....B | 4,000 | 1,750 | 133 | n-s | p&s | 32x4 | 34x5 | 12 | 12 | 1½ | 2½ | | | | | | d | Buda | 4 | 3½x5⅛ | 19.60 | | | | | Bosch | | | | Stmbg | 1 | g | d-d | sel | | 3 | | chn |
| Defiance.....B | 3,000 | 1,795 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | 8 | 9½ | [illegible] | [illegible] | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Defiance.....C | 4,000 | 1,995 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2¼ | 8 | 10¾ | [illegible] | [illegible] | Torb | b | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 10.00-1 | int-g |
| DeKalb.....E2 | 4,000 | 2,100 | 134 | pr-s | s | 34x4 | 36x5 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | c | sel | u-m | 3 | 7.75-1 | worm |
| DeKalb.....E2½ | 5,000 | 2,600 | 136 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | c | sel | u-m | 3 | 8.25-1 | worm |
| De Martini.....1 | 2,000 | 2,250 | 131 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5⅛ | | b | ⅝ | P | | Ber ing S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini.....2 | 4,000 | 2,750 | 148 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5½ | | b | ⅝ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini.....3 | 6,000 | 3,650 | 160 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4¼x5½ | | b | ¼ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini.....4 | 8,000 | 4,250 | 172 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4¼x5½ | | b | ¼ | P | | Ber ing S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| ¶Denby.....12 | 2,000 | 1,950 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1½ | 1¾ | | | | | Russel | d | Cont. | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.20-1 | Int-g |
| Denby.....134 | 4,000 | 2,450 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2½ | | | | | Russel | d | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 4 | 9.80-1 | int-g |
| ¶Denby.....25 | 6,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x7 | 7 | 7 | 2½ | 3 | | | | | Russel | d | Cont | 4 | 4⅛x5¼ | 27.25 | b-r | ⅝ | P | tube | Eism S-H | Bijur | 150.00 | Mon | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.90-1 | int-g |
| ¶**Denby**.....27 | 7,000 | 4,250 | 170 | pr-s | s | 36x5 | 36x10 | 8 | 8 | 3 | 3½ | | | | | Celfor | d | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | int-y |
| Denby.....210 | 10,000 | 4,900 | 170 | pr-s | s | 36x6 | 40x12 | | | Di | se | Whe | el | | | Celfor | d | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1¼ | g | dd- | sel | amid | 4 | 12.55-1 | int-g |
| Dependable..... | 4,000 | | | | s | 36x4 | 36x6 | | | | | | | | | | f-f | Buda | 4 | 4½x5½ | | b- | | | | Bosch | | | | Stmbg | | | d-d | sel | | 3 | | int-g |
| Diamond-T.....J5 | 2,000 | 2,125 | 126 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 1¾ | 2 | | | | | Timken | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T.....J4 | 3,000 | 2,550 | 154 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T.....[illegible] | 4,000 | 2,925 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | | | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T.....LB | 7,000 | 4,150 | 170 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2 | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |

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# PIERCE GOVERNORS

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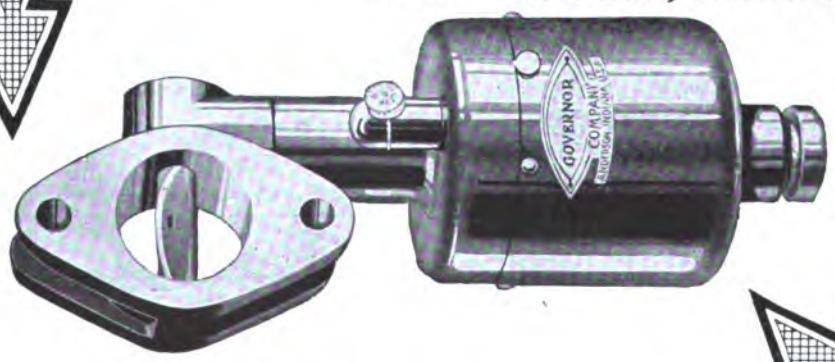
## The Pierce Governor Company
### Anderson, Indiana




*World's Largest Governor Builders*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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinder How Cast | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Starting & Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Diamond-T ... R | 10,000 | 4,950 | 170 | pr-s | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅜ | P | s-s-t | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 13.00-1 | worm |
| Dispatch ... G | 1,290 | 1,200 | 120 | w | p | 34x4 | 34x4 | 10 | 10 | 1¼ | 1¼ | 6½ | 6½ | | | own | d | Wisc | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Bosch S-H | U.S.L | stock | | Ray | 1¼ | v | c-u | c-u | amid | 3 | 6.00-1 | int-chn |
| Deane | 5,000 | 3,500‡ | 150 | r-c | s | 36x5 | 36x7 | 12 | 14 | 2¼ | 3 | | | | | own | | Wauk | 4 | 4¼x5¾ | 29.00 | 2-r | ¼ | P | fin | Bosch S-A | | | Wauk | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | chn |
| Deane | 12,000 | 5,650‡ | 178 | r-l | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | | | | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | fin | Bosch S-A | | | Wauk | Master | 1½ | g | d-d | sel | u-m | 3 | 10.50-1 | chn |
| Dodge Bros. | 1,000 | 935 | 114 | pr-s | p | 33x4 | 33x4 | 12 | 12 | | | | | | | own | f-f | own | 4 | 3⅞x4½ | 24.03 | b-l | ⅜ | | fin | Own S-H | N.E. | | | Stew | 1⅛ | v | d-d | sel | u-m | 3 | 4.16-1 | b |
| Dorris ... K-4 | 4,000 | 2,985 | 144-162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | own | 4 | 4¼x5½ | 28.90 | b-h | ¼ | P | fin | Bosch S-H | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Dorris ... K-7 | 7,000 | 3,800 | 156-176 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 3 | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | own | 4 | 4¼x5½ | 28.90 | b-h | | P | fin | Bosch | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Double Drive | 3,000 | 2,000 | 124 | | | 36x4 | 36x4 | | | | | | | | | | | Rutenb | 6 | 3⅛x5 | 15.63 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Double Drive | 6,000 | 3,000 | 124 | | | 36x6 | 36x6 | | | | | | | | | | | Rutenb | 6 | 4⅛x5½ | 40.80 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Douglas ... C-1 | 2,000 | 1,600 | 122 | pr-s | p | 34x4½ | 35x5 | 14 | 14 | 2 | 2¼ | 9 | 9 | | | Torb | f-f | Buda | 4 | 3½x5⅛ | 22.00 | b-l | | [illegible] | cell | Eism | | | | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas ... D-1½ | 3,000 | 2,000 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2¼ | 8 | 10¾ | | | Torb | f-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-l | | [illegible] | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas ... E-2½ | 5,000 | 2,525 | 128 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2¼ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4½x5½ | 28.90 | b-l | | [illegible] | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Douglas ... -2½ | 5,000 | 2,725 | 155 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2¼ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4½x5½ | 28.90 | b-l | | [illegible] | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Duplex ... E | 7,000 | 4,000 | 130 | pr-s | s | 36x6 | 36x6 | 12 | 12 | 2½ | 2½ | 10⅛ | | 5[illegible] | | own | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ⅛ | P | fin | Eism S-H | | | Dup | Scheb | 1¼ | v | d-d | sel | u-m | 6 | 8.00-1 | int-g-s |
| Duryea | 1,000 | 600 | 86 | pr-s | s | | | | | | | | | | | own | J | own | 2 | 3¾x3¾ | 10.00 | l | | A | | Bosch H | | | | King | 1 | g | | | u-x | 2 | 10.00-1 | |
| Ellsworth ... 25-A | 1,000 | 855 | 108 | pr-s | p | 30x3½ | 30x3½ | 10 | 12 | 2 | 2½ | 6 | 8 | 2¾ | 3¾ | Gemco | f-f | Lycm | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | sq-t | S-H | Dyneto | stock | | Carter | 1 | g | c | sel | u-m | 3 | 4.46-1 | b |
| E. M. C. ... A | 2,000 | | 127 | | | 34x3 | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3½x5 | | | ⅜ | T | | Eism | | | | Stmbg | | | d-d | sel | u-m | 3 | | int-g |
| Erie ... A | 3,000 | | 128 | pr-s | s | 32x3 | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3½x5 | 19.61 | b-r | | T | cel | Bosch | Dyneto | | Pierce | Stmbg | 1¼ | g | d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Evans ... D | 2,000 | 2,800 | 152 | pr-s | s | 34x4 | 36x4 | 14 | 14 | 2 | 2½ | 9 | 12 | 4½ | 3¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | | P | cel | Conn | Dyneto | | Pierce | Zeni | 1¼ | g | sd | sel | u-m | 4 | 9.00-1 | int-g |
| Fageol | 5,000 | 4,300 | 144 | r-c | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | | | P | cell | Eism S-F | | | Wauk | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.75-1 | worm |
| Fageol | 8,000 | 4,250 | 172 | pr-s | | 36x5 | 36x5 | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Wauk | 4 | 4¼x6¾ | 36.10 | | | P | ce | Mag | | | | Zeni | 1¼ | | d-p | sel | | 3 | 10.33-1 | worm |
| Fageol | 12,000 | 5,100 | 172 | pr-s | | 36x6 | 40x6 | 14 | 14 | 3 | 4 | | | | | Timken | f-f | Wauk | 4 | 4¾x6¾ | | | | P | cell | Mag | | | | Zeni | 1¼ | | d-p | sel | | 3 | 11.66-1 | worm |
| Famous | 3,000 | 1,600 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3½x5 | 19.60 | b | | T | cel | Split | none | | | Carter | 1¼ | P | d | | u-m | 3 | 7.80-1 | int-g |
| ¶Fargo | 4,000 | 2,200 | 140 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¼ | 3 | | | | | Russel | d | Cont | 4 | 3¾x5 | 22.50 | b-r | ¼ | T | fin | Dixie S-H | West | 150.00 | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | 9.45-1 | int-g |
| Federal ... T | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 10 | 4¼ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| Federal ... U | 4,000 | 2,600 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 3 | 9 | 10 | 4¼ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 9.25-1 | worm |
| Federal ... W | 7,000 | 3,350 | 156 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¾ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1½ | g | d-p | sel | amid | 4 | 10.33-1 | worm |
| Federal ... X | 10,000 | 4,400 | 156 | pr-s | s | 36x6 | 40x6d | st | l | wh | | 12 | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | opt | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 13.66-1 | worm |
| Federal Tractor | 6,000 | 2,500 | 102 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 3 | 9 | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | | Mon | 1¼ | s | l-d | sel | amid | 4 | 9.25-1 | worm |
| Federal Tractor | 14,000 | 3,475 | 108 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | b-r | ⅜ | P | in | Eism S-F | | | | Mon | 1¼ | | l-d | sel | amid | 4 | 12.00-1 | worm |
| Ford ... TT | 2,000 | 550 | 124 | pr-s | ps | 30x3½ | 32x4½ | 12 | 12 | 1¾ | 1½ | 6 | 7 | 2.7 | 1.6 | own | s-f | own | 4 | 3¾x4 | 22.50 | b-r | ¼ | T | v-t | Mag S-H | | | | Holley | 1⅛ | g | o-d | Plan | u-m | 2 | 7.25-1 | worm |
| Forschler ... A | 2,000 | 2,000 | 120 | r-c | s | 34x3 | 34x4 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3¼x5 | 19.61 | b-r | ⅜ | P | sq-t | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Forschler ... AX | 3,000 | 2,375 | 138 | r-c | s | 34x4 | 34x7 | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | sq-t | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler ... B | 4,000 | 2,750 | 120 | r-c | s | 34x3½ | 34x8 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | | ⅜ | P | | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler ... BX | 6,000 | 3,450 | 138 | r-c | s | 34x4 | 34x4d | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler ... AT | 6,000 | | 93 | r-c | | | | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler ... AXT | 8,000 | | 120 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler ... BT | 10,000 | | 140 | r-c | | | | | | | | | | | | Sheldon | | Cont | | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler ... BXT | 12,000 | | 108 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Frontmobile ... FM | 3,000 | 1,950 | 136 | ch-s | s | 36x4 | 36x4 | | | | | | | | | own | | Her-Spill | 4 | 3¼x5 | 16.90 | b | | T | tube | Bosch S-A | | | none | Zenith | 1¼ | | d-d | sel | front | 3 | 14.37-1 | worm |
| ¶Fulton ... C | 4,500 | 2,150 | 137 | pr-s | s | 34x4 | 34x6 | 12 | 12 | | | | | | | Russel | | Her-Spill | 4 | 3¼x5 | 13.90 | o-l | | T | | Simms | | | Pierce | Carter | | | | | | | | int-g |
| ¶F. W. D. ... B | 6,000 | 4,500 | 124 | pr-s | s | 36x6 | 36x6 | 14 | 14 | 2¼ | 2¼ | | | | | own | f-f | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | | P | sq-t | Eism S-H | N-East | 300.00 | Pierce | Stmbg | 1½ | g | o-d | ind-e | amid | 3 | 8.90-1 | b-4 |
| Gabriel ... C | 2,000 | 1,950 | 126 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4¼ | 1 | Timken | f-f | Buda | 4 | 4 x5½ | | o-l | ¼ | P | s-s-t | Bosch | | | | Ray | 1¼ | g | d-d | sel | amid | 3 | 5.00-1 | b |
| Gabriel ... B | 4,000 | 3,250 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4[illegible] | 5½ | Timken | f-f | Buda | 4 | 4¼x5½ | | o- | ¼ | P | s-s-t | Bosch | | | Duplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Gabriel ... F | 8,000 | 4,350 | 180 | pr-s | s | 35x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4¾ | ½ | Timken | f-f | Buda | 4 | 4½x6 | | o-l | ¼ | P | s-s-t | Bosch | | | Duplex | Ray | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford ... 75C | 2,000 | 2,250 | 128 | pr-s | p & s | 34x4½ | 36x4 | 12 | 12 | 2 | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | | | Simplex | Ray | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| Garford ... 66B | 3,000 | 2,500 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2¼ | | | | | Timken | f-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | | | Simplex | Ray | 1 | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Garford ... 70B | 4,000 | 2,960 | 144 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2¼ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Dixie S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Garford ... 77C | 7,000 | 4,300 | 128 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3¼ | | | | | Timken | f-f | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford ... 68 | 10,000 | 5,000 | 128 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | own | d | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 11.44-1 | chn |
| Garford ... 69 | 12,000 | 5,300 | 128 | pr-s | s | 36x6 | 40x7d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5¼ | 41.50 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Garford Tractor ... 70B | 9,000 | 3,090 | 116 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2¼ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Dixie S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Garford Tractor ... 77 | 14,000 | 4,400 | 105 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | | | | | Timken | f-f | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Garford Tractor ... 65 | 20,000 | 5,100 | 102 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5¼ | 41.50 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Gary ... GT | 3,000 | 2,025 | 144 | pr-s | s | 34x3½ | 34x6 | | | | | | | | | Timken | | Buda | 4 | 4 x5½ | | b-r | | P | tube | Eism S-H | | | | Stmbg | | | d-d | sel | u-m | 3 | | worm |
| Gary ... HT | 4,000 | 2,500 | 144 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Buda | 4 | 4¼x5¼ | | b-r | | P | tube | Eism S-H | | | | Stmbg | | | d-d | sel | u-m | 3 | | worm |
| Gary | 7,000 | 3,750 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Timken | | Buda | 4 | 4½x6 | | b-r | | P | tube | Eism S-H | | | | Stmbg | 1½ | | d-d | sel | u-m | 4 | | worm |
| Gary ... M | 10,000 | 4,650 | 170 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | | Buda | 4 | 5 x6½ | | b-r | | P | tube | Eism S-H | | | | Stmbg | 1½- | | d-d | sel | amid | 4 | | worm |
| G. A. Schacht | 4,000 | 3,150 | 144 | | | 36x3½ | 36x7 | 14 | 14 | 2 | 2 | | 14 | | 5[illegible] | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | | | worm |
| G. A. Schacht | 5,000 | 3,500 | 156 | | | 36x4 | 36x4 | 14 | 14 | 2 | 2¼ | | 14 | | 5[illegible] | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | | | worm |
| G. A. Schacht | 7,000 | 3,950 | 168 | | | 36x5 | 36x5 | 14 | 14 | 2¼ | 2¾ | | 14 | | 5[illegible] | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | | | worm |
| G. A. Schacht | 10,000 | 4,950 | 168 | c-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | | 16 | | ⅛ | | | Buda | 4 | 4¼x5½ | 29.00 | b-r | | P | | Bosch | | | | Scheb | | | c | sel | amid | | | worm |
| Geneva | 1,500 | 650 | 96 | | s | 34x2 | 36x2½ | | | ⅝ | ⅝ | | | | | Sheldon | | Beaver | 2 | 5¼x4¼ | 22.10 | 1-h | [illegible] | G | fin | Simms S-F | | | | Scheb | 1¼ | | d-p | plan | u-j | 2 | | chn |
| Gersix ... G | 5,000 | 2,650 | 150 | r-c | s | 36x4 | 36x7 | | | | | | | | | Empire | | Buda | 6 | 3¾x5½ | 33.75 | b-l | | P | cell | West S-H | West | stock | Mon | Ray | 1¼ | v | d-p | ind-c | u-m | 3 | 8.66-1 | worm |
| Giant ... 15 | 2,000 | 1,850 | 138 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | cell | Eism S-H | | stock | | Scheb | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Grant ... 14 | 3,000 | | 138 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3½x5 | 19.60 | | ⅜ | T | cell | Eism | | | | Scheb | 1 | | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Giant ... 16 | 4,000 | 2,850 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-H | | | | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Giant ... 17 | 7,000 | 3,850 | 176 | p-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅜ | P | cell | Eism S-H | | | Pierce | Stmbg | 1½ | g | d-c | sel | amid | 4 | 10.33-1 | worm |
| Globe ... A1 | 2,000 | 1,625 | 132 | r-c | s | 34x3½ | 34x4 | | | | | | | | | Celfor | | Cont | 4 | 3½x5 | 19.60 | b-l | ⅜ | P | C | Eism S-F | | | Pierce | Master | 1 | | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Globe ... B | 3,000 | 1,990 | 144 | r-c | s | 36x3½ | 35x5 | | | | | | | | | Russel | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | C | Eism S-F | | | Pierce | Master | 1¼ | | d-d | sel | u-m | 3 | 7.40-1 | int-g |
| Globe ... C1 | 4,000 | 2,400 | 154 | r-c | s | 36x4 | 36x6 | | | | | | | | | Celfor | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | C | Eism S.F | | | Pierce | Master | 1¼ | | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| G. M. C. ... 16 | 1,500 | | 132 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1½ | 1½ | | | | | Wt Mott | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 3 | 6-1 | b |
| G. M. C. ... 31 | 3,000 | | 130 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | 10 | | 5½ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. ... 41 | 4,000 | | 144 | pr-s | s | 36x4 | 36x4d | | | Me | tal | Whe | els | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. ... 71 | 7,000 | | 163 | r-c | s | 36x5 | 40x5d | | | Me | tal | Whe | els | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H | | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |

‡ Price including body.

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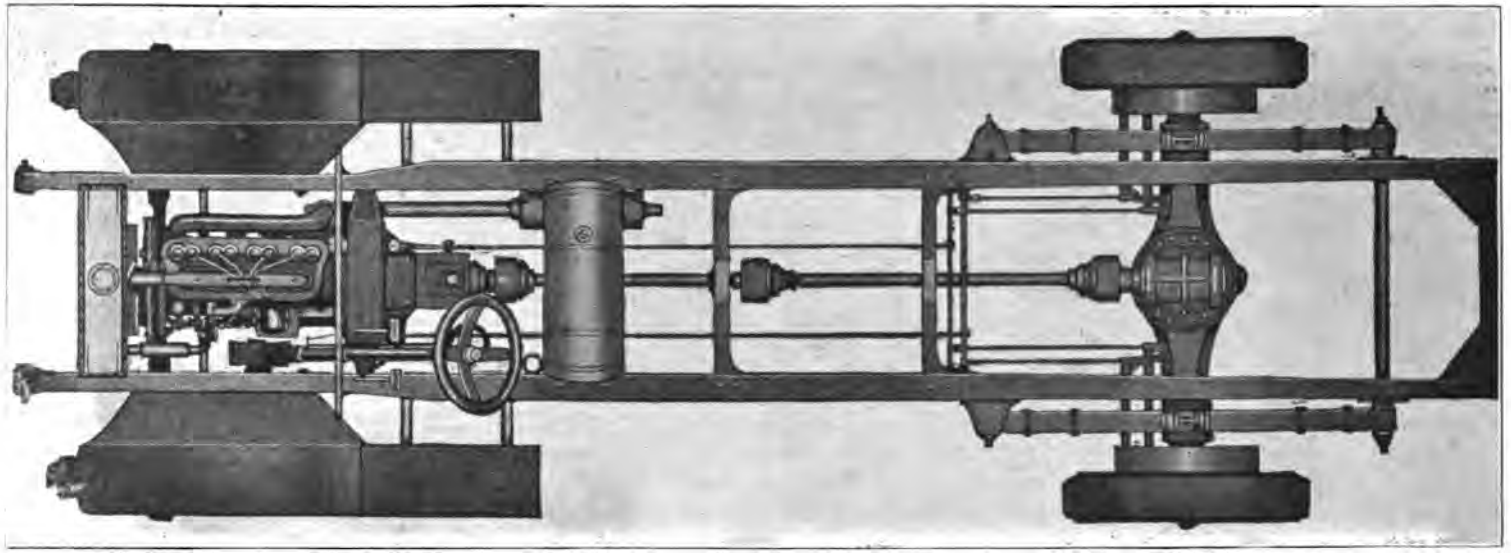

THE building of a motor truck designed in its entirety to uphold the reputation of its makers in the hardest service a commercial vehicle can be called upon to perform is a worthy challenge to any manufacturer.

Ten years' experience had given us the proper background, a study of the best commercial vehicles in use and a vivid comprehension of the requirements furnished our designers and engineers the material to work with.

The first step in the solution of any problem is to know that there is a problem, then to find out what the problem is. From our constant contact with truck users we are fully aware that the problem to be solved was how to design and build a motor truck strictly commercial in its ability to yield long service, strictly commercial in its dependability, and strictly commercial from the standpoint of simplicity and accessability; moreover, such a motor truck construction should necessarily feature positive lubrication to every working part, the power plant must have efficient cooling and the development of ample power at moderate speed with the use of low-grade fuel.

The policy of the **MARSHALL** Manufacturing Company is not to do things just to fit the ideas of the engineers, office force and the president of the company, but to think with the truck dealers, and truck drivers, who come daily in contact with the little troubles. We all must act together, think together. Toward this end we must have some common means of intercourse whereby we can have an exchange of ideas and opinions. We like to meet real truck people who can discuss our grievances and problems.

In the **MARSHALL** vehicle you will find every economy, greater strength, longer life and energy than most of the trucks of today. It is our aim to build every **MARSHALL** vehicle to please—built right to stay right.

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**If your town or city has no MARSHALL dealer, wire for our Co-operative Selling Policy**

# MARSHALL MANUFACTURING CO.,

**780-782 North Milwaukee Avenue**
**CHICAGO**

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| Name and Model | Pound Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Running Gear, Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System* Make | Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G. M. C. ... 101 | 10,000 | ... | 163 | r-c | s | 36x6 | 40x6d | | | Steel | | Wheels | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | ... | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 13.67-1 | worm |
| ¶Gramm-Bernstein | 3,000 | 1,995 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | ... | ... | ... | ... | Clark | s-f | Cont | 4 | 3¾x5 | 32.50 | b-r | ⅝ | T | tube | N. E. | ... | opt | none | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Gramm-Bernstein | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x7 | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ... | P | tube | N-E | ... | ... | Pierce | Stmbg | 1¼ | g | d-d | in d-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstien | 5,000 | 3,350 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | ... | ... | | | Sheldon | s-f | Wauk | 4 | 4¼x5¼ | 29.00 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | 7,000 | 4,000 | 158 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3 | ... | ... | ... | | Sheldon | s-f | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 4 | 8.75-1 | worm |
| Gramm-Bernstein | 10,000 | 5,000 | 168 | pr-s | s | 36x6 | 40x6d | | S | mit | h S | teel | Wh | eel | s | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.20 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| Grant ... 12 | 1,800 | 1,125 | 115 | pr-s | p | 32x4 | 32x4 | 12 | 12 | ... | ... | 6¾ | 9 | 4 | 1⅝ | Torb | f-f | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅝ | T | cell | Split | Bijur | none | none | Cart | 1 | v | d-p | sel | u-m | 3 | 5.33-1 | int-g |
| Grant ... 10&11 | 3,000 | 1,885 | 124-140 | pr-s | p & s | 34x4½ | 34x5 | 14 | 14 | ... | ... | 8 | 9⅝ | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Grant ... 15&16 | 4,000 | 2,150 | 124-140 | pr-s | s | 34x4 | 34x6 | 14 | 14 | ... | | 8 | 10¼ | 4 | 3¾ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | h-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 9.00-1 | int-g |
| Hahn ... C | 2,000 | 1,950 | 136 | pr-s | s | 36x3½ | 36x5 | | | ... | | ... | ... | | ... | Timken | ... | ... | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch D-H | ... | ... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn ... E | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x4d | | | | | ... | ... | | ... | Timken | ... | ... | 4 | 4½x5½ | 32.40 | 2- | ⅝ | P | sq-t | Bosch D-H | ... | ... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn ... | 7,000 | 3,400 | ... | ... | ... | ... | ... | | | ... | | ... | ... | ... | ... | Timken | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... |
| Hahn ... | 10,000 | 4,200 | ... | ... | ... | ... | ... | | | | | ... | ... | ... | | Timken | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hall ... | 4,000 | 2,675 | 132 | r-c | s | 36x4 | 36x4d | | ... | | | ... | ... | | | Timken | ... | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 9.25-1 | worm |
| Hall ... | 7,000 | 3,500 | 144 | r-c | s | 36x5 | 36x5d | | | | | ... | ... | | | Timken | ... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 10.51-1 | worm |
| Hall ... | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | ... | | | | | ... | | | Timken | ... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1½ | g | d-d | sel | u-m | | 16.00-1 | chn |
| Hall ... | 10,000 | 4,500 | 144 | r-c | s | 36x5 | 40x6d | ... | ... | ... | | ... | ... | | | Timken | ... | Cont | 4 | 4½x5½ | 32.40 | ... | ⅝ | P | fin | ... | ... | ... | ... | Zenith | ... | g | d-d | sel | u-j | 3 | 15.00-1 | worm |
| ¶Harvey ... WEA | 3,000 | 2,350 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | 10¼ | 10¼ | 5 | 3⅜ | Sheldon | s-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-l | ¼ | P | tube | Bosch S-F | ... | ... | Mon | Zenith | 1¼ | g | d-b | sel | u-m | 3 | 7.75-1 | worm |
| ¶Harvey ... WFA | 5,000 | 3,050 | 150 | r-c | s | 36x4 | 36x7 | 14 | 14 | 1¾ | 2¼ | 11 | 11 | 5 | 4 | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Harvey ... WHA | 7,000 | 3,950 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2 | 2½ | 15 | 12½ | 7¼ | 11½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Harvey ... WKA | 10,000 | 5,050 | 160 | r-c | s | 36x6 | 40x6d | 8 | 10 | 2½ | 2¾ | 15 | 14¼ | 7¼ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Harvey ... H-T | 20,000 | 5,000 | 125 | r-c | s | 36x5 | 36x5d | ... | | ... | ... | ... | ... | ... | ... | Sheldon | ... | Buda | 4 | 4½x6 | 32.40 | b-r | ⅝ | P | sq-t | Eism S-A | West | 150.00 | Duplex | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Hawkeye ... K | 3,000 | 1,995 | 148½ | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | ... | ... | ... | ... | Clark | ... | Buda | 4 | 3¾x5½ | 22.50 | b-b | ⅝ | P | cell | Eism S-H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Hawkeye ... M | 4,000 | 2,650 | 148½ | r-c | | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | ... | ... | ... | ... | Clark | ... | Buda | 4 | 4¼x5½ | 28.90 | b-r | ... | P | cell | Eism H | Vesta | Extra | Simplex | Zenith | 1¼ | v | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| ¶Hendrickson ... I | 4,000 | 3,000 | ... | r-c | s | 36x4 | 36x4d | | | ... | | ... | ... | | ... | Timken | ... | Buda | 4 | 4¼x5¾ | 28.90 | ... | ¼ | P | fin | Dixie S-H | ... | ... | Pierce | Stmbg | ... | g | d-d | ... | u-m | 4 | 7.75-1 | worm |
| ¶Hendrickson ... J | 7,000 | 3,000 | ... | r-c | s | 36x5 | 36x5d | ... | ... | ... | ... | ... | ... | ... | ... | Timken | ... | Buda | 4 | 4¼x5¾ | 28.90 | ... | ¼ | P | fin | Dixie S-H | ... | ... | Pierce | Stmbg | ... | g | d-d | ... | u-m | 4 | 10.30-1 | worm |
| ¶Higrade ... A18 | 2,000 | 2,100 | 115 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1¼ | 1¼ | 7 | 8 | 4 | 4 | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅝ | P | b-t | Simms | Lec-Nev | ... | Simplex | Zenith | ... | | d-d | sel | ... | 3 | 4.50-1 | worm |
| ¶Hoover ... 15B | 1,500 | 1,600 | 120 | pr-s | p | 32x4 | 33x4½ | 14 | 14 | 1½ | 1½ | ... | ... | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅝ | T | cell | Dixie | None | ... | none | Scheb | 1 | v | d-d | sel | u-m | 3 | 6.20-1 | worm |
| Huffman ... | 3,000 | 1,495 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 3 | 8 | 9 | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¼x5 | 22.50 | b | ⅞ | T | cell | Dixie | ... | ... | ... | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Huffman ... | 3,000 | 1,695 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 14 | 2 | 8 | 9 | 4 | 3¼ | Standard | s-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅞ | T | cell | Dixie | ... | ... | ... | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| ¶Hurlburt ... | 3,000 | 2,850 | 136 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2 | ... | ... | ... | ... | own | t-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | P | cell | Eism D-H | ... | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Hurlburt ... | 5,000 | 3,750 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2½ | 3 | 10½ | 14¾ | 5 | 7¼ | own | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | fin | Eism D-H | ... | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt ... | 7,000 | 4,400 | 146 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 12½ | 14¾ | 5⅞ | 7¼ | own | f-f | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ... | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt ... | 10,000 | 5,250 | 156 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3 | 14½ | 15¾ | 7¼ | 7¼ | own | f-f | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ... | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 4 | 12.33-1 | worm |
| Independent (Ohio) .. I | 2,000 | 1,685 | 128 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¾ | 2 | ... | | | ... | Buffalo | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | fin | Eism F | ... | ... | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Independent (Ohio) . G | 4,000 | 2,300 | 144 | pr-s | s | 34x4 | 36x4 | | | Steel | | Wheels | | ... | | Wisc | ... | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism F | ... | ... | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| ¶Independent (Iowa) . | 2,000 | 1,550 | 134 | ch-s | ... | 34x3 | 34x4 | 1¾ | 2 | ... | ... | ... | ... | ... | ... | Russell | ... | Cont | 4 | 3½x5 | 19.61 | ... | ... | T | ... | Bosch | ... | ... | ... | Stmbg | 1 | .. | d-d | sel | u-m | 3 | ... | int-g |
| ¶Independent (Iowa) . | 3,000 | 1,890 | 135 | ch-s | ... | 34x3½ | 34x5 | 1¾ | 2¼ | ... | ... | ... | ... | ... | ... | Russell | Cont | ... | 4 | 3¾x5 | 22.50 | ... | ... | P | ... | Bosch | ... | ... | ... | Stmbg | 1 | .. | d-d | sel | u-m | 3 | ... | int-g |
| ¶Independent (Iowa) . | 4,000 | 2,290 | 146 | ch-s | ... | 34x4 | 34x6 | 2 | 2¼ | ... | ... | ... | ... | ... | ... | Russell | ... | Cont | 4 | 4⅛x5½ | 27.20 | ... | ... | P | ... | Bosch | ... | ... | ... | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | ... | int-g |
| Indiana ... T | 2,000 | 2,150 | 135 | r-s | s | 34x3½ | 34x4 | 14 | 14 | 1¾ | 2 | ... | ... | ... | ... | own | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ... | P | fin | Eism S-H | West | 175.00 | Wauk | Stmbg | 1 | g | d-d | sel | amid | 3 | 6.50-1 | worm |
| Indiana ... Q | 3,000 | 2,600 | 144 | r-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | ... | ... | ... | ... | Sheldon | s-f | Ruter | 4 | 4⅛x5½ | 27.20 | r | ¼ | P | fin | Eism S-H | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 6.50-1 | worm |
| Indiana ... D | 4,000 | 2,800 | 150 | r-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | s-f | Rotenber | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 7.75-1 | worm |
| Indiana ... R | 7,000 | 3,450 | 156 | r-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | ... | ... | ... | ... | Sheldon | s-f | Rotenber | 4 | 4⅜x5½ | 30.60 | 2 | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 10.25-1 | worm |
| Indiana ... L | 10,000 | 4,600 | 167 | r-s | s | 36x5 | 40x6d | 8 | 10 | 3 | 3½ | ... | ... | ... | ... | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2 | ¼ | P | fin | Eism DH | West | 175.00 | Wauk | Stmbg | 1¼ | .. | d-d | sel | amid | 4 | 8.75-1 | worm |
| International ... H | 1,500 | 1,550 | 115 | pr-s | s | 36x3 | 36x3½ | 14 | 14 | 1½ | 1¾ | ... | ... | ... | ... | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 7.00-1 | int-g |
| International ... F | 2,000 | 1,850 | 128* | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1½ | 2 | ... | ... | ... | ... | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 8.00-1 | int-g |
| International ... K | 3,000 | 2,200 | 128* | pr-s | s | 36x3½ | 36x5 | ... | ... | ... | ... | ... | ... | ... | ... | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | ... | .. | cell | Bosch | N-East | 125.00 | own | Holley | 1¼ | g | d-p | sel | amid | 3 | 9.00-1 | int-g |
| International ... G | 4,000 | 2,600 | 138* | pr-s | s | 36x4 | 36x6 | ... | ... | ... | ... | ... | ... | ... | ... | own | d | own | 4 | 4x5 | 25.60 | b-n | ... | .. | fin | Split-Dix | N-East | 125.00 | own | Ensign | 1¼ | v | d-p | sel | amid | 3 | 9.00-1 | int-g |
| Jackson 4 Wh'l Dr've | 7,000 | 4,250 | 130-150 | pr-s | s | 36x7 | 36-7 | 14 | 14 | 3 | 3 | 12½ | 12½ | 3¾ | 3¾ | Own | f | Cont | 4 | ½x5 | 32.40 | 2-l | ¼ | P | fin | Eism H | Dyneto | None | Pierce | Stumby | 1¼ | v | d-ds | el | amid | 4 | 9.20-1 | 4 |
| Jones ... 31A | 2,000 | 1,395 | 130 | pr-s | s | 34x3½ | 34x4 | ... | ... | ... | ... | ... | ... | ... | ... | Russel | ... | Cont | 4 | 3½x5 | 19.60 | b-r | ... | T | cell | Mag F | ... | ... | Pierce | Stmbg | 1 | g | d-p | sel | u-m | 3 | 7.70-1 | int-g |
| ¶Jumbo ... | 5,000 | 2,700 | 108 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2½ | 2 | 9 | 9½ | 4½ | 5⅝ | Celfer | f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | s-s-t | Mag F | N-East | 150.00 | Duplex | Zenith | 1¼ | g | d | se | u-m | 3 | 9.00-1 | int-g |
| ¶Kalamazoo ... G | 3,000 | 2,500 | 144 | ch-s | s | 34x4 | 34x5 | 12 | 14 | 2 | 2 | 9 | 9 | 4½ | 4¼ | Wisc | s-f | Cont | 4 | 3¾x5 | 22.50 | l | ⅝ | T | cell | Conn | Dyneto | ... | Pierce | Stmbg | ... | .. | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Kalamazoo ... H | 5,000 | 3,150 | 160 | ... | s | 34x5 | 36x7 | 14 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5¼ | Wisc | f-f | Cont | 6 | 3½x5¼ | 29.40 | l | ⅝ | P | cell | Bosch | Dyneto | ... | Pierce | Stmbg | ... | .. | d-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Kalamazoo ... K | 7,000 | 3,900 | 160 | ... | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 12 | 5¾ | 4½ | Sheldon | s-f | Cont | 6 | 3¾x5¼ | 33.70 | l | ⅝ | P | cell | Bosch | Dyneto | ... | Pierce | Stmbg | ... | .. | d-d | sel | amid | 4 | 10.00-1 | worm |
| ¶Kankakee ... | [illegible] | 2,475 | 170 | ... | p | 36x6 | 40x8 | ... | ... | ... | ... | ... | ... | ... | ... | Russell | ... | ... | 4 | 3½x5¼ | ... | ... | ... | ... | ... | Delco | ... | ... | ... | Zenith | ... | ... | ... | ... | ... | 3 | ... | int-g |
| Kearns ... | 3,000 | 1,800 | 136 | ... | ... | 34x3½ | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Her-Spill | 4 | 3¼x5 | 16.90 | ... | ... | ... | ... | Berling | ... | ... | ... | ... | ... | ... | d-p | ... | ... | ... | ... | ... |
| Kearns ... | 1,000 | 850 | 107 | pr-s | p | 30x3½ | 30x3½ | ... | ... | ... | ... | ... | ... | ... | ... | Peru | f | Lycm | 4 | 3⅛x5 | 16.92 | b-r | ⅝ | T | ... | Conn H | Dyneto | ... | ... | Cart | 1¼ | g | d | sel | , m | 3 | ... | b |
| Kelly-Springf'd . K-31 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 10 | 4⅜ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | chn |
| ¶Kelly-Springf'd. K-32 | 3,000 | 2,750 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 12⅜ | 4⅜ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | worm |
| ¶Kelly-Springf'd. K-35 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¾ | 10 | 12½ | 4⅞ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.33-1 | chn |
| ¶Kelly-Springf'd. K-36 | 5,000 | 3,250 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¾ | 10 | 12 | 4⅞ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.64-1 | chn |
| Kelly-Springf'd . K-40 | 7,000 | 4,250 | 150 | pr-s | s | 36x5s | 40x5d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 5⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-c | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.48-1 | chn |
| Kelly-Springf'd . K-45 | 8,000 | 4,400 | 150 | pr-s | s | 36x5s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 5⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-c | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.71-1 | chn |
| Kelly-Springf'd . K-50 | 10,000 | 4,900 | 150 | pr-s | s | 36x6s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-c | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.24-1 | chn |
| Kelly-Springf'd . K-60 | 12,000 | 5,200 | 150 | pr-s | s | 36x6s | 40x7d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6½ | 32.40 | 2-c | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.39-1 | chn |
| ¶Keystone ... | 4,000 | 1,795 | 144 | r-c | s | 34x4 | 35x5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 4x4½ | 25.60 | ... | ... | ... | tube | Berl | ... | ... | Pierce | Zenith | ... | ... | d-d | ... | ... | 3 | ... | int-g |
| Kimball ... A | 3,000 | ... | Opt | pr-s | s | 34x3½ | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | ¼ | P | cell | Bosch S-H | ... | ... | Simplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 6.50-1 | worm |
| Kimball ... B&BL | 4,000 | ... | Opt | pr-s | s | 36x4 | 36x7 | ... | ... | ... | ... | ... | ... | ... | ... | Shdleon | s-f | Wisc | 4 | 4x6 | 25.60 | b-l | ¼ | P | cell | Eism S-H | ... | ... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| Kimball ... C&CL | 5,000 | ... | Opt | pr-s | s | 36x4 | 36x8 | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | cell | Eism S-H | ... | ... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 8.75-1 | worm |
| Kimball ... E&EL | 8,000 | ... | Opt | pr-s | s | 36x5 | 40x10 | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | s-f | Wisc | 4 | 4¾x5½ | 36.10 | b-o | ¼ | P | cell | Eism S-H | ... | ... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| Kimball ... F&FL | 10,000 | ... | Opt | pr-s | s | 36x6 | 40x6d | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | s-f | Wisc | 4 | 5⅛x6 | 42.03 | 2-o | ¼ | ... | ... | Berl S-H | none | ... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| King ... | 7,000 | 3,000 | 120 | r-c | s | 36x5 | 36x5d | ... | ... | ... | ... | ... | ... | ... | ... | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | s-s-t | Bosch D-D | ... | ... | Pierce | Scheb | 1½ | g | d-d | ind-s | u-j | | 8.67-1 | chn |
| Kissel ... | 3,000 | 2,275 | 152 | pr-s | s | 36x3½ | 36x5 | ... | ... | ... | ... | ¾ | 8 | 4⅛ | 3¼ | Sheldon | s-f | own | 4 | 3⅞x5½ | 24.00 | b-r | ⅝ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | u-m | 3 | 7.80-1 | worm |

* Longerwheelbas offered at extra cost.

| NAME & MODE | Pounds Capa-ity | Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H. P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting: Make | Starting & Lighting: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kissel | 4,000 | 2,975 | 168 | pr-s | s | 36x4 | 36x7 | | | | | 9 | 10 | 4½ | 5½ | Timken | l | own | 4 | 4½x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 8.50-1 | worm |
| Kissel | 7,000 | 3,975 | 168 | pr-s | s | [illegible] | 36x5d | | | | | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4¼x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 11.75-1 | worm |
| Kissel | 10,000 | 4,785 | 180 | pr-s | s | [illegible] | 36x6d | | | | | 11¼ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4¼x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 13.00-1 | worm |
| Kleiber AA | 2,000 | 2,400 | 130 | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Timken | | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.75-1 | worm |
| Kleiber A | 3,000 | 2,650 | 140 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2¼ | 2½ | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 6-50-1 | worm |
| Kleiber BB | 4,000 | 2,950 | 145 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 7.75-1 | worm |
| Kleiber B | 5,000 | 3,500 | 150 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.46 | 2-l | ⅜ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 8.75-1 | worm |
| Kleiber C | 7,000 | 4,100 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 10.30-1 | worm |
| Kleiber D | 10,000 | 5,100 | 170 | r-c | s | 36x6 | 40x6d | 14 | 14 | S | teel | W | heel | s | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | 2-o | ½ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 11.60-1 | worm |
| Knox Tractor 35 | 20,000 | 5,500 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 9.60-1 | chn |
| Knox Tractor 36 | 20,000 | 6,000 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | | | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 12.05-1 | chn |
| Koehler K | 2,500 | 1,450 | 129 | r-c | s | 34x3 | 34x4 | 14 | 14 | 1¾ | 2 | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-b | ¼ | T | fin | Eism S-F | | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Koehler M | 5,000 | 2,965 | 162 | pr-s | s | 36x4 | 36x7 | 14 | 12 | 2 | 2½ | 10 | 10 | 4¾ | 5½ | Timken | | Hercules | 4 | 4x5¼ | 25.60 | | ¼ | P | fin | Eism S-F | | | Simp-ex | Zeni | 1¼ | | d-p | sel | amid | 4 | 9.75-1 | worm |
| Koehler Tractor KT | 6,000 | 1,750 | 106 | r-c | s | 34x3 | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Torb | | own | 4 | 3½x5 | 19.61 | b-h | ⅜ | T | fin | Eism S-F | | | Mon | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Koehler Tractor MT | 10,000 | 2,165 | 106 | pr-s | s | 36x4 | 36x7 | 14 | 12 | 2 | 2½ | | | | | Timken | | Hercules | 4 | 4x5½ | 25.60 | b-h | ¼ | P | fin | Eism S-F | | | Simplex | Zenith | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | worm |
| Landshaft Gl | 2,000 | 1,350 | 134 | r-c | s | 34x3½ | 36x4 | | | | | | | | | Torb | d | Buda | 4 | 3½x5¼ | 19.60 | | ⅝ | T | | | | 75.00 | | | 1 | | p | sel | | | | int-g |
| Landshaft Ll | 4,000 | 1,950 | 144 | r-c | s | 34x4 | 36x6 | | | | | | | | | Torb | d | Buda | 4 | 4¼x5¼ | 27.20 | | | T | | | | 75.00 | | | 1¼ | | d | sel | | | | int-g |
| ¶Lange B | 5,000 | 3,000 | 136650 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | | 10½ | | 1¼ | | | | 4 | 4½x5¼ | 27.20 | b-r | ⅜ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | o- | ind-e | u-j | 3 | 9.21-1 | chn |
| Lapeer A | 6,000 | 2,000 | 88 | r-c | s | 34x3½ | 34x5 | 14 | 12 | 1½ | 2 | | | | | Torb | b | Wauk | 4 | 3½x5¼ | 19.60 | b-r | ⅜ | P | cell | Dixie | none | | Wauk | Stmbg | 1 | | d- | u-m | u-m | 3 | 10.00-1 | int-g |
| Lapeer Tractor | 10,000 | 2,700 | 88 | r-c | s | 34x3½ | 34x3½d | 14 | 14 | 1¾ | 2½ | | | | | Torb | | Wauk | 4 | 4x5¾ | 25.60 | l | ⅜ | P | | Dixie S-F | none | | Wauk | Stmbg | 1 | | d-r | | u-m | 3 | 10.00-1 | int-g |
| Larrabee U | 3,000 | 2,150 | 138 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1½ | 1½ | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | sq-t | Bosch S-H | | | Pierce | Scheb | 1¼ | g | d-r | sel | u-m | 3 | 6.50-1 | worm |
| Larrabee CD | 5,000 | 3,000 | 154-172 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5¼ | 27.20 | b-r | ⅜ | P | sq-t | Bosch S-H | | * | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Larrabee AB | 7,000 | 3,950 | 154172 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 1-2 | ⅜ | P | | Bosch S-H | | opt | Pierce | Stmbg | 1¼ | g | d-r | sel | amid | 4 | 8.75-1 | worm |
| Larrabee T | 10,000 | 4,750 | 178 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 1-2 | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.25-1 | worm |
| Lenox Amer. Tractor | 8,000 | 4,750 | 192 | | | 60x18 | 60x18 | | | | | | | | | | | | 4 | 5¾x7 | 52.90 | | | P | | Dixie | | | | Carter | | | | sel | | | | i-w |
| Lenox Amer. Tractor | 3,000 | 2,750 | 144 | | | 48x10 | 48x10 | | | | | | | | | | | | 4 | 4¾x5½ | 36.10 | | | P | | Dixie | | | | Carter | | | | sel | | | | i-w |
| Lippard-Stewart D | 1,500 | 1,900 | 125 | pr-s | p | 35x4½ | 35x4½ | 12 | 12 | 1¼ | 1½ | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b- | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | none | Zenith | | g | c | sel | amid | 3 | 6.00-1 | worm |
| Lippard-Stewart H | 2,000 | 2,250 | 145 | pr-s | s | 36x3 | 36x5 | | | | | | | | | Timken | | | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 6.75-1 | worm |
| Lippard-Stewart F | 3,000 | 2,750 | 145 | pr-s | s | 36x3½ | 36x3d | 12 | 12 | 2 | 2½ | | | | | Timken | | | 4 | 4¼x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 7.75-1 | worm |
| Lippard-Stewart O | 4,000 | 3,050 | 158 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2½ | 2½ | | | | | Timken | | | 4 | 4¼x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | | g | c | sel | amid | 3 | 9.25-1 | worm |
| L. M. C. 2-20 | 4,000 | 2,950 | 164 | r-c | | 36x4 | 36x4d | | | | | | | | | Russell | | Cont | 4 | 4¼x5¼ | 27.20 | | | P | | Bosch | Remy | | Pierce | Stmbg | 1¼ | v | d-d | | amid | 4 | 8.80-1 | int-g |
| Lombard | 10,000 | | | | | | | | | | | | | | | | | | 4 | 5½x6¾ | | 2 | | | | | | | | Scheb | | | | | | 3 | | worm |
| Luverne | 4,000 | 1,800 | 136 | c-r | p & s | 34x4 | 34x5 | | | | | | | | | Torb | f-f | G B S | 4 | 3¼x4½ | 24.00 | b-l | ⅝ | F | cell | Bosch | Dyneto | | | Scheb | 1 | g | d | sel | u-m | 3 | 8.00-1 | int-g |
| Loyal | 1,000 | 835 | 110 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Loyal | 1,500 | 950 | 120 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Maccar L | 3,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x5 | 12 | 14 | 2 | ¾ | 9½ | 9½ | 4⅝ | 3⅞ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maccar H | 5,000 | 3,300 | 162 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | [illegible] | 9½ | 10¼ | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Maccar M | 7,000 | 4,100 | 174 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | [illegible] | 12 | 13 | 4¾ | 7⅜ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Maccar U | 11,000 | 5,000 | 186 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | [illegible] | 12 | 15 | 5½ | 7⅛ | Timken | f-f | Wisc | 4 | 5.10x5½ | 41.60 | 2-l | ¼ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1½ | | d-d | sel | amid | 4 | 10.25-1 | worm |
| Mack AB | 3,000 | 2,800 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | [illegible] | 2 | | | | | | Timken | | own | 4 | 4x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack AB | 4,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | [illegible] | 2 | | | | | | Timken | | own | 4 | 4x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack Tractor AB | 10,000 | 3,100 | 120 | pr-s | s | 36x4 | 36x4d | 12 | [illegible] | 2 | | | | | | own | d | own | 4 | 4x5 | 25.60 | 2-r | | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.53-1 | chn |
| Mack AC | 7,000 | 4,600 | 156-168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | ¼ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 7.54-1 | chn |
| Mack AC | 11,000 | 5,250 | 156-168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 8.40-1 | chn |
| Mack AC | 15,000 | 5,500 | 156-168 | pr-s | s | 36x7 | 40x7d | 14 | | 14 | | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | ½ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | P | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor AC | 14,000 | 4,600 | 119 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 10.77 | chn |
| Mack Tractor AC | 22,000 | 5,250 | 119 | pr-s | s | 36x6 | 40x6d | | | | | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor AC | 30,000 | 5,500 | 119 | pr-s | s | 36x7 | 40x7d | | | | | | | | | own | d | own | 4 | 5x6 | 40.00 | 2-r | | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 14.10-1 | chn |
| Maibohm | 1,000 | 1,290 | 116 | pr-s | p | 32x3½ | 32x3½ | | | | | | | | | | f-f | Falls | 6 | 3⅛x4¼ | 23.44 | h | | T | | At-K | Wagner | | | Stmbg | | v | d-d | sel | u-m | 3 | 4.50-1 | 6 |
| ¶Manly 30 | 3,000 | 2,050 | 156 | pr-s | s | 36x4 | 36x4 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.25-1 | worm |
| ¶Manly 40 | 4,000 | 2,350 | 156 | pr-s | | 36x4 | 36x7 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| ¶Manly 50 | 5,000 | 2,800 | 168 | pr-s | s | 36x4 | 40x8 | | | | | | | | | | s-f | Wauk | 4 | 4x5¾ | 25.60 | 2-r | ½ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.50-1 | worm |
| ¶Manly 60 | 6,000 | 3,350 | 168 | pr-s | s | 36x5 | 40x10 | | | | | | | | | own | s-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| ¶Marshall | 4,000 | 1,750 | 132 | pr-s | | 34x5 | 34x4 | | | | | | | | | | | | 4 | 3½x5 | 19.60 | b-r | | T | | Mag | | | | | | | d-d | | u-m | 3 | 7.50-1 | worm |
| Master J-I | 3,000 | 1,990 | 142 | pr-s | s | 34x3½ | 34x7 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Master J-W | 3,000 | 2,090 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | | P | tube | Eism | | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Master M | 4,000 | 2,390 | 144* | pr-s | s | 34x4 | 36x5 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | M'Canna | Master | 1¼ | | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Master W | 4,000 | 2,790 | 144 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Master A | 7,000 | 3,890 | 158 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | P | d-d | sel | amid | 4 | 10.33-1 | worm |
| Master B | 10,000 | 4,890 | 170 | pr-s | s | 36x6 | 40x6d | | st | eel | wh | eels | | | | Timken | | Buda | 4 | 4½x6 | 32.40 | | | | tube | Eism | | | Pierce | Master | 1½ | g | d-d | sel | amid | | 10.75-1 | worm |
| ¶Master Tractor T | 12,000 | 2,750 | 110 | pr-s | s | 34x4 | 36x4d | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | tube | Eism | | | McCanna | Master | 1¼ | g | d-d | sel | u-p-p | 3 | 8.00-1 | int-g |
| Maxfer | 2,000 | 1,195 | 130 | | p & s | 34x4 | 34x4 | 12 | [illegible] | [illegible] | [illegible] | | | | | | | | 4 | 3½x5 | 19.60 | l | | T | | Delco | Delco | | | | | g | c | sel | u-m | | | worm |
| Maxim E | 2,000 | 2,200 | 130 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maxim CC-4 | 4,000 | 3,200 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 28.90 | b-r | | P | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Maxim L | 7,000 | 4,200 | 160 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x6 | 32.60 | b-r | | T | cell | Eism D | Bijar | 200.00 | Simp | Zenith | 1½ | | d-d | sel | amid | 4 | 10.70-1 | worm |
| Maxwell 25 | 1,000 | 895 | 109 | pr-s | p | 30x3½ | 30x3½ | | | | | | | | | own | ¾-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | Simms | | | Johnson | 1 | g | c | l | u-m | 3 | 3.58-1 | b |
| Maxwell | 2,000 | 1,185 | 124 | pr-s | s | 32x3 | 32x4 | 12 | 12 | 2 | 2 | 8 | | 1⅜ | | Timken | s-f | own | 4 | 3⅝x4½ | 21.03 | b-r | ⅝ | T | fin | At-K | | | | Johnson | 1 | g | c | sel | u-m | 3 | 7.25-1 | worm |
| ¶Menominee | 2,000 | 1,890 | | | s | 34x4½ | 34x5 | 12 | 12 | 1¾ | 1¾ | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | b | | T | | Eism S-H | | | Mon | Stmbg | | g | d | | | 3 | 7.00-1 | worm |
| ¶Menominee H | 3,000 | 2,475 | 130 | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | | | | | Timken | w | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | cell | Eism | Auto | extra | Mon | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| ¶Menominee D | 4,000 | 2,950 | 144 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | | | | | Timken | w | Cont | 4 | 4x5¾ | 27.20 | b-l | | P | fin | Eism | | extra | Mon | Stmbg | | g | d-d | el | u-m | 3 | | worm |
| ¶Menominee G | 7,000 | 3,880 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2 | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | | stock | Mon | Stmbg | | g | | | amid | 3 | | worm |
| ¶Menominee J | 10,000 | 4,950 | 160 | r-c | s | 36x6 | 40x6d | 12 | 14 | 2½ | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | | stock | Mon | Stmbg | | g | | | amid | 3 | | worm |
| Metropolitan | | 895 | 115 | pr-s | p | 34x4 | 35x4½ | 14 | 14 | 3 | 4 | | | | | | s-f | | 4 | 3¾x4¼ | 29.00 | b-l | | T | fin | S-H | | | | | | | d-d | sel | u-m | | 6.00-1 | b |
| Midland MT | 4,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism F | West | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Midland M8 | 5,000 | 3,150 | 150 | pr-s | r | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | | fin | Eism F | West | 150.00 | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Militor M-1 | 10,000 | | 140 | pr-s | s | 40x7 | 40x7 | | | | | | | | | Timken | | | 4 | 4¾x5½ | 36.10 | 2-o | | P | tube | Dixie S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 11.30-1 | int-g |
| Myers 55 | 2,000 | 1,405 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Myers 75 | 3,000 | 1,750 | 130 | pr-s | s | 35x5 | 35x5 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | worm |

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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Front Size | Rear Size | No. of Speeds: Front | No. of Speeds: Rear | Width of Tires: Front | Width of Tires: Rear | Size of Tires: Front | Size of Tires: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke Inches | N. A. C. C. H. P. | Cylinder Cast or Valve Location | Width of Fan Ring Opening | Cooling System | Radiator Type | Ignition System and Spark Advance | Make | Extra Cost | Make of Gover. | Make of Carbu. | Size of Carbure. | Type of Feed | Clutch Type | Type | Location | Speeds | Total Gear Red. High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modern | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Moreland | 19B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Moreland | 19C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Moreland | 19C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Mukogon | 19U | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Mutual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Napoleon | M-9 | 2,000 | 134½ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Napoleon | M-11 | 1,485 | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Nash | 2018 | 2,000 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Nash | 2018 | 2,175 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Nash-Quad | 4017 | 4,000 | 124 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Nelson & LaMoon | F1 | 2,000 | 130 | opt | Auto | Dyneto | Zenith | Stmbg | Pierce | Duplex | Dixie D-H | 3½x5 | 4½x5½ | 4 | 4 | 2½ | 2½ | 9 | 9 | 4½ | 3¾ | Timken | Timken | Wisc | 4 | 3½x5 | 22.50 | 2-1 | | tube | Dixie D-H | Bijur | | | | | | | | |
| Nelson & LaMoon | F2 | 4,000 | on app | opt | Auto | Dyneto | Zenith | Stmbg | Pierce | Duplex | Dixie D-H | 3½x5 | 4½x5½ | 4 | 4 | 2½ | 2½ | 9 | 9 | 4½ | 3¾ | Timken | Timken | Wisc | 4 | 3½x5 | 22.50 | 2-1 | | tube | Dixie D-H | Bijur | | | | | | | | |
| Nelson & LaMoon | F3 | 6,000 | on app | opt | Auto | Dyneto | Zenith | Stmbg | Pierce | Duplex | Dixie D-H | 3½x5 | 4½x5½ | 4 | 4 | 2½ | 2½ | 9 | 9 | 4½ | 3¾ | Timken | Timken | Wisc | 4 | 3½x5 | 22.50 | 2-1 | | tube | Dixie D-H | Bijur | | | | | | | | |
| Nelson & LaMoon | F4 | 10,000 | on app | opt | Auto | Dyneto | Zenith | Stmbg | Pierce | Duplex | Dixie D-H | 3½x5 | 4½x5½ | 4 | 4 | 2½ | 2½ | 9 | 9 | 4½ | 3¾ | Timken | Timken | Wisc | 4 | 3½x5 | 22.50 | 2-1 | | tube | Dixie D-H | Bijur | | | | | | | | |
| †Nelco | D | 4,000 | on app | opt | Auto | Dyneto | Zenith | Stmbg | Pierce | Duplex | Dixie D-H | 3½x5 | 4½x5½ | 4 | 4 | 2½ | 2½ | 9 | 9 | 4½ | 3¾ | Timken | Timken | Wisc | 4 | 3½x5 | 22.50 | 2-1 | | tube | Dixie D-H | Bijur | | | | | | | | |
| †Nelco | H | 5,000 | 2,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| New York | M | 2,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| New York | N | 4,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Nile | B | 2,000 | 124 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Noble | E | 4,000 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Noble | NW-2 | 6,000 | 148 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Noble | NW-4 | 8,000 | 168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Northwestern | | 3,000 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Norwalk | | 2,000 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Norwalk | | 3,000 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Ogden | A-1 | 4,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oldsmobile | 1-T | 2,000 | 136 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| O.K. | 1½T | 2,000 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| O.K. | 2T | 4,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| O.K. | 3T | 6,000 | 180 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Old Hickory | M | 1,500 | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Old Hickory | W | 2,000 | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Old Reliable | W-18 | 2,500 | 126-150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Old Reliable | W-35 | 5,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Old Reliable | W-35 | 7,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Old Reliable | W-50 | 10,000 | 166 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Old Reliable | C-70 | 14,000 | 124-136 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oldsmobile | | 6,000 | 128 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oneida | A | 1,500 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oneida | B | 3,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oneida | C | 5,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oneida | D | 7,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Oneida | E | 10,000 | 180 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Oshkosh | A | 4,000 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Overland | 90 | 800 | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Overland | 83 B, O, E | 1,075‡ | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 1-E | 3,000 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 2-E | 4,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 3-E | 6,000 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 4-E | 8,000 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 5E | 10,000 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Packard | 6E | 12,000 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Paige | 50-18 | 600 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Palmer | | 2,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Palmer-Moore | K | 1,500 | 132½ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Palmer-Moore | M | 4,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Panhard | A | 2,000 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Panhard | B | 3,000 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Panhard | E | 5,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Parker | F9W | 4,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Parker | F9C | 4,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Parker | J9 | 7,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| †Parker | M9 | 10,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Patriot | | 3,000 | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Penny | 18 | 1,000 | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Pierce-Arrow | | 4,000 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Pierce-Arrow | A | 2,000 | 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Pope | B | 4,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |
| Pope | C | 7,000 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | worm |

‡ Price including body.

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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Power ... E | 10,000 | 4,800 | 180-216 | | | 36x6 | 40x6d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| ¶Rainier ... R-11 | 1,500 | 1,750 | 125 | pr-s | p&s | 34x4½ | 34x4½ | 12 | 12 | 2 | 2 | 8¼ | 7½ | 4 | 3 | Timken | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 3/16 | T | cell | Simms | Bijur | 125.00 | Mon | Zenith | 1¼ | v | d-p | sel | u-m | 3 | 7.20-1 | worm |
| ¶Rainier ... R-6 | 3,000 | 1,975 | 133 | pr-s | s | 34x4 | 34x4 | 12 | 12 | 2 | 2 | 8¾ | 8 | 4⅛ | 3¼ | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 3/16 | T | cell | Simms | | | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 3 | 7.80-1 | worm |
| ¶Rainier ... R-11 | 4,000 | 2 400 | 147 | pr-s | s | 34x6 | 34x6 | 12 | 14 | 2 | 2 | 8¾ | 10¼ | 4⅛ | 3⅝ | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 3/16 | T | cell | Simms | | | Mon | Zenith | 1½ | v | d-p | sel | u-m | 3 | 8.57-1 | worm |
| Reliance ... 10 | 3,000 | 2,500 | 150 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11/16 | Badger | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b | | P | cell | Bosch S-H | Vesta | Pierce | | Stmbg | 1¼ | | d-p | sel | u-m | 4 | 7.75-1 | ext-g |
| Reliance ... 20 | 5,000 | 3,200 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11/16 | Badger | f-f | Buda | 4 | 4¼x5½ | 28.60 | b-r | ⅜ | P | cell | Bosch S-H | Vesta | | | Stmbg | 1¼ | g | d-p | sel | u-m | 4 | 8.50-1 | ext-g |
| Rennoc ... | 5,000 | 2,895 | 144 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Rennoc Tractor ... | 16,000 | 2,895 | 116 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Reo ... F | 1,500 | 1,350 | 128 | pr-s | p | 34x4½ | 34x4½ | | | | | | | | | own | f-f | own | 4 | 4⅛x4½ | 27.20 | 2-r-b | ⅜ | P | fin | Remy S-H | Remy | stock | none | Johns | 1 | g | d-d | sel | amid | 3 | 4.30-1 | sp-b |
| ¶Republic ... 10 | 2,000 | 1,595 | 124 | pr | s | 34x3 | 34x4 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Republic ... 11X | 3,000 | 1,885 | 144 | pr | s | 34x3½ | 34x5 | | | | | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Republic ... 19 | 5,000 | 2,395 | 144 | pr s | s | 36x4 | 36x7 | | | | | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-F | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| ¶Republic ... 20 | 7,000 | 3,595 | 165 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | cell | Eism S-H | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Reya ... | | | 117 | | | | | | | | | | | | | Peru | | | 4 | 3¾x4½ | 22.50 | | | | | Dixie-5 | Dyneto | | | | | | | | | | | |
| Riker ... | 6,000 | 4,600 | 150-190 | pr-s | s | 36x5 | 36x5d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Riker ... | 8,000 | 4,700 | 150-190 | pr-s | s | 36x5 | 36x6d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Rowe ... CDW | 4,000 | 3,000 | 142 | r-c | s | 34x4 | 36x3½d | 12 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe ... CDW | 5,600 | 3,250 | 164 | r-c | s | 34x4 | 36x4d | 14 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe ... GW | 6,000 | | 170 | c | p | 38x7 | 42x9 | | | | | | | | | Sheldon | | Her-Spill | 8 | | | | | | | At-K | West | | | Zenith | | | d | sel | | 3 | | worm |
| Rowe ... DEW | 7,000 | 3,800 | 156 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | | | | 4 | 4x6 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe ... FW | 10,000 | 4,900 | 171 | r-c | s | 36x6 | 36x6d | 14 | 14 | 3 | 3½ | | | | | | | | 4 | 4¾x5½ | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Royal ... | 2,000 | | 124 | r-c | s | 34x4 | 34x5 | | | | | | | | | Sheldon | | Wisc | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal ... | 5,000 | | 132 | r-c | s | 36x4½ | 36x6 | | | | | | | | | Sheldon | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal ... | 7,000 | | 158 | r-c | s | 36x5 | 38x5d | | | | | | | | | Timken | | Wisc | 4 | 4¼x6 | 29.00 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal ... | 10,000 | | 168 | r-c | s | 36x6 | 40x6d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | o-d | ind-c | amid | | | worm |
| Royal ... | 12,000 | | 158 | r-c | s | 36x6 | 40x6d | | | | | | | | | Sheldon | | Wisc | 4 | 5¼x6 | 42.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind c | amid | | | worm |
| Royal ... | 14,000 | | 158 | r-c | s | 36x7 | 40x7d | | | | | | | | | Sheldon | | Wisc | 4 | 5¼x7 | 44.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind-c | amid | | | chn |
| Rush ... F | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | own | | Lycmg | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | fin | Conn S-H | Split | stock | | Carter | 1 | g | d-d | sel | u-m | | 4.42-1 | b |
| Sandow ... G | 2,000 | 1,795 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| ¶Sandow ... CG | 3,000 | 2,090 | 134 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| ¶Sandow ... SPL | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Tort | f-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | g | d-d | sel | u | 3 | 9.25-1 | int-g |
| Sandow ... J | 4,000 | 2,975 | 165 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 9.25-1 | worm |
| ¶Sandow ... M | 7,000 | 3,995 | 175 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | u | 3 | 10.33-1 | worm |
| Sandow ... L | 10,000 | 4,775 | 175 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timekn | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Sanford ... W25 | 5,000 | 3,000 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | 10¼ | | 1 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Bosch S H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford ... W35 | 7,000 | 3,975 | 174 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3¼ | | 12 | | 4½ | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | 2-b | ⅜ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford ... W50 | 10,000 | 4,750 | 174 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2⅝ | 3⅝ | | 15 | | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | | | ⅜ | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.75-1 | worm |
| Saurer ... L | 10,000 | 4,800 | 153½ | pr-s | s | 36x5 | 42x5d | | | | | | | | | own | | own | 8 | 4⅜x5½ | 30.60 | 2 | | | | Mag | | | | own | | | c | se | | 4 | | chain |
| Saurer ... M | 13,000 | 5,800 | 156½ | pr-s | s | 36x5 | 42x6d | | | | | | | | | own | | own | 4 | 4⅜x5½ | 30.60 | 2 | | P | | Mag | | | | own | | | c | sel | | 4 | | chain |
| Schleicher ... | 6,000 | 3,500 | 150 | r-c | s | 34x4½ | 34x3½d | | | | | | | | | | | | 4 | 4¼x5½ | 29.00 | 2-r | ¼ | P | sq-t | Bosch D-H | | | opt | Stmbg | | g | | | | | | chn |
| Schleicher ... | 10,000 | 4,500 | 150 | r-s | s | 34x5 | 34x4d | | | | | | | | | b-b | b | | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | sq-t | Bosch D-B | | | | Stmbg | | g | c | sel | amid | | 5.00-1 | chn |
| Schwarts ... H | 3,000 | 2,175 | 140 | pr-s | | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | sa-t | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Schwarts ... C | 5,000 | 2,675 | 146 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | | Cont | 4 | 4⅛x5¼ | 27.00 | b | ⅜ | P | | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | se | u-m | 3 | 8.00-1 | int-g |
| Selden ... Alden Spec. | 3,000 | 2,185 | 140 | cl'tb | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Selden ... JWBL | 4,000 | 3,050 | 162 | blk | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch S-F | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.25- | worm |
| Selden ... NL | 7,000 | 3,850 | 164 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.33- | worm |
| Selden ... DL | 10,000 | 5,000 | 170 | pr-s | s | 36x6 | 40x12 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | sq-t | Eism | N-East | 165.00 | P | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 13.60- | worm |
| ¶Seneca ... | 1,000 | 1,060‡ | 108 | pr-s | p | 30x3½ | 30x3½ | 12 | 12 | 1¼ | 1¼ | 7 | 8 | 3⅝ | 4⅞ | Peru | f-f | Le Roi | 4 | 3⅛x4½ | 15.63 | b-l | ⅜ | T | cell | Conn | Al-Ch | Stock | | Scheb | 1 | v | d-d | sel | amid | 3 | 4.50-1 | bev |
| Service ... 31 | 3,000 | | 150 | pr-s | s | 36x3½ | 36x6 | 14 | 14 | ¾ | 2½ | 7 | 9 | 3⅝ | 3⅝ | Tron | | Buda | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | fin | Eismsh | West | 140.00 | Simp | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.55-1 | worm |
| Service ... 220 | 2,000 | 2,100 | 137 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 9 | 9 | 4 11/16 | 3⅝ | Timken | | Buda | 4 | 3½x5⅛ | 19.61 | b-r | ⅜ | T | fin | Eism S-H | West | 120.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Service ... 51 | 4000 | 3,000 | 160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 5⅛ | 5½ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Service ... 71 | 7,000 | 3,900 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Service ... 76 | 7,000 | 4,200 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.8-1 | worm |
| Service ... 101 | 10,000 | 5,000 | 171½ | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 10.25 | worm |
| Shaw ... M-2 | 1,500 | 1,700 | 116½ | pr-s | p | 32x4 | 32x4 | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | | | | g | d-p | | u-m | 3 | 4.45-1 | 6 |
| Shaw ... M-4 | 2,500 | 1,850 | 130 | pr-s | p | 34x4½ | 43x4½ | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | none | Zenith | | g | d-p | | u-m | 3 | 7.20-1 | worm |
| Shaw ... M-3 | 6,000 | 2,950 | 153 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | | b | | P | tube | Bosch S-F | | | Pierce | Zenith | | g | m-d | | u-m | 3 | 8.50-1 | worm |
| Shelby ... S35 | 1,500 | | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | | | | 4 | 3½x4½ | 19.60 | b-l | | T | | Dixie | Dyneto | | | Zenith | | | d-d | | | | | int-g |
| Sheridan ... | 1,000 | 490 | 104 | | | 31x3½ | 31x3½ | | | | | | | | | | f-f | | 4 | 3⅛x4 | | | ⅜ | T | | Bosch | | | | Carter | | | d | sel | | | | b |
| Signal ... F | 2,000 | 2,400 | 144 | pr-s | s | 34x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 1⅝ | 3 7/16 | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Signal ... H | 3,000 | 2,700 | 144 | pr-s | s | 34x4 | 36x6 | 12 | 12 | 2 | 2½ | 9 | 10 | 1⅝ | 5 11/16 | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal ... J | 4,000 | 3,100 | 150 | pr-s | s | 34x4 | 36x8 | 12 | 12 | 2 | 2½ | 9 | 10 | 4 3/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal ... M | 7,000 | 4,100 | 168 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Signal ... R | 10,000 | 5,100 | 180 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-F | | | Cont | Stmbg | | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Southern ... | 2,000 | 1,395 | 130 | pr-s | p-s | 34x4 | 34x4 | 12 | 14 | 1¼ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.00 | worm |
| Southern ... | 3,000 | 1,695 | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¼ | 2 | | | | | Standard | | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | none | Carter | 1 | v | d-d | | amid | 3 | 7.75-1 | worm |
| ¶Standard ... 56 | 2,000 | 1,900 | 134 | pr-s | s | 34x3½ | 34x4 | 12 | 12 | 1¾ | 2 | 9 | 7½ | 4¼ | 3 | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-h | ⅜ | P | tube | Eism S-A | | | none | Stmbg | 1 | g | d-d | sel | u-p | 3 | 7.20-1 | worm |
| ¶Standard ... 76 | 4,000 | 2,800 | 140 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | 9½ | 10 | 4 3/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Eism S-A | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Standard ... 66 | 7,000 | 3,675 | 160 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4 11/16 | 6½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 10.33-1 | worm |
| Standard ... 88 | 10,000 | 4,650 | 160 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7 3/16 | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 11.00-1 | worm |

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| Name and Model | ¶Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders how Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Lighting System: Make | Lighting System: Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sterling | 10,000 | 5,100 | 168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | Timken | f-f | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1¼ | v | o-d | ind-c | amid | 3 | 8.80-1 | worm |
| Sterling | 14,000 | 5,600 | 168 | pr-s | s | 36x6 | 40x7d | 10 | 12 | 3 | 5 | | | | | own | d | own | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1¼ | v | o-d | ind-c | jack | 3 | 10.64-1 | chn |
| Stewart 11 | 1,500 | 1,195 | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | Clark | | Le Roi | 4 | 3⅛x4½ | 15.62 | b-r | ¼ | T | v-t | Eism | | | Le Roy | Zenith | | g | d-d | sel | u-m | 3 | 5.80-1 | int-g |
| Stewart 7 | 4,000 | 2,575 | 156-174 | pr-s | p | 34x4 | 34x4d | | | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.23 | b-r | ¼ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 3 | 9.60-1 | int-g |
| Stewart 8 | 2,000 | 1,650 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Clark | | Cont | 4 | 3½x5 | 19.60 | b-r | ¼ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| Stewart 9 | 3,000 | 1,975 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | ¼ | T | v-t | Eism | | | Mon | Zenith | | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Stewart 10 | 7,000 | 3,500 | 165-185 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Clark | | Cont | 4 | 4½x5½ | 32.50 | 2-l | ¼ | P | v-t | Eism | | | Pierce | Zenith | | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Sullivan F | 3,000 | 2,350 | 129 | r-s | s | 36x5 | 36x5 | | | | | 10¼ | 10 | 5 | 5½ | Timken | f | Buda | 4 | 3¾x4½ | 22.50 | b-r | ¼ | T | fin | Bosch S-F | none | | | Stmbg | 1 | g | c | sel | amid | 3 | 8.50-1 | worm |
| Sullivan E | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x6 | | | | | 9 | 10 | 1⅜ | 5⅜ | Timken | f-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | fin | Bosch S-F | | | | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Superior D | 2,000 | 1,600 | 124 | pr-s | s | 34x4½ | 34x4 | 14 | 14 | 1¼ | 2 | 9 | 9 | 5 | 4¾ | Torb | | Cont | 4 | 4¾x5 | 36.10 | b-h | ¼ | T | sq-t | Eism S-F | | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Superior E | 4,000 | 2,275 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2¾ | 10½ | 8½ | 4⅝ | 5¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.30 | b | — | P | sq-t | Eism S-F | | | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Taylor | 2,000 | 1,750 | 134 | pr-s | s | 34x4 | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.60 | | ¼ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 3 | 7.80-1 | worm |
| Taylor | 3,000 | 2,200 | 142 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | ¼ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 7.80-1 | worm |
| Taylor | 5,000 | 2,900 | 145 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | ¼ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 7,000 | 3,650 | 156 | pr-s | s | 36x5 | 40x10 | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ¼ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 10,000 | 4,600 | 160 | pr-s | s | 36x6 | 40x14 | | | | | | | | | Timken | | Cont | 4 | 5¼x5¼ | 44.20 | | ¼ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 10.20-1 | worm |
| Texan T-30 | 3,000 | 1,550 | 130 | pr-s | s | 34x4 | 34x4 | 12 | 14 | 1¾ | 1¼ | 6 | 7½ | 2¾ | 3 | Chicago | | Lycmg | 4 | 3½x5 | 19.60 | b-l | ¼ | T | cell | Delco | Dymeto | | | Carter | 1 | g | d-d | | u-m | 3 | 9.66-1 | worm |
| ¶Tiffin GW | 3,000 | 2,300 | 135 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2 | | | | | Sheldon | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| ¶Tiffin MW | 5,000 | 3,050 | 148 | pr-s | s | 36x4 | 36x3½d | 12 | 14 | 3½ | 3 | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ¼ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | | 7.75-1 | worm |
| ¶Tiffin PW | 7,000 | 3,980 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 3½ | 3 | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | b-l | ¼ | P | fin | Bosch S-H | West | 152.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | 3 | 11.70-1 | worm |
| Tiffin RW | 10,000 | 5,000 | 168 | r-l | s | 36x5 | 40x5d | 4 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 2-r | ¼ | P | fin | Bosch S-H | West | 125.00 | Pierce | Scheb | 1½ | g | d-p | se | amid | 3 | 11.70-1 | worm |
| Tiffin SW | 12,000 | 5,200 | 168 | r-l | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 2-r | ¼ | P | fin | Bosch S-H | West | 125.00 | Pierce | Schebg | 1½ | | d-p | sel | amid | 6 | 13.00-1 | worm |
| Titan | 7,000 | 4,300 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | l-p | ind-c | amid | 3 | 8.00-1 | int-g |
| Titan | 12,000 | 5,150 | 156 | pr-s | s | 36x5 | 40x6d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 3 | 11.00-1 | int-g |
| Tower | 4,000 | 2,975 | 146 | pr-s | s | 36x4 | 36x7 | | | | | 10 | 13 | 4½ | ¼ | Timken | f-f | Cont | 4 | 4⅛x5½ | 27.23 | b-l | | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Tower | 7,000 | 4,100 | 165 | ch-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5 | 32.40 | | | | tube | Bosch | | | Pierce | | | | l-d | sel | u-m | 4 | | |
| ¶Traffic | 4,000 | 1,395 | 133 | ch-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | 8½ | 9½ | 3¾ | 4⅜ | Russell | | Cont | 4 | 3⅝x5 | 22.50 | b-r | 3/16 | T | cell | Bosch S-H | none | | none | Carter | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| Transport 30 | 3,000 | 1,950 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | T | cell | Eism | none | | Simplex | Stmbg | 1 | | d | sel | u-m | 3 | 7.60-1 | int-g |
| Transport (Mt. Pleasant, Mich.) 50 | 5,000 | 2,585 | 150 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅝ | P | cell | Eism | none | | Duplex | Stmbg | 1⅛ | | d | sel | u-m | 4 | 8.00-1 | int-g |
| Transport Tractor T | 10,000 | 2,750 | 80 | r-c | s | 34x3½ | 34x4d | | | | | | | | | | | Cont | 4 | 3½x5 | 19.61 | b-r | | T | cell | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | | worm |
| Triangle A | 3,000 | 2,185 | 144 | r-c | s | 34x3½ | 34x6 | 14 | 14 | 1½ | 2½ | | | | | Clark | | Wauk | 4 | 3¾x5¼ | 22.50 | b-h | ¼ | P | tube | Eism | | | Wauk | Stmbg | | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| Triangle B | 5,000 | 2,850 | 151 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Clark | | Ruten | 4 | 4⅛x5½ | 27.20 | 2-r | | P | tube | Eism | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Tractor A | 10,000 | | 93 | r-s | | | 36x4 | | | | | | | | | own | | | 4 | 3¾x5½ | 22.50 | | | P | | Eism S-H | opt | | | Scbb | | g | d-d | sel | u-m | 4 | 3.40-1 | int-g |
| Twin City 4-W-D-B | 10,000 | 5,250 | 140 | pr-s | s | 36x7 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Twin City 4-W-D-C | 7,000 | 4,750 | 130 | r-c | s | 36x6 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Union B | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 3 | 2¾ | | | | | Russel | | Wisc | 4 | 4x6 | 25.60 | b-l | ¼ | P | fin | Eism | | | Dup | Scheb | 1¼ | g | o-d | sel | u-m | 3 | 7.75-1 | int-g |
| United AX | 3,000 | 2,095 | 145 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | s-f | Buda | 4 | 3¾x5¼ | 22.50 | b-l | | P | tub | Dixie | opt | | Simplex | Stmbg | | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| United BX | 5,000 | 2,800 | 165-171 | pr-s | s | 36x4 | 36x8 | | | | | | | | | Clark | s-f | Buda | 4 | 4¼x5½ | 29.00 | b-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 8.15-1 | worm |
| United CX | 7,000 | 3,400 | 157-177 | pr-s | s | 36x5 | 36x5 | | | | | | | | | Clark | s-f | Buda | 4 | 4½x5½ | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 10.00-1 | worm |
| United VX | 10,000 | 4,700 | 160-185 | pr-s | s | 36x6 | 40x6 | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | 2-l | | P | tub | Dixie | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 12.50-1 | worm |
| United F. W. D. | 6,000 | 4,500 | 130 | r-c | s | 36x7 | 36x7 | | | | | | | | | own | | Beav | 4 | 4⅝x6 | 34.30 | | ¼ | P | fin | Eism D-H | Bijur | | Ray | Duplex | | g | | ind-c | amid | 3 | 9.00-1 | bev |
| U. S. N | 3,000 | 1,995 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | | P | tube | Eism | | | none | Stmbg | 1 | | d-d | sel | u-m | 3 | 7.85-1 | int-g |
| U. S. E | 5,000 | 2,800 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10½ | 1¾ | 1¾ | own | d | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.16-1 | chn |
| U. S. H | 5,000 | 3,250 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¾ | 2 | 9½ | 10½ | 1½ | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ¼ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 7.75-1 | worm |
| U. S. D | 7,000 | 3,500 | 162 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2¼ | 3½ | 11¾ | 15 | 5¼ | 7¼ | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.01-1 | chon |
| U. S. J | 7,000 | 3,950 | 162 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | 11¾ | 15 | 5½ | 4½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| U. S. K | 10,000 | 4,850 | 168 | r-c | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | 12 | 14¼ | 7½ | 7½ | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.15 | 2-l | ¼ | D | v-t | Eism | | | Wauk | Stmbg | | g | d-d | ind-c | amid | 3 | 10.25-1 | worm |
| Universal G | 3,000 | 2,175 | 133 | r-c | s | 34x3½ | 34x5 | | | | | | | | | own | f-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | T | fin | Berling | opt | | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.25-1 | worm |
| Universal D | 4,000 | 2,800 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | own | d | own | 4 | 4½x5½ | 29.86 | 2-l | ⅜ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 9.16-1 | chn |
| Universal A | 6,000 | 3,700 | 132 | r-l | s | 36x5 | 36x5d | | | | | | | | | own | d | own | 4 | 4½x5½ | 29.86 | 2-o | ⅜ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 10.29-1 | chn |
| Velie 25B | 4,000 | 2,950 | 150¼ | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2 | 0 | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 6.00-1 | worm |
| Velie 26B | 7,000 | 3,900 | 173½ | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2¼ | [illegible] | 13 | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 10.30-1 | worm |
| ¶Vim 21 | 1,000 | 945 | 108 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅜ | T | fin | At-K | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| ¶Vim 26 | 1,000 | 1,200 | 127 | pr-s | p | 32x4½ | 32x4½ | 12 | 12 | 1⅛ | 1⅛ | | | | | own | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅜ | T | fin | At-K | West | none | none | Zenith | | g | c | sel | u-m | 3 | 5.25-1 | b |
| Vim 25 | 2,000 | 2,195 | 120 | pr-s | s | 35x5 opt 34x4 | 35x5 opt 34x4 | 12 | 12 | 1⅛ | 1⅛ | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | West | none | none | Zenith | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Vim 22 | 4,000 | 3,150 | 142 | pr-s | s | 34x4 | 36x4 | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 3¾x5⅛ | 22.50 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Vim 23 | 6,000 | 3,950 | 150 opt 175 | pr-s | s | 36x4 | 36x4 dual | 14 | 14 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zenith | | g | d-d | sel | amid | 4 | 8.50-1 | wo m |
| Vim 24 | 10,000 | | 150 | pr-s | s | 36x5 | 40x5d | 8 | 10 | | | | | | | Sheldon | f | Here | 4 | 4¼x5½ | 28.90 | b-r | ⅜ | P | fin | Dixie S-H | | none | Duplex | Zeni | | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Walter C | 10,000 | 5,500 | 132 | pr-s | s | 40x6 | 40x6 | | | | | | | | | own | | | 4 | 4⅜x6 | 30.65 | b-l | | P | fin | Eism S-A | | | own | H & N | 1½ | g | c | sel | u-m | 4 | 8.50-1 | int-g |
| Walter B | 15,000 | 5,750 | 162 | pr-s | s | 40x6 | 40x6d | | | | | | | | | own | | | 4 | 4⅜x6 | 30.65 | b-l | | P | fin | Eism S-F | | | own | H & N | 1½ | g | c | sel | u-m | | 7.85-1 | int-g |
| Watson Tractor | 10,000 | 4,050 | 80 | r-s | s | 34x4 | 36x5d | 12 | 14 | 2¼ | 3 | 10 | 13 | 4¼ | 1¼ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Bosch D-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Ward La France | 4,000 | 3,350 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅛ | 5½ | | f-f | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| Ward La France | 6,000 | 3,750 | 166 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2¼ | 3½ | 10½ | 12 | 5 | 4½ | | s-f | | 4 | 4⅛x5¼ | 27.20 | b-l | — | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | | g | d-p | sel | amid | 4 | 10.00-1 | worm |
| Ward La France | 7,000 | 3,900 | 170 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2¼ | 3½ | 10¼ | 12 | 5 | 4¼ | Timken | s-f | | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | Vesta | 75.00 | Duplex | Zenith | 1⅛ | g | l-p | sel | amid | 4 | 9.00-1 | worm |
| Western | 14,000 | 4,600 | 146 | r-c | s | 36x7 | 40x7d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.10 | | | P | | Bosch S-H | Vesta | 75.00 | Simplex | Stmbg | | v | d-d | sel | amid | 4 | 13.60-1 | chn |
| White GBBE | 1,500 | 2,400 | 133½ | pr-s | p | 34x4½ | 34x4½ | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1½ | g | l-p | sel | amid | 4 | | b |
| White TBC | 4,000 | 2,300 | 145½ | pr-s | s | 36x4 | 36x7 | 10 | 12 | | | | | | | own | s-f | own | 4 | 3¾x5⅛ | 22.50 | b-r | | P | cell | H | | extra | none | own | 1¼ | g | l-p | sel | amid | 4 | | d-red |
| White TJ | 6,000 | 4,300 | 174 | r-l | s | 36x5 | 40x5d | 8 | 10 | | | | | | | own | f-f | own | 4 | 3¾x5¼ | 22.50 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | d-red |
| White TG | 10,000 | 5,000 | 174 | r-l | s | 36x6 | 40x6d | 8 | 10 | | | | | | | own | f-f | own | 4 | 4¼x5¾ | 29.00 | b-r | | P | fin | H | | extra | own | own | | v | d-p | sel | u-m | 4 | | d-red |
| White Hickory H | 4,500 | 2,400 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅛ | 5¼ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | cell | Eism S-F | | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Wichita L | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Sheldon | | own | 4 | 3½x5 | 19.60 | b-l | | T | cell | Mag S-A | | | none | Stmbg | | g | c | sel | amid | 3 | 7.80-1 | worm |
| Wichita M | 4,000 | 2,750 | 144 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.66-1 | worm |
| Wichita R | 5,000 | 2,950 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 3 | 10.83-1 | worm |
| Wichita O | 7,000 | 3,750 | 165 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Sheldon | | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | | P | cell | Mag S-H | | | Wauk | Stmbg | | g | c | sel | amid | 4 | 11.75-1 | worm |

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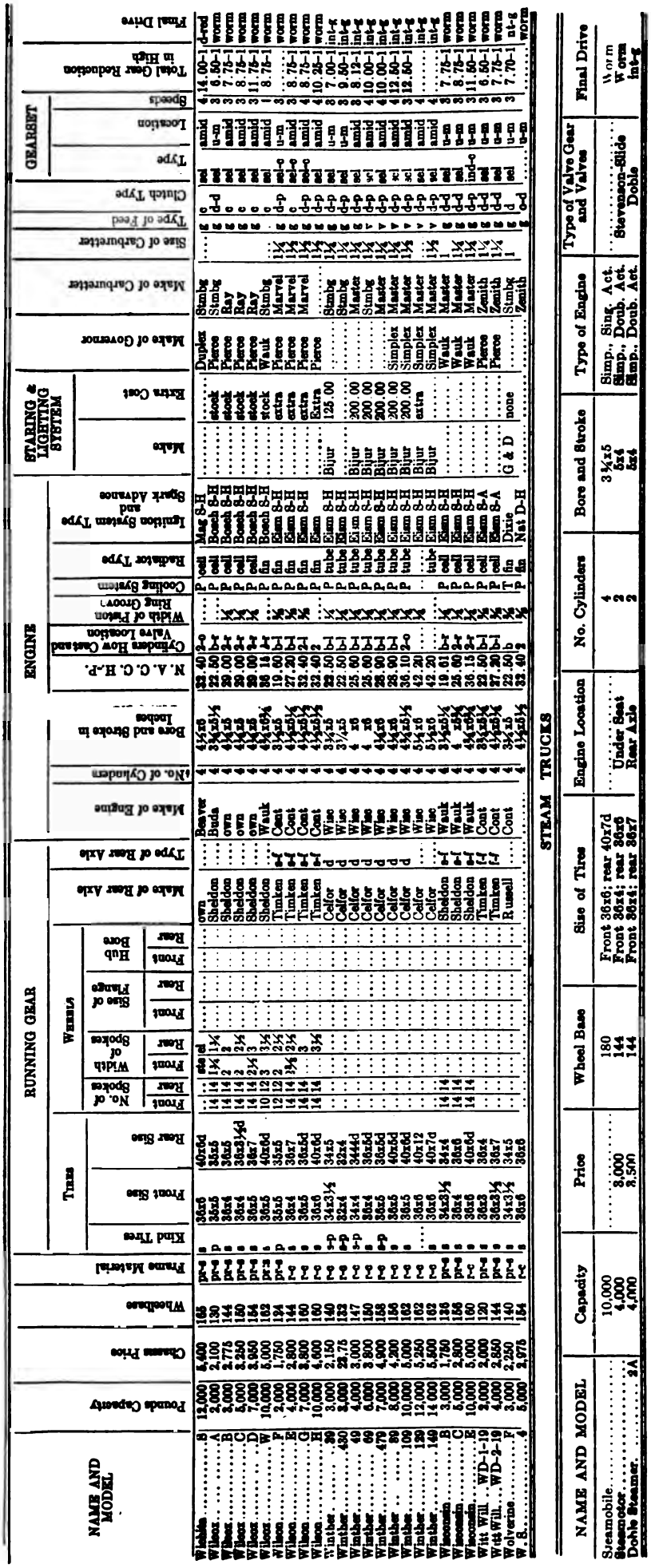

| NAME AND MODEL | Capacity | Price | Wheel Base | Size of Tire | Engine Location | No. Cylinders | Bore and Stroke | Type of Engine | Type of Valve Gear and Valves | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|
| Steamobile | 10,000 | | 180 | Front 36x6; rear 40x7d | | 4 | 3¾x5 | Simp., Sing. Act. | | Worm |
| Steamotor | 4,000 | 3,000 | 144 | Front 36x4; rear 36x6 | Under Seat | 2 | 5x4 | Simp., Doub. Act. | | Worm |
| Doble Steamer | 4,000 | 3,500 | 144 | Front 36x4; rear 36x7 | Rear Axle | 2 | 5x4 | Simp., Doub. Act. | Stevenson-Slide Doble | Int-g |

## The Eternal Triangle

There have been dramas and movies galore b the idea of the eternal triangle and each one p the disruption of a peaceful quiet home by the ance and persistent attentions of the inevitab party.

Regardless of whether or not the erring me the disrupted household be the husband or th the ultimate aim of the author is the eliminatio trouble-brewing third party, and the ultimat reunion of the originally peaceful family. Ot it would not be a good movie.

A. C. Burch, sales manager of the Clyde Ca pany, when being interviewed recently, gave a illustration of the labor and material situation as to the manufacture of motor trucks, which re the eternal triangle of modern fiction. Mr. Burc

"There are three angles of the present mate labor situation which remind me of the 'eternal t of modern fiction. The three angles are the hi of living, the cost of labor and the cost of mate

"First, the workmen find the cost of living that they demand higher wages which they get l means or other. The manufacturers of various als are then forced to increase their prices c finished product to make up for the extra cost o Then it works back around so that it costs r produce food products and up again goes the hi of living.

"After wrangling among themselves, the thr tions find themselves in exactly the same situa before, and go through the whole process agai the result that prices of everything from a too to a locomotive are going up.

"It was anticipated by many that after the wa of motor trucks would decline, but much to th prise there was no drop, nor do I believe there If there is any change at all it will go up rath down, and if the eternal triangle keeps up w wrangling there is no doubt but that truck pric go up, for there are two determining factors wh the price of motor trucks, and they are the cost terial and the cost of labor. If these two costs c to advance there is only one thing for the truck facturer to do, and that is become a part of the himself.

"But, as in the movies, it must turn out all ri never was there as much money in circulation, n great prosperity in every line of business, or i social strata, and it is certain that this prosper continue until conditions gradually adjust the and we arrive at the proper balance between the factions of the triangle."

## Keystone Re-elects

Directors of the Keystone Tire & Rubber C York City, were re-elected at the annual stockh meeting as follows: L. Walter Lissberger, Joel Sydney Bernheim, Nathan J. Miller, Julius Licht Benjamin Lissberger and Walter Loewenthal. rectors elected the following: President, L. Walt berger; vice-president, Sydney Bernheim; tr Joel Jacobs; secretary, Walter Loewenthal.

J. A. Massie, for several years sales manage Hoyt Electrical Instrument Works, Penacook, has retired from active service with the compa will retain his interest in the Burton-Rogers Co has been made the sales department for the with M. T. Rogers taking over Mr. Massie's Mr. Massie will take a rest for some time.

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# Technical Specifications of Truck Units—1919

## For Converting Passenger Cars into Trucks

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS—**CARS UNIT WILL CONVERT**—F., Ford., U., Universal (will convert nearly all cars into trucks): C., Cadillac: D., Dodge Bros.: O., Overland. **PRICE OF UNIT**—† Indicates price with body. **REAR AXLE—Reinf.**, Original axle reinforced by special member: **Bev. g.**, Bevel gear: **Int-g.**, Internal gear: **R.**, Roller: **B.**, Ball. **BRAKES—Ext-r-w.**, Externa contracting on rear wheels: **Int-r-w.**, Internal expanding on rear wheels: **Int-j.**, Internal expanding on jackshaft: **Ext-j.**, External contracting on jackshaft. **ORIGINAL REAR AXLE—Rear ax.**, Rear axle of truck: **Takes Torque**, means original axle is used as that part of the internal gear axle which transmits the torque but does not carry the wheel on the truck: **Alt.**, Altered: **Unalt.**, Unaltered. **DRIVE AND TORQUE—S.**, Springs: **T.**, Tube: **A.**, Arm: **R.**, Radius Rods or Arms. **REAR TIRES—S.**, Solid: **R.**, Pneumatic. **WHEELS—W.**, Wood: **S.**, Steel: **Sq.**, Square: **Ov.**, Ova': **R-d.**, Round Spokes. **SPRINGS—Sem.**, Semi-Elliptic: **F. El.**, Full Elliptic: **Patl.**, Platform. **FRAME—Ch-s.**, Channel Section Steel: **Pr-s.**, Pressed Steel: **R-S.**, Rolled Steel. **ORIGINAL FRAME—Alt.**, Altered: **Unalt.**, Unaltered.

| NAME OF UNIT | Cars Unit Will Convert | Pounds Capacity | Price of Unit | Wheelbase | Tread | REAR AXLE: Make | REAR AXLE: Final Drive | REAR AXLE: Total Gear Reduction | REAR AXLE: Type of Bearings | BRAKES: Hand | BRAKES: Foot | ORIGINAL REAR AXLE: Use Made of | ORIGINAL REAR AXLE: Altered or Unaltered | DRIVE & TORQUE: Truck Drives Through | DRIVE & TORQUE: Torque Taken by | REAR TIRES: Type | REAR TIRES: Size | WHEELS: Material | WHEELS: Shape of Spokes | SPRINGS: Type | SPRINGS: Length | SPRINGS: Width | SPRINGS: Number of Leaves | FRAME: Material | FRAME: Length | FRAME: Width | Original Frame Altered or Unaltered | Weight of Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Affordable** | F | 2000 | **185** | | | **Ford reinf** | **Bev g** | | **B** | | | **Rear Ax** | **Unalt** | | | | | | **Sq** | | **44** | **2½** | | **Ch-s** | **113** | **34** | **Unalt** | **333** |
| All-Car | U | 2500 | 410 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 2½ | 12 | | 140 to 168 | 34 | Alt | 1100 |
| All-Car | U | 4000 | 510 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 3 | 15 | | 140 to 168 | 34 | Alt | 1200 |
| Ameston | U | 3000 | 475 | 134 or more | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 150 | 33½ | Unalt | 1175 |
| Ameston | F | 3000 | 425 | 120 | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 148 | 33½ | Unalt | 1100 |
| Ameston | U | 3000 | 475 | 120 to 170 | 56 | Empire | Worm | 7.02 | B | Int-r-w | Int-r-w | Not Used | | | | | 32x4 | W | Sq | Semi | 46 | 2½ | | | | 33½ | Unalt | 1200 |
| Axleford | F | 1500 | 65 | 100 | 56 | Ford reinf | Bev g | 3.63 | R | Ford | Ford° | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Semi | 44 | 2½ | 4 | Ford | | | Unalt | 130 |
| Axleford | F | 2000 | 165 | 124 | 56 | Ford reinf | Bev g | 3.63 | R-B | Ford | Ford | Rear Ax | Unalt | T | T | P | 32x3½ | Ford | Ford | Semi | 44 | 2½ | 7 | Ford | 143 | 36 | Unalt | 165 |
| Champion | F | 3000 | 400 | 125 | 64 | | | Chain | 7.00 | | | | | | | | 32x3½ | W | Sq | Semi | 42 | 2½ | 10 | | 164 | | | 1000 |
| Champion | U | 3000 | 375½ | 125 | 56 | | | Chain | 7.00 | | Ext-r-w | Ford | Jackshaft | | | | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | | | | Unalt | 1100 |
| Comdelcar (Longford) | F | 1500 | 125 | 136 | 56 | Ford | Bev g | | R | Ford | Ford | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Ford | | | | | 135½ | | Unalt | 270 |
| Camelford | F | 2000 | 40 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Semi | | | | Ford | | | | 90 |
| Camelford | F | 2000 | 50 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Ford | | | | | | | | 100 |
| Dearborn | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1000 |
| Dearborn | F | 4000 | 500 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1400 |
| Dearborn | U | 2000 | 450 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ext-J! | Jackshaft | Alt | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1100 |
| Dearborn | U | 4000 | 550 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 34x5 | W | Ov | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1500 |
| Detroit | F | 2500 | 400–430 | 112 to 170 | | Russel | Int-g | 6.80 | R | Int-r-w | Ext-r-w | Not used | | | | S | 34x3½ | W | | | 47 | 2½ | | S | 170 | 34 | | 1200 |
| Detroit | U | 4000 | 500–530 | 112 to 136 | | Russel | Int-g | 7.70 | R | | Ext-r-w | Not used | | | | S | 34x4 | W | | | 47 | 2½ | | S | 170 | 34 | | 1400 |
| Detroit | U | 6000 | 675 | | | Russel | Int-g | 9.40 | R | Ford | Ext-r-w | Not used | | | | S | 34x3 dual | W | | | 47 | 2½ | | S | 170 | 34 | | 1800 |
| E. & W | U | | | | | Torbenson | Int-g | | | Ford | | | | | | | | | | | | | | | | | | |
| Giant Convert-A-Car | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Semi | 42 | 2½ | 10 | Ch-s | 168 | 32 | Unalt | 1030 |
| Graham Brothers | F | 2000 | 300 | 125 | 56 | Hess | Chain | 7.64–1 | R | Int-r-w | Trans | Jackshaft | Unalt | R | R | S | 32x3½ | W | R | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1005 |
| Graham Brothers | F | 2000 | 425 | 125 | 56 | Torbenson | Int-g | 6.50-1 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Unalt | 1070 |
| Graham Brothers | F | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 32 | Unalt | 1160 |
| Graham Brothers | D | 2000 | 450 | 139 | 56 | Torbenson | Int-g | 6.50-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | D | 3000 | 550 | 139 | 56 | Torbenson | Int-g | 7.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1160 |
| Graham Brothers | D | 5000 | 715 | 139 | 56 | Torbenson | Int-g | 9.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1560 |
| Graham Brothers | D | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1340 |
| Graham Brothers | U | 2000 | 450 | 140 | 56 | Torbenson | Int-g | 6.50-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | U | 3000 | 550 | 140 | 56 | Torbenson | Int-g | 7.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1180 |
| Graham Brothers | U | 5000 | 732 | 140 | 56 | Torbenson | Int-g | 9.00-1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1570 |
| **Greb** | F | **1000** | **70** | **115 and 130** | **56** | **Ford** | **Bev g** | | | **Ford** | **Ford** | | | | | P | **Ford** | | | | | | | | | | | **110** |
| **Greb, P. B. B.** | F | **2000** | **125** | **124 and 136** | **56** | **Ford** | **Bev g** | | | **Ford** | **Ford** | | | | | P | **Ford** | | | | | | | | | | | **290** |
| **Grebford** | F | **1000–1800** | **75–85** | **112 to 136** | **56** | **Ford** | **Bev.g** | | | **Ford** | **Ford** | **Rear Ax** | **Unalt** | | | P | **30x3½** | W | | **Ford** | | | | | | | **Unalt** | **125** |
| **Guaranty, O** | U | **2500** | 410-440 | 114 to 138 | **56** | **Russel** | **Int-g** | 5.50-7.70 | R | Ext-r-w | Int-r-w | **Not used** | | S | S | S | **34x3½** | W | Sq | Semi | 49½ | 2½ | 12 | Ch-s | 150 to 174 | | Unalt | 1200 |
| **Guaranty, A** | U | **4000** | 525-540 | 126–178 | **56** | **Russel** | **Int-g** | 7.70-8.20 | R | Ext-r-w | Int-r-w | **Not used** | | S | S | S | **34x4** | W | Sq | Semi | 49½ | 2½ | 15 | Ch-s | 150 to 174 | | Unalt | 1450 |
| **Guaranty, U** | U | **6000** | 760 | 126 to 160 | **56** | Russel | Int-g | 8.20 | R. | Extr-w | Int-r-w | Not used | | S | S | S | **34x6** | W | Sq | Semi | 49 | 3 | 15 | Ch-s | 168 | | Unalt | 1650 |
| **Hay-Dee** | F | **1500 to 2000** | 55 to 60 | **115 and 130** | **56** | **Ford** | **Bev g** | | | **Ford** | **Ford** | **Rear Ax** | **Unalt** | | | | **30x3½** | W | | | | | | | | | | |
| **Iowa, E** | U | **2000** | 515 | 130 | **56** | **Russel** | **Int-g** | 5.50 to 6.50 | R-B | **Ford** | **Ext-r-w** | **Not used** | | S | | S | **32x3½** | W | Sq | Semi | 54 | 2½ | 10 | Ch-s | 144 | 53 | Alt | 1200 |
| | U | 4000 | 600 | 140 | 56 | **Russell** | Int-g | 7.00 to 8.00 | R-B | Ford | Ext-r-w | Not used | | S | | S | 34x4 | W | Sq | Semi | 54 | 3 | 12 | Ch-s | 144 | 53 | Alt | 1400 |

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# TRUCK UNIT SPECIFICATIONS—CONCLUDED

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kelley, K-300 | F | 3000 | 475 | 127 | 56 | Celfor | Int-g | 9.00 | R | Ford | Ext-r-w | Not used | ... | ... | ... | S | 32x3½ | W | Sq | Semi | 47 | 2¼ | 10 | Ch-s | 174 | 35 | ... | 1000 |
| Kelley-K-300 | F | 3000 | 575 | 135 | 56 | Celfor | Int-g | 7.00 | R | Ext-r-w | Int-r-w | Not used | ... | ... | ... | S | 34x5 | W | Sq | Semi | 51 | 2¼ | 12 | Ch-s | 196 | 35 | ... | 1150 |
| | U | 4000 | 625 | 135 and 140 | 56 | Celfor | Int-g | ... | ... | Ext-r-w | Int-r-w | ... | ... | S | S | S | 34x5 | W | Sq | Semi | 51 | 2½ | 13 | Ch-s | ... | 35 | Unalt | 1250 |
| Knickerbocker Forma-Tractor | F | 6000 | 450 | 103 | 56 | Own | Int-g | 14.00 | R | Ext-r-w | Ford | Takes torque | Unalt | ... | ... | S | 34x4 | W | Sq | Semi | 32 | 2¼ | 10 | Ch-s | ... | ... | Unalt | 1000 |
| Knox 2-ton | U | 4000 | 450 | ... | 58½ | ... | Int-g | 8.00 | | Ext-r-w | Int-r-w | Not Used | ... | R | R | S | 34x3½ | W | Sq | Semi | 40 | 2½ | ... | ... | ... | ... | Alt | ... |
| Knox 3-ton | U | 6000 | 600 | | 56 | | Int-g | 8.80 | | Ext-r-w | Int-r-w | Not Used | ... | R | R | S | 36x6 | W | Sq | Semi | 40 | 3 | ... | ... | ... | ... | Alt | ... |
| Knox 5-ton | U | 10000 | 850 | | 57 | ... | Int-g | 10.30 | | Ext-r-w | Int-r-w | Not Used | ... | R | R | S | 36x7 | W | Sq | Semi | 40 | 3 | ... | ... | ... | ... | Alt | ... |
| Landover | F | 3000 | 400 | 130 | 57½ | Own | Chain | 6.87 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46½ | 2½ | 8 | ... | 165 | 35 | Unalt | 1125 |
| Lauton | F | 2000 | 390 | 127 | 56 | Torbenson | Int-g | 6.50 | R | Int-r-w | Ford | Not Used | Alt | S | ... | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | PS | 169 | 34 | ... | 850 |
| Lauton | F | 3000 | 510 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Int-r-w | Ext-r-w | Not Used | Alt | S | ... | S | 32x4 | W | Sq | Semi | 46 | 2½ | 12 | PS | 169 | 34 | ... | 1100 |
| Lauton | U | 4000 | 560 | 145 | 56 | Torbenson | Int-g | 7.00 | R | Int-r-w | Original | Not Used | Unalt | S | ... | S | 34x5 | W | Sq | Semi | 48 | 2½ | 12 | PS | 108 | 33½ | ... | 1300 |
| Laverne Truckgear | U | 4000 | 550 | 130 to 164 | 56 | Torbenson | Int-g | 7.00–8.00 | R | Int-r-w | Ext-r-w | Not used | ... | ... | S | S | 34x5 | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 162 | ... | Unalt | 1250 |
| Maxfer | F | 2000 | 350 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | ... | R | S | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | ... | 163 | 32 | ... | 1005 |
| Maxfer | F | 2000 | 350 | 125 | 56–60 | Own | Chain | 7.00 | R | Ext-r-w | ... | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2 | 11 | Pr-s | 180 | ... | Unalt | 1000 |
| Maxfer | F | 4000 | 410 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | ... | R | S | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | ... | 163 | 32 | ... | 1005 |
| New Comer | U | 3500 | 445–525 | 124–146 | 56 | Torbenson | Int-g | 6.00 to 7.00 | R | Int-r-w | Ext-r-w | Not used | ... | R | R | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 168 | 34 | ... | 935 |
| Olson | F | 2000 | 85 | 100 to 166 | 56 | Ford | ---- | ---- | B | Ford | Ford | ---- | Unalt | S | R | P | 28x4 | W | Rd | ---- | 44 | 2 | 7 | Pr-s | 118 to 166 | 32 | Unalt | 150 |
| Olson | F | 4000 | 550 | 142 | 56 | Ford | Int-g | 10.00 | B | Ford | Ford | Jackshaft | Unalt | S | R | S | 32x3½ | S | S | Semi | 52 | 2½ | 13 | Pr-s | 142–190 | 32 | Unalt | 1180 |
| Phenix | F | 3000 | 350 | 125 | 56–60 | Own | Chain | 7.1 | R | Ford | Int-ex | Jackshaft | Unalt | T | T | S | 32x3 | W | Sq | Semi | 44 | 2 | 10 | P-s | 168 | 32 | Unalt | 975 |
| Phenix | F | 4000 | 450 | 125 | 56–60 | Own | Chain | 9.1 | R | Ford | Int-ex | Jackshaft | Unalt | T | T | S | 34x5 | W | Sq | Semi | 44 | 2 | 12 | Ch-s | 168 | 32 | Unatl | 1450 |
| Phenix | F | 2500 | 450 | 125 | 56 | Torb | Int-g | 7.1 | R | Ford | Int-ex | Not Used | ... | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Unalt | 1050 |
| Phenix | F | 4000 | 575 | 125 | 56 | Torb | Int-g | 8.1 | R | Ford | Int-ex | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Unalt | 1450 |
| Phenix | D | 2500 | 475 | 144 | 56 | Torb | Int-g | 7.1 | R | Int-ex | Ext-con | Not Used | ... | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 34 | Alt | 1050 |
| Phenix | D | 4000 | 575 | 144 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1450 |
| Phenix | O | 2500 | 510 | 142 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | ... | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Alt | 1050 |
| Phenix | O | 4000 | 610 | 142 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1450 |
| Phenix | U | 2500 | 475 | 140–150 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | ... | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 24 | Alt | 1050 |
| Phenix | U | 4000 | 575 | 140–150 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 160 | 34 | Alt | 1450 |
| Phenix | D | 4000 | 635 | 144 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-ex | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Phenix | O | 4000 | 670 | 142 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1500 |
| Phenix | W | 4000 | 635 | 140–150 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Rayford | U | 2500 | 350 | 100–186 | 56–60 | Liggett | Chain | 6.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 425 | 100–186 | 56–60 | Liggett | Chain | 8.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1300 |
| Rayford | U | 2500 | 350 | 100–186 | 56–60 | Torbenson | Int-g | 5.50 | R | Int-r-w | Ford | Not Used | ... | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 500 | 100–186 | 56–60 | Torbenson | Int-g | 7.00 | R | Int-r-w | Ford | Not Used | ... | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1250 |
| Rayford | U | 2500 | 395 | 100–186 | 56–60 | Standard | Worm | 6.25 | B | Int-r-w | Ford | Not Used | ... | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1100 |
| Rayford | U | 4000 | 520 | 100–186 | 56–60 | Standard | Worm | 7.50 | B | Int-r-w | Ford | Not Used | ... | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1300 |
| Rayford | U | 5000 | 600 | 120–210 | 60 | Wisconsin | Worm | 7.50 | B | Int-r-w | Ext-r-w | Not Used | ... | S | S | S | 34x5 | W | Sq | Semi | 50 | 2½ | 14 | Ch-s | 141–244 | 37 | Unalt | 1550 |
| Rayford | U | 7000 | 900 | 125–220 | 64 | Wisconsin | Worm | 8.66 | B | Int-r-w | Ext-r-w | Not Used | ... | S | S | S | 36x7 | W | Sq | Semi | 50 | 3 | 15 | Ch-s | 145–245 | 37 | Unalt | 2000 |
| Rayford | U | 10000 | 1400 | 134–235 | 67 | Wisconsin | Worm | 10.00 | B | Int-r-w | Ext-r-w | Not Used | ... | S | S | S | 36x5D | W | Sq | Semi | 52 | 3 | 20 | ... | 145–245 | 37 | Unalt | 3100 |
| Redden | F | 2000 | 300 | 128½ | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | ... | 28½ | Unalt | 840 |
| Redden | U | 3000 | 400 | ... | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x4 | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | ... | 46½ | Unalt | 1000 |
| Samson | F | 2000 | 75 | 115 to 130 | 56 | Original | Bev g | ... | ... | Original | Original | Rear Ax | ... | ... | ... | P | 31x4 | W | Sq | Semi | ... | 2 | ... | ... | ... | ... | ... | ... |
| Smith Form-a-Truck | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.60 | R | Int-r-w | Ford | Jackshaft | Alt | R | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | Ch-s | 168 | 32 | Unalt | 1000 |
| Smith Form-a-Truck | U | 2000 | 450 | Orig. +25% | 56 | Own | Chain | ... | ... | Int-r-w | Ext-Jack | Jackshaft | ... | ... | ... | S | 32x3½ | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 158 | 36½ | ... | 1000 |
| Smith Form-a-Truck | U | 4000 | 550 | Orig. +25% | 56 | Own | Chain | ... | ... | Int-r w | Ext-Jack | Jackshaft | ... | ... | ... | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 174 | 40 | ... | 1500 |
| Stableford | F | 2000 | 50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 87 |
| Stevenson | F | 1500 | 400 | 119 | 56 | Sheldon | Worm | 6.20 | B | Ford | Int-r-w | Not used | ... | S | S | P | 33x4 | W | Rd | Semi | 42 | 2¼ | 8 | Ch-s | 160 | 32 | Unalt | 750 |
| Stevenson | F | 2000 | 440 | 125 | 56 | Empire | Worm | 7.20 | B | Ford | Int-r-w | Not used | ... | S | S | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 10 | Ch-s | 167 | 32 | Unalt | 1100 |
| Stevenson | F | 3000 | 500 | 125 | 56 | Standard | Worm | 7.75 | B | Ford | Int-r-w | Not used | ... | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 167 | 33¼ | Unalt | 1200 |
| Stevenson | U | 3000 | 525 | 135 | 56 | Standard | Worm | 7.75 | B | Int-r-w | Ext-r-w | Not used | ... | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 155 | 33¼ | ... | 1200 |
| Tonford | U | ... | ... | 127 | 56 | Torenson | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | ... | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | ... | ... |
| Tonford | U | ... | ... | 145 | 56 | Torbenson | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | ... | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | ... | ... |
| Tonford | F | 2000 | 395 | 126 | 56 | Cleveland | Chain | 7.50 | R | Ford | r-w | Jackshaft | ... | R | S | ... | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Tonford | F | 2000 | 435 | 126 | 56 | Torbenson | Int-g | 8.50 | R | Ford | r-w | Not used | ... | S | S | ... | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Truckford | F | 2000 | 350 | 127 | 56 | ... | Chain | 7.00 | R | Ford | Ext-r-w | Not used | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | ... | ... | Unalt | ... |
| Truckford | F | 2000 | 390 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Not used | ... | S | S | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | ... | ... | Unalt | ... |
| Truckford | F | 4000 | 490 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Jackshaft | ... | S | S | S | 34x4 | W | Sq | Semi | 48 | 2½ | 13 | Ch-s | ... | ... | Unalt | ... |
| Truxton G | D | 3000 | 540 | 136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Ford | Not used | ... | S | S | S | 34x4 | W | ... | Semi | 5½ | 3 | 11 | Ch-s | 142 | 33 | ... | 1250 |
| Truxton H | D | 5000 | 625 | 148 | 59 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x5 | W | ... | Semi | 5½ | 3 | 13 | Ch-s | 154⅝ | 33 | ... | 1600 |
| Truxton A | F | 2500 | 425–440 | 124–136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 155 | 33 | ... | 1180 |
| Truxton B | F | 4000 | 525–540 | 126–138 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 155 | 33 | ... | 1520 |
| Truxton C | U | 2500 | 425–450 | 162–180 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 162–180 | 33 | ... | 1320 |
| Truxton D | U | 4000 | 540–560 | 162–180 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 162–180 | 33 | ... | 1520 |
| Truxton E | U | 6000 | 760 | Varies | 59 | Russel | Int-g | 7.80 | RB | Ext-r-w | Int-r-w | Not used | ... | S | S | S | 34x5 | W | Sq | Semi | 52 | 3 | 14 | Ch-s | 180 | 23 | Alt | 1900 |
| Truckmobile | F | 3000 | 350 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44⅗ | 2 | 11 | R-S | 166 | 41½ | Unalt | 1030 |
| Truckmobile | F | 5000 | 400 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 44⅗ | 2 | 14 | RS | 166 | 41½ | Unalt | 1300 |
| Truckmobile | U | 3000 | 400 | Orig. — 34: | 56 | Own | Chain | 7.00 | R | Jack | Ent-r-w | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44⅗ | 2 | 11 | RS | 166 | 41½ | Alt | 1065 |
| Truckmobile | U | 5000 | 500 | Orig. + 34 | 56 | Own | Chain | 7.00 | R | Jack | Ext-r-w | Jackshaft | Unalt | R | R | S | 34x5 | W | Sq | Semi | 44⅗ | 2 | 14 | RS | 166 | 41½ | Alt | 1380 |
| Union | F | 3000 | 370–395 | 125 and 150 | 56½ | ... | Chain | 7.00 & 9.00 | ... | Ford | Int-r-w | Jackshaft | Alt | ... | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 10 | Ch-s | 168 & 192 | 32 | Unalt | 1000 |
| Union Everytkar | U | 4000 | 495 | Orig. + 40 | 56½ | ... | Chain | 9.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1250 |
| Union Tractor | U | 6000 | 420 | Orig. + 10 | 56½ | ... | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x3[illegible] | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1050 |
| Union Tractor | U | 10000 | 495 | Orig. + 10 | 56½ | ... | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 13 | Ch-s | 251 | 32 | Alt | 1250 |
| Union Motohaul | F | 6000 | 395 | 10 | ... | ... | Chain | 9.00 | ... | Ford | Int-r-w | Jackshaf | Alt | ... | R | S | 32x3½ & 4 | W | Sq | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1000 |
| Union Motohaul | F | 10000 | 570 | 110 | 56½ | ... | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | Ch-s | | 32 | Alt | 1250 |
| Unity | F | 2000 | 85–148 | 100 to 136 | ... | Ford | Bev g | ... | R | Ford | Ford | Rear Ax. | Unalt | ... | ... | P | 30x3½ | ... | ... | Semi | 50 | ... | ... | ... | | ... | ... | ... |
| Universal Under-Ton | F | 2000 | ... | ... | 56 | Ford | ... | ... | ... | Ford | Ford | Rear Ax | Unalt | ... | ... | P | 30x3½ or 28x4 | W | ... | Semi | ... | ... | ... | ... | ... | ... | Unalt | |
| Universal One-Ton | F | 1000–1800 | 148–160 | 124 to 136 | 56 | Ford | ... | ... | ... | Ford | Ford | Rear Ax | Unalt | ... | ... | P | 30x3½ or 28x4 | W | ... | Semi | ... | ... | ... | ... | ... | ... | Alt | |
| Universal Perfect | F | 1000–2000 | 160–175 | 124 to 136 | 56 | Ford | ... | ... | ... | Ford | Ford | Rear Ax | Unalt | ... | ... | P | 30x3½ or 28x4 | W | ... | Semi | ... | ... | ... | ... | ... | ... | Alt | |
| Universal Extension | F | 1000–2000 | 50–60 | 124 to 136 | 56 | Ford | ... | ... | ... | Ford | Ford | Rear Ax | Unalt | ... | ... | P | 30x3½ or 28x4 | W | ... | Semi | ... | ... | ... | ... | ... | ... | Alt | |
| Will-Hall | F | 2000 | 125 | 100 | 56–60 | Ford | Bev g | ... | B | Ford | Ford | Rear Ax | Unalt | ... | ... | P | 31x4 | W | Sq | Semi | 47 | 2 | 7 | Ford | ... | ... | Unalt | 225 |

# MANUFACTURERS' NOTES

The General Motors Corp. has made another appropriation with which to build a power plant for the Olds Motor Works, Lansing. Approximately $250,000 will be spent on this plant. Work is now under way. The purpose of the power plant is primarily for fire protection.

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The Monitor Motor Car Co., Columbus, Ohio, has purchased the plant of the Scioto Rubber Co. The new plant has a floor space of 72,000 sq. ft., giving needed additional space. Production will be continued at the present plant on Mt. Vernon Avenue until machinery is installed in the new plant.

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The Briscoe Devices Co., formerly known as the Jackson Carburetor Co., has evacuated its plant at Jackson, Mich., removing the factory to its new plant at 212-214 Osman Street, Pontiac, Mich. It has a capacity for greatly increased production.

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David Buick, T. D. Buick and W. R. Buick have formed the Buick Carburetor Corp., Detroit, with a capital of $3,000,000.

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Offices have been opened in Toronto by Elmo de Paoli as Canadian representative of the Fiat Motors Co,. of Turin, Italy.

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The Sewell Cushion Wheel Co., Detroit, will open branches on the Pacific Coast at San Francisco, Portland, Ore., and Seattle, Wash.

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The Canadian plant of the Carr Fastener Co., Boston, Mass., will be built at Hamilton, Ont. It will be known as the Canadian Carr Fastener Co.

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Announcement is made that the Pearce Tire & Rubber Co., of Ashtabula, Ohio, has been consolidated with the Ideal Tire & Rubber Co. of Cleveland. The business at both plants will be conducted under the name of the Ideal Tire & Rubber Co., and it is expected to produce about 2,000 tires daily. The combined capital is $5,000,000.

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The Reliance Motor Truck Co., Appleton, Wis., which was thoroughly reorganized early this year, will increase its capital stock from $500,000 to $1,000,000. The company manufactures the Badger external spur gear drive rear axle.

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The Rex Machine Co., Chicago, Ill., has started manufacturing and marketing the Rex line of automobile equipment.

Announcement has been made that the J. I. Case Co. has been charted in Delaware with a stock of 500,000 to make and sell agricultural implements kinds. The incorporators are P. B. Drew, C. L. linger and H. E. Knox.

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The California Trailer & Radiator Co., San D Cal., has changed its name to the Marx Trailer which is now being incorporated for $200,000, and be on an extensive manufacturing basis within a weeks. It has been manufacturing light comm trailers for three years, but is now specializing o Komfy Kamping trailer.

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The Winnebago Tractor Co., Rockford., Ill., has incorporated with capital stock of $150,000. It is posed to manufacture and deal in a new type of tr as soon as suitable buildings can be erected. Th corporators are G. N. Whitford, N. C. Bement A. L. Wienke.

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The General Motors Corp. has purchased 63 ac Janesville, Wis., adjoining its present holdings of ly 200 acres, upon which is situated the new Sa tractor works. The land will be used for futur tensions.

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Dodge Bros., Detroit, are reported to have purc a tract of 278 acres on the West river front on large blast furnaces and steel rolling mills are erected. The price for the tract was given o $2,085,000.

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The present production of 300 tires weekly w enlarged to as many daily as soon as additiona chinery can be installed in the factory of the Green, Dore & Morrison Co., at Canton Junction, This company succeeds the George Grow Co.

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It is the hope of the Aero Cushion Inner T Rubber Co., of Ontario, Ltd., which is locating a in Wingham, Ont., to be able to start manufact shortly. The company, which has been incorporat a number of local capitalists, has taken over th buildings of the Western Foundry Co., Ltd., and i putting them in shape for use.

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The Upright Tire & Rubber Co., Inc., of Buffal opened a branch store at Allentown, Pa. The st in charge of Benjamin A. Savage. The Upright & Rubber Co. is a subsidiary of the Keystone T Rubber Co. of New York, selling both wholesal retail.

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The Nelson Motor Truck Company, Saginaw, Mich., announces changes of construction along slightly heavier lines, making possible an increase in the rating of the Jumbo model D trucks from 4,000 to 5,000 pounds. Several equipment improvements are also announced, including installation of a new lubricating system, and the chassis price has been increased from $2,500 to $2,700.

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The Detroit Pressed Steel Co., Detroit, has taken oven the Carlton Avenue plant of the Detroit Shell Co., as an addition to its present plant. This will provide larger quarters for the division which manufactures Disteel wheels.

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The American Motor Truck Co., Newark, Ohio, is erecting a new concrete building to provide enlarged capacity for its administrative department.

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Work is progressing rapidly on the new concrete factory of the Monarch Rubber Co. at Hartville, Ohio. The new plant will increase the capacity from 175 to 700 tires a day.

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At the regular monthly meeting of the board of directors of the Stewart Motor Corp., Buffalo, N. Y., a quarterly dividend of 2 per cent. on preferred and 2½ per cent. on common stock was passed.

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SKF Industries, Inc., 165 Broadway, New York City, announces the establishment of a Chicago District office, in charge of Mr. John B. Castino, at No. 1314 Marquette Building, Chicago.

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The Owen Tire & Rubber Co., Cleveland, is planning to increase its factory capacity in order to catch up on orders.

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Manufacture of the Owen Magnetic at the Cleveland plants of the Baker R. & L. Co. will be given up, according to a recent announcement and undertaken by the International Fabricating Co., at Wilkes-Barre, Pa. The details of the new arrangement were made public by R. M. Owen, of the Owen Magnetic Car Corp., designer and builder of the car. The announcement revealed that the Owen company had been entirely divorced from the Baker corporation and that its production in the future would be carried on independently from that of the electric cars of Baker.

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### DuPont to Make Car

The duPont Motor Mfg. Corp., Wilmington, Del., has been formed with E. Paul duPont as president, to build motor cars. This concern has no connection with what are generally known as "duPont interests" and which control General Motors. E. Paul duPont is associated with the Ball Grain Explosive Co., of which Alfred I. duPont is president, and is president of the Delaware Marine Motors Co. here. Arthur M. Maris, vice-president and general manager of the duPont Motor Mfg. Corp., was with the Biddle Motor Car Co. of Philadelphia until he went to war in 1917. John A. Pierson, chief engineer, was formerly with the Wright-Martin Co.

The first car is to be a four-cylinder, in which it is said the best foreign and domestic ideas will be embodied. It is hoped to have it ready for the next New York show. A six-cylinder may follow.

### Templar Enlarges Plant

The Templar Motor Car Co., Cleveland, Ohio, is increasing its plant and building up its passenger car business. H. W. Anderson, sales manager, states that about 1,800 cars will be built this year and plans for a 10,000 production in 1920 are being made. Anderson states that the company has about six acres under roof, and plans are being drawn for additional buildings. One of the plants just finished is the enameling building.

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### Three Makers Form New Organization

A $5,000,000 passenger car and truck company has been formed at Jackson, Mich., through the merger of the Jackson Motor & Manufacturing Co., Jackson Automobile Co., and the Four-Wheel Drive Truck Corp., of Chicago and Port Jefferson, L. I. The new company will be known as the Jackson Motors Corp. It will manufacture both cars and trucks, planning to produce during the next 12 months 4,000 automobiles and 1,200 four-wheel-drive trucks of 3½-ton capacity.

The concern will occupy the present plant of the Jackson Automobile Co., and will employ about 1,000 men. The proposed passenger car to be turned out will be of the 6-cylinder type. The company is now operating on a contract with the General Motors Corp. to finish 10,000 coupé and sedan bodies involving a production of 40 bodies daily.

The officers of the new organization are: President, H. A. Matthews, Jackson, Mich.; vice-president, W. W. Sterling, Boston; secretary, Carl L. V. Exselsen, Chicago; treasurer, F. O. Evans, Chicago.

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### A Lesson Learned From War

"Insufficient transportation did more to retard the rapid and efficient entrance of the United States into war than could a legion of Huns," says M. B. Hoagland, sales manager of the Signal Motor Truck Company, Detroit, in pointing out that we should take every possible advantage of our experience in wartime.

"We have facts and figures which show that about 80 per cent. of the output of motor trucks during war time were used in war work or related war activities.

"The United States Government has recognized the importance of the motor truck, both for military and so-called domestic uses. War Department Order No. 38, established the Motor Transport Service for war trucks. The Highways Transport Committee, serving as part of the National Council of Defense, was organized to divert all possible traffic to the highways.

"Every truck put into service brings the manufacturer nearer his market, brings the farmer nearer the consumer, brings the finished order nearer the shipping point, facilitates rapid filling of orders, restores gaps in organizations occasioned by deficiencies of labor, material and transportation.

"It is only in times of emergency that great Generals are produced; the same in business—it takes an emergency to bring out the real ability of an executive. And while motor truck transportation had already made wonderful strides, it remained for the emergency of war to indelibly impress upon the world the vital importance of this means of transportation."

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### Name New Heads for All-American

Paul Klein-exel was elected president and general manager of the All-American Truck Co., Chicago, at a recent directors' meeting, replacing R. H. Spear, resigned. Otto Bruenauer was made vice-president in charge of sales and engineering, and R. J. Sutton, vice-president in charge of manufacturing.

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# National
# BIG POWER SPARK PLUG

## The Reason Why!

Motorists are buying NATIONAL SPARK PLUGS. They will ask you for this plug because we are constantly reminding them of its superiority by good advertising and because it produces a real "power spark."

Dealers have been successful in selling NATIONAL SPARK PLUGS. Their past success only serves to indicate your future possibilities.

***Write for complete catalog and price list***

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New York Pittsburgh Atlanta San Francisco Dallas

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# Technical Specifications of Tractors—1919

## REVISED MONTHLY

ABBREVIATIONS: TYPE—2-w., Two-wheel; 3-w., Three-Wheel; 4-w., Four-Wheel; Creepr., Creeper; c or w., either tracks or wheels furnished; DRIVEN BY—rw., Rear Wheel; rw-s., Rear Wheel Single; rw-d., Rear Wheel Double tw-s., Front Wheel Single; fw-d., Front Wheel Double; ENGINE MAKE—Sycmg., Sycoming; Imp., Imperial; Wauk., Waukesha; Buff., Buffalo; H-Spill., Herschel Spillman; Twin Cy., Twin City; Auto., Automatic; Kerm., Kermath; Herc., Hercules; Wisc., Wisconsin; TYPE AND NUMBER OF CYLINDERS—v., vertical; h., Horizontal; o., Opposed; POSITION OF ENGINE—c., Crosswise of Tractor; l., Lengthwise of Tractor; MAKE OF RADIATOR—Sp. With., Sparks Withington; Cand., Candler; COOLING STYSEM—p., pump; t-s., Thermo Syphon; MAKE OF CARBURETOR —Kings., Kingston; Scheb., Schebler; Buck., Buckeye; Stnbg., Stromberg; MAKE OF AIR CLEANER—Donald., Donaldson; TYPE OF IGNITION—Mag., Magneto; Bat., Battery; MAKE OF IGNITION SYSTEM—Else., Eisemann; Sumpter; Berl., Berling; TYPE OF LUBRICATION—f., Force Feed; s., Splash; f-s., Force and Splash; FUEL USED—k., Kerosene; g., Gasoline; d., Distillate; a., Alcohol; TYPE OF CLUTCH—co-bnd., Contracting Band; exp. sh., Expanding Shoe; fr. plate, Friction Plate; d.d., Dry Disc.; d-p., Dry Plate; m-d., Multiple Disc.; ext. co., External Contracting; Int.-exp., Internal Expanding; TYPE AND MAKE OF TRANSMISSION—frict., Friction; Foote, Foot Starter; sel., Selective; Nil. enc., Nilson enclosed; spr. B bev., Spur and Bevel; MAKE OF BEARINGS—Hy., Hyatt; Tim., Timken; Guern., Guerney; New Dep., New Departure; Faf., Fafuir; FINAL DRIVE—b. B S., Bevel and Spur; bev., Bevel; int., Internal; w., Worm; SPRINGS—spir., Spiral; elip., Eliptic; s-elip., Semi-eliptic; susp., Suspension; DRAWBAR TYPE—hor. adj., Horizontal Adjustable; adj., Adjustable; lat. adj., Lateral Adjustment; vert. adj., Vertical Adjustment; sEwing., Swinging; float, Floating.

| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H.P. | Engine: R.P.M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | 2250 | Creepr | r-w | 90 | 6000 | 3 | 12 | 2600 | Beaver | 24 | 850 | v-4 | 4½x6 | c |
| Allis-Chalmers | 6-12 | 850 | 2-w | rw-d | .... | 1800 | 1 | 6 | 1000 | LeRoy | 12 | .... | v-4 | 3⅛x4½ | v |
| Allis-Chalmers | 18-30 | ..... | 4-w | rw-d | 81 | 5300 | 3-4 | 15 | 3000 | Own | 30 | .... | v-4 | 4¾x6½ | v |
| Allis-Chalmers | 10-18 | ..... | 3-w | rw-d | 96 | 4800 | 2 to 3 | 10 | 1650 | Own | 18 | 720 | o-2 | 5½x7 | l |
| Adams | ..... | 850 | 4-w | rw-d | 100 | 6000 | 2 | 9 | .... | Here | 13 | .... | h-1 | ..... | l |
| Adams | ..... | 1000 | 4-w | rw-d | .... | 6000 | 3 | 12 | .... | ..... | .. | .... | h-1 | ..... | l |
| All-Steel Oil | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 2200 | Bates | 25 | .... | v-4 | 4½x5½ | l |
| Allwork | 14-28 | 1575 | 4-w | rw-d | 80 | 5000 | 3 | 14 | 3000 | Own | 28 | 800 | v-4 | 5x6 | c |
| American | 15-30 | 1895 | 4-w | rw-d | 93 | 5200 | 3 to 4 | 15 | 3000 | Beaver | 30 | 555 | v-4 | 4¾x6 | l |
| Andrews | 12-25 | 1000 | 3-w | rw-s | 110 | 5250 | 2-3 | 12 | 1900 | Veerac | 20 | 900 | h-4 | 4x5 | l |
| Appleton | 12-20 | 1650 | 4-w | rw-d | 96 | 4900 | 2-3 | 12 | 2000 | Ruda | 20 | 825 | v-4 | 4¼x5½ | l |
| Aultman & Tay | 15-30 | ..... | 4-w | rw-d | 99 | 7800 | 3 to 4 | 15 | 2900 | Wauk | 30 | 450 | v-4 | 4¾x6¾ | l |
| Aultman & Tay. | 22-45 | ..... | 4-w | rw-d | 102 | 12800 | 4-6 | 22 | 4000 | Own | 36 | 600 | h-4 | 5½x8 | c |
| Aultman & Tay. | 30-60 | ..... | 4-w | rw-d | 136 | 25250 | 8-11 | 30 | 7000 | Own | 60 | 500 | h-4 | 7x9 | c |
| Austin | 12-20 | ..... | Creepr | ..... | ..... | ..... | 2-3 | 12 | 2000 | Buff | 28 | 1000 | v-4 | 4x5 | l |
| Austin | 20-40 | ..... | Creepr | ..... | ..... | ..... | 4-6 | 20 | 3200 | Auto | 45 | 800 | v-4 | 5½x7 | l |
| Auto Tiller | 1919 | 490 | 2-w | rw-d | .... | 1000 | 1 | .. | 900 | Own | 11 | 180 | v-2 | 5x7 | .. |
| Avery | 5-10 | ..... | 4-w | rw-d | 87 | 2600 | 2-12 | 5 | 800 | Own | 10 | 1200 | v-4 | 3x4 | v |
| Avery | 8-16 | ..... | 4-w | rw-d | 87 | 4900 | 2-3 | 8 | 1800 | Own | 16 | 600 | h-2 | 5½x6 | c |
| Avery | 12-25 | ..... | 4-w | rw-d | 95 | 7500 | 3-4 | 12 | 2800 | Own | 25 | 570 | h-2 | 6½x7 | c |
| Avery | 14-28 | ..... | 4-w | rw-d | 96 | 6800 | 3-4 | 14 | 3000 | Own | 28 | 650 | h-4 | 4½x7 | c |
| Avery | 18-36 | ..... | 4-w | rw-d | 97 | 9250 | 4-5 | 18 | 3500 | Own | 36 | 650 | h-4 | 5½x6 | c |
| Avery | 25-50 | ..... | 4-w | rw-d | 114 | 12500 | 5-6 | 25 | 4800 | Own | 50 | 500 | h-4 | 6½x7 | c |
| Avery | 40-80 | ..... | 4-w | rw-d | 138 | 22000 | 8-10 | 40 | 7000 | Own | 80 | 500 | h-4 | 7¾x8 | c |
| Avery | Motor Cult. | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l |
| Avery | Motor Plant | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l |
| Bates Steel Oil | d | ..... | Creepr | 2 crwl | 80 | 4300 | 3-4 | 12 | 3000 | Erd | 20 | 735 | v-4 | 4x6 | l |
| Bean Track Pull | ..... | 1375 | Creepr | track | .... | 3200 | 2 | 6 | 1500 | LeRoi | 10 | 1200 | v-4 | 3⅛x4½ | .. |
| Beeman | f | 285 | 2-w | fw-d | 17 | 550 | 1-7 | 2 | .... | Own | 4 | 230 | v-1 | 3½x4½ | .. |
| Belt-Rail | b | ..... | 2w&c | Creep | .... | 4500 | 2-3 | 12 | 2000 | Wauk | 20 | 950 | v-4 | 3¾x5¼ | l |
| Bemer | 15-30 | 1695 | ..... | ..... | 76 | 4500 | ..... | .. | .... | ..... | .. | .... | v-4 | 4x6 | l |
| Bemer | ..... | 1895 | ..... | ..... | 76 | 4500 | ..... | .. | .... | ..... | .. | .... | v-4 | 4½x6 | l |
| Boring | ..... | 1485 | 3-w | ..... | 100 | 3550 | 2 | .. | .... | Wauk | 20 | 1000 | v-4 | 4½x5¾ | l |
| Buckeye | 40 | 5500 | Creepr | ..... | .... | 21000 | ..... | 16 | .... | Auto | 30 | .... | v | 6½x8 | .. |
| Buckeye | 60 | 6500 | Creepr | ..... | .... | 25000 | ..... | 12 | .... | Auto | 45 | .... | v | ..... | .. |
| Bull | 1918 | 1200 | 3-w | rw | 107 | 4870 | 2-3 | 12 | 2000 | Toro | 24 | 750 | o-2 | 5½x7 | l |
| Bullock Cr. Grip | c | 2400 | Creepr | rw-d | .... | 7200 | 3-4 | 18 | 3000 | Wauk | 30 | 900 | v-4 | 4½x6¾ | l |
| Case | 10-18 | 1200 | 4-w | rw-d | 72 | 3400 | 2 | 10 | 2100 | Own | 23 | 1050 | v-4 | 3⅞x5 | c |
| Case | 10-20 | 1325 | 3-w | rw-d | 76 | 5325 | 3 | 10 | 2650 | Own | 25 | 900 | v-4 | 4½x6 | c |
| Case | 15-27 | 1600 | 4-w | rw-d | 76½ | 5600 | 4 | 15 | 3000 | Own | 27 | 900 | v-4 | 4½x6 | c |
| Case | 20-40 | 3000 | 4-w | rw-d | 114 | 14380 | 5-6 | 20 | 4200 | Own | 61 | 475 | o-2 | 8¾x9 | .. |
| Case | 30-60 | 3500 | 4-w | rw-d | 126 | 28000 | 8-12 | 30 | 6000 | Own | 80 | 365 | h-2 | 10x12 | .. |
| Chase | 9-18 | ..... | 3-w | ..... | .... | 4700 | 3 | .. | .... | Buda | 20 | 1000 | v-4 | 3¾x5¼ | c |
| Cletrac | 12-20 | 1585 | Creepr | ..... | .... | 3300 | 2 | 12 | 1500 | Weidely | 20 | 1200 | v-4 | 3¾x5½ | l |
| C. O. D. | 13-25 | 1395 | 4-w | rw-d | 108 | 6500 | 3 | 13 | 2400 | Own | 25 | 550 | h-2 | 6½x7 | .. |
| Coleman | ..... | ..... | 4-w | rw-d | .... | 4800 | 3 | 16 | 3000 | Climax | 30 | 750 | v-4 | 5x6½ | l |
| Common Sense | 8 | 2200 | 3-w | rw-s | 108 | 6000 | 4 | 20 | 3000 | H-Spill | 40 | 1200 | v-8 | 3½x5 | .. |

| Trade Name | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings in Transmission | No. of Forward Speeds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | Eureka | p | Kings | Donld | Mag | K-W | ⅞ | f | k-g-d | exp sh | Own | Tim&Hy | 2 |
| Allis-Chalmers | Own | t-s | Kings | Bennet | Mag | Eise | ⅞ | s | g | frict | Own | Guern | 1 |
| Allis-Chalmers | Own | t-s | Kings | Bennet | Mag | K-W | ⅞ | f-s | k-g | exp sh | Own | Hyatt | 2 |
| Allis-Chalmers | Own | p | Kings | Bennet | Mag | Kings | ⅞ | f-s | k-g | exp sh | Own | Own | 1 |
| Adams | Hopper | .. | ..... | ..... | Mag | ..... | .. | .. | ..... | ..... | Own | Plam | 1 |
| Adams | Hopper | .. | ..... | ..... | Mag | ..... | .. | .. | ..... | ..... | Own | Plam | 1 |
| All-Steel Oil | Bates | p | Bates | Bates | Mag | Sumpt | ½ | f | k | ..... | Own slid | ..... | 3 |
| Allwork | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | .. | k | frplate | Own | Own | 2 |
| American | S. J. | p | Holley | Bennet | Mag | Bosch | ⅞ | f | k-g | s-p | Foote | Hyatt | 2 |
| Andrews | Air | .. | Krice | None | Mag | Bosch | ½ | f | g | d-d | friction | Own | 5 |
| Appleton | Perfex | p | Scheb | Bennet | Mag | Bosch | ⅞ | f | k-g | d-d | Nuttall | Hyatt | 2 |
| Aultman & Tay | Hooven | p | Kings | Bennet | Mag | Eise | ⅞ | s | k-g | int-ex | Own | Hyatt | 1 |
| Aultman & Tay. | Hooven | p | Kings | ..... | Mag | Eise | ½ | f-s | k-g | friction | Own | Own | 2 |
| Aultman & Tay. | Hooven | p | Kings | None | Mag | Eise | ½ | f | k-g-d | exp | Own | Own | 1 |
| Austin | Modine | p | Bennet | Oren | Mag | K-W | ⅞ | f | kgda | d-d | Own | Hyatt | 1 |
| Austin | Modine | p | Bennet | Oren | Mag | K-W | .. | f | kgda | exp | Own | Hyatt | 1 |
| Auto Tiller | Own | p | Stmbg | Own | Mag | At-K | ⅞ | s | k-g | cone | Enclosed | Own | 1 |
| Avery | Own | t-s | Kings | none | Mag. | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 |
| Avery | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own sld | Own | 2 |
| Avery | Own | t-s | K. D. | nohe | Mag. | K-W | ½ | s | kgd | m-d | Own shd | Own | 2 |
| Avery | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | Own | t-s | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | Own | t-s | K. D. | none | Mag | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | Own | t-s | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 |
| Avery | Own | t-s | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Ownshd | Hyatt | 3 |
| Bates Steel Oil | Modine | p | Bennet | Bennet | Mag | Eise | ¾ | f | k-g-d | d-p | enclosed | Timken | 2 |
| Bean Track Pull | Perfex | p | Mayer | Donld | Mag | Bosch | ⅞ | s | d | ..... | Own | New Dep | 1 |
| Beeman | S.J. | t-s | Kings | Donld | Mag | Heinze | ½ | s | gas | special | Special | ..... | 1 |
| Belt-Rail | SpWith | p | Kings | Bennet | Mag | ..... | ⅞ | s | g-d | d-d | Own | Hyatt | 2 |
| Bemer | ..... | .. | Kings | ..... | Mag | Kings | .. | .. | ..... | ..... | Nuttall | Timken | .. |
| Bemer | ..... | .. | Kings | ..... | Mag | Kings | .. | .. | ..... | ..... | Nuttall | Timken | .. |
| Boring | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | s | k-g | int exp | Own | Hyatt | 2 |
| Buckeye | ..... | .. | ..... | Bennet | ..... | ..... | .. | .. | ..... | ..... | ..... | ..... | .. |
| Buckeye | ..... | .. | ..... | Bennet | ..... | ..... | .. | .. | ..... | ..... | ..... | ..... | .. |
| Bull | Own | p | Kings | Donld | Mag | K-W | .. | f | k-g-d | ext co | Own 3spr | ..... | 1 |
| Bullock Cr. Grip | Modine | p | Bennet | Bennet | Mag | Dixie | ⅞ | .. | k-g | exp sh | Own | ..... | 2 |
| Case | Own | p | Kings | Own | Mag | Kings | .. | s | k-g-d | exp sh | Own slid | Hyatt | 2 |
| Case | Own | p | Kings | Own | Mag | Kings | ⅞ | f-s | k-g | cone | Own slid | Hyatt | 1 |
| Case | Own | p | Kings | Own | Mag | K-W | ¾ | f | k-g | exp sh | Own slid | Hyatt | 2 |
| Case | Own | t-s | Kings | ..... | Mag | K-W | .. | f-f | k-g | exp sh | Own slid | Own | 2 |
| Case | Own | p | Kings | ..... | Mag | Sump | ⅞ | f-f | k-g | exp sh | Own slid | Own | 1 |
| Chase | Prefex | .. | Holley | Bennet | Mag | Kings | ⅞ | f | k-g-d | Own | Own | Hyatt | 2 |
| Cletrac | McCord | p | Kings | Clevel | Mag | Eise | ½ | f-f | k-g-d | d-p | Clevelnd | ..... | 1 |
| C. O. D. | S. J. | p | Kings | ..... | Mag | At-K | .. | f-f | k-g | Own | Own | Own | 1 |
| Coleman | Perfex | p | Stmbg | Own | Mag | Dixie | ⅞ | f | k | int exp | worm | Hy&Tim | .. |
| Common Sense | Todd | p | Kings | Bennet | Mag | K-W | ⅞ | f | g | ..... | ..... | Hyatt | 2 |

| Trade Name | Road Speeds M.P.H. | Final Drive | Make of Rear Axle | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 2½-3½ | ext spr | Own | Own | Own | Own | ..... | hor adj | 14 | 7 | 36 | 54 | 144 | 76 | ... | 17 |
| Allis-Chalmers | 1½-2½ | spur | ..... | ..... | ..... | ..... | ..... | swing | 10 | 5½ | 48 | ... | 174 | 60 | 28 | 28 |
| Allis-Chalmers | 2½-2½ | spur | Own | Hyatt | Own | Own | coil | swing | 15 | 7½ | 36 | 50 | 132 | 68 | 26 | 15 |
| Allis-Chalmers | 2½ | int | Own | Own | Own | Own | ..... | swing | 14½ | 6½ | 32 | 56 | 140 | 68 | 9 | 27 |
| Adams | ..... | cham | ..... | ..... | ..... | ..... | coal | ..... | 18 | 8 | 28 | 36 | 144 | 72 | ... | 17 |
| Adams | ..... | cham | ..... | ..... | ..... | ..... | coal | ..... | 22 | 10 | 36 | 50 | ... | ... | ... | ... |
| All-Steel Oil | 6 | int & w | Bates | Bates | Bates | Bates | coil | ..... | 10 | 7 | 30 | 50 | ... | ... | 10 | 16 |
| Allwork | 3 | spur | Own | Own | Own | Own | ..... | box adj | 12 | 7 | 32 | 48 | 125 | 76 | 24 | 14 |
| American | 3½ | int | Own | Own | Own | Own | ..... | swing | 18 | 8 | 32 | 52 | 126 | 75 | 10 | 14 |
| Andrews | 4-5 | chain | ..... | ..... | ..... | ..... | spiral | lat adj | 12 | 7 | 36 | 48 | 176 | 90 | 24 | 14 |
| Appleton | 2½-3½ | b & s | Own | Hyatt | Own | Plain | spiral | lat adj | 12 | 7½ | 36 | 54 | 152 | 67½ | 10 | 16 |
| Aultman & Tay | 2½ | Spur | Own | Own | Own | ..... | hel | swing | 20 | 8 | 36 | 70 | 150 | 80 | ... | 17 |
| Aultman & Tay. | 2.93 | spur | Own | Own | Own | ..... | ..... | ..... | 20 | 10 | 36 | 70 | 166 | 105 | 15 | 20 |
| Aultman & Tay. | 2.2 | spur | Own | Own | Own | ..... | ..... | angleadj | 24 | 11 | 44 | 90 | 220 | 131 | 17 | 22 |
| Austin | 2½-3½ | int | Own | Hyatt | Own | Own | elip | swing | 8 | 6 | ... | ... | 99 | 54 | 12 | 13½ |
| Austin | 1-3 | chain | Own | Hyatt | Own | Own | elip | swing | 20 | 6 | ... | ... | 151 | 73 | 12 | 17 |
| Auto Tiller | 1 1-6 | worm | Own | Own | Own | Own | none | v. adj | 9 | 8 | 42 | ... | 75 | 36 | ... | ... |
| Avery | 1½-4½ | spur | Own | Hyatt | Own | Own | none | swing | 10 | 5½ | 28 | 38 | 135 | 50 | 10½ | 17 |
| Avery | 1½-3 | spur | Own | Own | Own | Own | none | swing | 12 | 5¼ | 30 | 50 | 130 | 56 | 11 | 18 |
| Avery | 1½x2½ | spur | Own | Own | Own | Own | none | swing | 18 | 7 | 30 | 56 | 164 | 80 | 14 | 18 |
| Avery | 2-3 | spur | Own | Hyatt | Own | Own | none | swing | 16 | 7½ | 36 | 60 | 152 | 68 | 12 | 16 |
| Avery | 2-3 | spur | Own | Own | Own | Own | none | swing | 18 | 8 | 35 | 65 | 152 | 84 | 14½ | 15 |
| Avery | 2-3 | spur | Own | Own | Own | Own | none | swing | 22 | 8½ | 38 | 69 | 176 | 90½ | 20 | 16 |
| Avery | 1½-2½ | spur | Own | Own | Own | Own | none | swing | 26 | 10 | 42 | 87½ | 215 | 111 | 20½ | 20 |
| Avery | 1½x1½ | spur | Own | Own | Own | Own | None | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| Avery | 1½x4½ | spur | Own | Own | Own | Own | none | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| Bates Steel Oil | 2.4-3½ | spur | Own | Tim | Own | Tim | coil | adj | 12 | 10 | 30 | ... | 105 | 62 | 15 | 14 |
| Bean Track Pull | ..... | int | ..... | ..... | ..... | ..... | ..... | lat adj | 12 | 5 | ... | ... | 102 | 60 | 10 | ... |
| Beeman | ½-3 | gear | ..... | ..... | ..... | ..... | ..... | ..... | 4½ | 3½ | 25 | 9 | 86 | 17½ | 6 | 7¾ |
| Belt-Rail | 3½ | int | ..... | ..... | ..... | Tmken | ..... | double | 10 | 6 | 36 | ... | 110 | 72 | 18 | .. |
| Bemer | 2¼-4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ... | 40 | 54 | 124 | 77 | ... | ... |
| Bemer | 2¼-4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ... | 4 | 54 | 124 | 77 | ... | ... |
| Boring | 3½ | chain | Own | Hyatt | Own | Hyatt | ..... | ..... | 12 | 6 | 54 | 24 | 150 | 84 | 15½ | 33 |
| Buckeye | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Buckeye | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Bull | 2.4-2.7 | spur | Own | Hyatt | Fixed | ..... | ..... | v adj | 12 | 6½ | 30 | 60 | 163 | 78 | 13 | 14 |
| Bullock Cr. Grip | 2½ | Chain | ..... | ..... | ..... | ..... | ..... | swing | 12 | 8 | ... | ... | 108 | 81 | 12½ | 16 |
| Case | 2½-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 14½ | 5½ | 30 | 42 | 101 | 56 | 22 | 13½ |
| Case | 2½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 17 | 6½ | 30 | 52 | 150 | 67 | 11½ | 11 |
| Case | 2½-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 16 | 6½ | 32 | 52 | 127 | 72 | 27 | 14 |
| Case | 2-3 | spur | Own | Own | Own | Case | ..... | lat adj | 24 | 8½ | 40 | 66 | 177 | 100 | 20½ | 24 |
| Case | 2 | spur | Own | Own | Own | Case | ..... | lat adj | 32 | 12½ | 42 | 72 | 216 | 105 | 28 | ... |
| Chase | 2½-3 | int | Chase | Chase | Chase | Chase | coil | adj | 12 | 8 | 36 | 48 | 138 | 66 | 13 | 18 |
| Cletrac | 3½ | int | Own | Tim | ..... | Tim | s elip | fixed | 8 | 6 | ... | ... | 96 | 50 | 12 | 12 |
| C. O. D. | 2½ | bevel | Own | Own | Own | Own | ..... | lat adj | 18 | 8 | ... | 70 | 156 | 78 | 11 | ... |
| Coleman | 4 | worm | Own | Hyatt | Own | Hyatt | elip | ..... | 12 | 7 | 34 | 44 | 126 | 78 | 8½ | 6 |
| Common Sense | 2½-3½ | chain | ..... | ..... | ..... | ..... | ..... | lat adj | 22 | 8 | ... | 62 | 179 | 90 | 32 | ... |

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| Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Drawbar H.P. | Pounds Pulled at Plowing Speed | Engines: Make | Belt H.P. | Belt H.P. | Engines: Type & No. of Cyl. | Bore and Stroke | Position of Engine | Engines: Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Gap | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings in Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axles | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Rear Wheels: Diameter | Rear Wheels: Face | Front Wheels: Diam. | Rear Wheels: Diam. | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | 20-30 | 1750 | 4-w | rw-d | 77 | 4500 | 3 | 15 | 3000 | Buda | 30 | 30 | v-4 | 4½x6½ | l | Modine | p | Zenith | Bennet | Mag | Split | ½ | f | | friction | Own | Own | 3 | 1½-2½ | spur | Own | Own | Tim | Own | Tim | Own | semi | 12 | 12 | 28 | 40 | 125 | 56 | 20 | 12½ |
| Dogue-A | 20-30 | 2500 | 4-w | rw-d | 100 | 6500 | 3-4 | 20 | 6000 | Buda | 30 | 30 | v-4 | 4½x6½ | l | Perfex | p | Stmbg | Bennet | Mag | Bosch | ½ | e | | friction | Own | Own | 3 | 1½-2½ | bevel | Own | Own | Tim | Own | Tim | Own | spring | 12 | 12 | 40 | 40 | 116 | 56 | 20 | 12 |
| Dill | | 2490 | w | | | 4400 | | 20 | 600 | | | | | | | | | | Dunld | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eagle | 12-22 | 1400 | 4-w | rw-d | 81 | 6000 | 3 | 12 | 2500 | Own | 22 | 450 | h-2 | 7x8 | | Perfex | p | Linga | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | lat adj | 20 | 24 | 28 | 48 | 132 | 65 | 13 | 14 |
| Eagle | 16-30 | 1850 | 4-w | rw-d | 88 | 7100 | 4 | 16 | 3300 | Own | 30 | 460 | h-2 | 8x8 | | Perfex | p | Linga | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | lat adj | 24 | 10 | 32 | 53 | 141 | 70 | 14½ | 16 |
| Ebert | 12-20 | 775 | 2-w | | | 2600 | 2 | 12 | 2000 | Rellable | 20 | 700 | h-2 | 6x6 | | Modine | p | Kings | Own | Mag | Bosch | ½ | f | k-g | friction | Own | Own | 1 | 3-6 | roller | Hyatt | Hyatt | Tim | Own | Tim | Own | adj | 16 | 6 | 44 | 86 | 69 | 12 | 22 | 19 |
| Elgin | 12-25 | 1385 | 4-w | rw-d | 87 | 3500 | 2 to 3 | 10 | 2000 | Erd | 25 | 900 | v-4 | 4½x6 | l | Spire | p | Kings | Bennet | Mag | Sumpp | ½ | f | k-g | frplate | cone | Own | 2 | 2-6 | chain | Own | Own | Tim | Own | Hyatt | Own | swing | 9 | 12 | 30 | 42 | 122 | 64 | 22 | 19 |
| E-B | 9-16 | | 4-w | rw-d | 81 | 4250 | 2 | 9 | 1500 | Own | 15 | 800 | v-4 | 4¼x4½ | l | Perfex | p | Kings | Bennet | Mag | K-W | ½ | f | k-g | cone | Own | Own | 2 | 1.72 | sliding | Own | Own | Own | Own | Own | Own | | 12 | 6 | 30 | 54 | 150 | 72 | 27 | 16 |
| E-B | 12-20 | | 4-w | rw-d | 93 | 6500 | 3 | 12 | 2000 | Own | 20 | 850 | v-4 | 4½x5 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Own | 2 | 1.64 | sliding | Own | Hyatt | Own | Own | Own | Own | | 12 | 8 | 40 | 60 | 164 | 81½ | 30 | 16 |
| E-B (S. A. E.) | 12-20 | | 4-w | rw-d | 87 | 4335 | 3 | 12 | 2500 | Own | 20 | 900 | v-4 | 4½x5 | l | Modine | p | ..... | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Own | 2 | 1.81-2.33 | sliding | Own | Hyatt | Own | Own | Own | Own | | 12 | 6½ | 36 | 54 | 164 | 55 | 25 | 14 |
| E-B | 20-35 | | 4-w | rw-d | 125 | 9700 | 5 | 20 | 3300 | Own | 35 | 700 | v-4 | 6x7 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | cone | Own | Own | 2 | 1.71-2.26 | sliding | Own | Hyatt | Own | Own | Own | Own | | 16 | 9 | 42 | 72 | 190 | 75 | 38 | 20 |
| E-B (Reeves) | 40-65 | | 4-w | rw-d | 136 | 23000 | 8-10 | 40 | 10-000 | Own | 65 | 500 | v-4 | 7½x9 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-e | k | int | Own | Own | 1 | 2 | sliding | Own | Hyatt | Own | Own | Own | Own | | 22 | 10 | 44 | 90 | 192 | 111 | 23½ | 24 |
| Fageol Walk T | 9-18 | 1525 | 4-w | rw-d | 66 | 3000 | 2 | 6 | 1200 | Sycng | 15 | 960 | v-4 | 3¼x5 | l | Spire | p | Titon | Own | Mag | Dixie | ½ | f-e | k-d | exp | Tim&Fai | 1 | 2½ | 3.4 | spur | Tim | Own | Tim | Own | Own | Own | adj | 8 | 6 | 26 | 48 | 110 | 53 | 14 | 10 |
| Fair-Mor | 10-20 | | 4-w | rw-d | 77 | 3800 | 2-3 | 10 | 1750 | Own | 20 | 600 | h-2 | 5x6½ | o | Own | None | Own | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 1 | 3½ | chain | Own | Own | Own | Own | Own | Own | adj | 14 | 6½ | 27 | 48 | 116 | 55 | 17 | 12 |
| Farm Horse | 15-30 | 1485 | 4-w | rw-d | 96 | 4950 | 3-4 | 14 | 2400 | Climax | 34 | 800 | h-4 | 5x6½ | o | Modine | p | Kings | Bennet | Mag | K-W | ½ | f-e | k | friction | Own | Own | 2 | 1-4 | ext spr | Own | Own | Own | Own | Own | Own | swing | 14 | 7 | 32 | 48 | 128 | 60 | 25 | 14 |
| Farquhar | 15-25 | | 3-w | rw-d | 90 | 6000 | 3-4 | 15 | 2800 | Buda | 25 | 900 | v-4 | 4½x6 | | Perfex | p | Kings | Bennet | Mag | K-W | ½ | f-e | k | friction | Own | Own | 2 | 1-2.3 | ext spr | Own | Own | Own | Own | Own | Own | coil | 14 | 7 | 30 | 54 | 101 | 74 | 17 | 17 |
| Farquhar | 18 | | 4-w | rw-d | 132 | 16000 | 5-6 | 18 | 3600 | Own | 35 | 550 | v-4 | 6x8 | | Own | Own | Kings | Bennet | Mag | K-W | ½ | f-e | k | friction | Own | Own | 2 | 1-2.3 | ext spr | Own | Own | Own | Own | Own | Own | coil | 14 | 7 | 30 | 54 | 101 | 74 | 17 | 24 |
| Farquhar | 25 | | 4-w | rw-d | 132 | 19000 | 6-7 | 25 | 5000 | Own | 50 | 550 | v-4 | 7x8 | | Own | Own | Kings | Bennet | Mag | K-W | ½ | f-e | k | friction | Own | Own | 2 | 1-2.3 | ext spr | Own | Own | Own | Own | Own | Own | coil | 14 | 7 | 30 | 54 | 101 | 74 | 17 | 24 |
| Fitch 4-Drive | | 2500 | 4w-d | rw-d | 86 | 6000 | 4 | 20 | 3200 | Climax | 36 | 800 | v-4 | 5x6½ | l | Spirex | p | own | Bennet | Mag | Dixie | ½ | f | k | d-d | Cone | Own | 3 | 11-4 | b-s | Tim | Own | Tim | Own | Own | Bower | eo l | 14 | 7 | 30 | 38 | 102 | 61 | 12 | 24 |
| Flour City Jr | 4-20 | | 4-w | rw-d | 91 | 5000 | 3 | 4 | 1000 | Own | 20 | 350 | v-4 | 5x6 | | Modine | p | Sebeb | Sebeb | Mag | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2-3 | chain | Own | Own | Own | Own | Own | Own | | 24 | 6 | 28 | 72 | 146 | 80 | 12 | 12 |
| Flour City | 20-35 | | 4-w | rw-d | 91 | 5800 | 3-4 | 5-6 | 1400 | Own | 35 | 500 | v-4 | 6½x7 | | ..... | ..... | Sebeb | Sebeb | Mag | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2-3 | chain | Own | Own | Own | Own | Own | Own | | 24 | 6 | 28 | 72 | 146 | 80 | 12 | 12 |
| Flour City | 30-50 | | 4-w | rw-d | 92 | 5300 | 3-4 | 6-8 | 1800 | Own | 50 | 275 | v-4 | 6½x7 | | ..... | ..... | Sebeb | Sebeb | Mag | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2-3 | chain | Own | Own | Own | Own | Own | Own | | 24 | 6 | 28 | 72 | 146 | 80 | 12 | 12 |
| Flour City | 40-70 | | 4-w | rw-d | 63 | 7700 | 6-8-10 | 40 | 1800 | Own | 70 | 1000 | v-4 | 7½x9 | | ..... | ..... | Holley | Holley | Mag | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2-3 | chain | Own | Own | Own | Own | Own | Own | | 24 | 6 | 28 | 72 | 146 | 80 | 12 | 12 |
| Fordson | 22 | 750 | 4-w | rw-d | 104 | 6100 | 3 | 13 | 2500 | Wauk | 25 | 1000 | v-4 | 4½x5 | l-t | Eureka | p | Kings | Bennet | Mag | Own | ½ | e | k | d-p | Sel | Own | 2 | 1-7 | worm | Own | Own | Tim | Own | Hyatt | Own | semi | 8 | 4 | 24 | 40 | 102 | 63 | 21 | 13 |
| Four-in-One | 20-35 | 2250 | 3-w | rw-d | 104 | 6100 | 3 | 20 | 2500 | Wauk | 35 | 900 | v-4 | 4½x5 | l | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k | d-p | enclosed | Hyatt | 3 | 1-7 | chain | Guern | Own | Guern | Own | Tim | Hyatt | spiral | 24 | 8 | 40 | 60 | 156 | 84 | 10 | 6½ |
| Frick | 12-25 | 1650 | 4-w | rw-d | 92 | 5800 | 3 | 12 | 2440 | Erd | 25 | 900 | v-4 | 4x6 | o | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k | d-p | Sel | Hyatt | 2 | 2.8-3.8 | chain | Own | Own | Own | Own | Own | Own | adj | 13 | 7 | 30 | 60 | 158 | 77 | 25 | 15½ |
| Fulton | 12-22 | | 3-w | fw-d | 107 | 2500 | 2 | 12 | 2300 | Wauk | | | v-4 | 3½x5½ | | Own | p | Kings | Own | Mag | Bosch | ½ | k | g | friction | gearless | ..... | 1 | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | | 10½ | | | | | | | |
| Gile | 9 | 1145 | 4-w | rw-d | 93 | 6500 | 4 | 18 | 4000 | Gile | 36 | 875 | v-4 | 4½x6½ | | Modine | p | ..... | Bennet | Mag | ..... | ½ | f | k-g | frplate | enclosed | S K F | 2 | 2½-3½ | bevel | Own | Own | Tim | Own | Tim | Own | coil | 16 | 8 | 38 | 60 | 150 | 72 | 12 | |
| G. O | F | 1495 | 4-w | r-wd | 85 | 4200 | 3 | 12 | 2250 | Wauk | 22 | 900 | v-4 | 4½x5½ | | Perfex | p | Kings | Bennet | Mag | Eise | ½ | f | k-g | friction | friction | SKF | 2 | 2-3½ | spur | Own | Own | Own | Own | Own | Own | coil | 10 | 6 | 30 | 45 | 123 | 68 | 13 | 8 |
| G. O | G | 2100 | 4-w | rw-d | 106 | 6250 | 4 | 20 | 3500 | Wauk | 35 | 900 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | enclosed | SKF | 2 | 2-3½ | spur | Own | Own | Own | Own | Own | Own | coil | 12 | 6 | 30 | 45 | 123 | 68 | 13 | 8 |
| Grain Belt | 15-35 | | 4-w | rw-e | 106 | 6250 | 4 | 15 | 3300 | Wauk | 38 | 900 | v-4 | 4½x6½ | | S. J. | | Kings | Bennet | Mag | Bosch | ½ | f-e | k | friction | enclosed | Hyatt | 2 | 2½-3½ | spur | Own | Own | Own | Own | Own | Own | coil | 16 | 8 | 40 | 60 | 132 | 97 | 16 | |
| Gray | 18-36 | | 3-w | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hackney | | 1250 | 4-w | rw-d | 84 | 3000 | 2-3 | 12 | 1800 | Field | 20 | 850 | h-4 | 3½x6 | o | Own | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 1 | 3-4 | int | Own | Own | Own | Own | Own | Own | adj | 14 | 8½ | 30 | 48 | 118 | 68 | | 32 |
| Hart Parr | 30 | 1395 | 4-w | rw-d | 90 | 4158 | 3 | 30 | 3000 | Own | 30 | 750 | h-2 | 6½x7 | | Perfex | p | Dray | Own | Mag | K-W | ½ | f-e | k | co-bud | Own | Own | 2 | 2-3 | int | Own | Own | Own | Own | Own | Own | swing | 14 | 8½ | 28 | 52 | 141 | 71 | 26 | 17½ |
| Heider | d | 1070 | 4-w | rw-d | 90 | 4000 | 3 | 9 | 1500 | Wauk | 16 | 800 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f-e | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | coil | 12 | 6 | 30 | 54 | 130 | 66 | 25 | 20 |
| Heider | e | 1395 | 4-w | rw-d | 96 | 6000 | 3 | 12 | 2000 | Wauk | 20 | 750 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f-e | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | coil | 14 | 7 | 30 | 57 | 144 | 74 | 25 | 20 |
| Hoke | 12-24 | 1195 | 4-w | rw-d | 84 | 3600 | 2-3 | 12 | 1200 | Wauk | 24 | 1000 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f-e | k-g | friction | enclosed | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | coil | 14 | 7 | 30 | 61 | 192 | 72 | 12 | 24 |
| Hollis | 15-25 | 1375 | 4-w | fw-d | 54 | 2750 | 3 | 15 | 1000 | Light | 25 | 1600 | v-4 | 3½x4½ | o | Bremer | p | Zenith | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 1 | 3 | bevel | Own | Hyatt | Own | Own | Own | Own | coil | 14 | 7 | 30 | 38 | 136 | 76 | 14½ | 12 |
| Holt | | | Creepr | | | 9400 | | | | | | | v-4 | 4½x6 | | | | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | | 24 | 6 | 30 | 46 | 124 | 63 | 12 | 12 |
| Holt | | | Creepr | | | 18000 | | | | | | | v-4 | 6½x7 | | | | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | | 24 | 6 | 30 | 46 | 146 | 80 | 12 | 12 |
| Holt | | | Creepr | | | 26500 | | | | | | | v-4 | 7x8 | | | | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | | 24 | 6 | 30 | 46 | 252 | 104 | | |
| Holt | | | Creepr | | | 25200 | 8-12 | | | | | | v-4 | 7½x8 | | | | Kings | Bennet | Mag | Dixie | ½ | f | k-g | friction | Own | Own | 2 | 2-3 | spur | Own | Own | Own | Own | Own | Own | | 24 | 6 | 30 | 46 | 240 | 104 | | |
| Huber | Light 4 | | 4-w | rw-d | 91 | 5000 | 3 | 12 | 2500 | Wauk | 25 | 10.0 | v-4 | 4½x6½ | o | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | d-p | enclosed | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | Own | Own | swing | 13 | 7 | 40 | 60 | 150 | 74 | 24 | 16½ |
| Hudson | L | 1985 | 4-w | rw-d | 92 | 5800 | 3-4 | 20 | 3000 | Buda | 35 | 1000 | v-4 | 4½x6½ | o | Perfex | p | Kayrid | ..... | Mag | Dixie | ½ | f | k-g | d-p | enclosed | Tim | 2 | 2½-4 | spur | Own | Own | Own | Own | Own | Own | float | 24 | 6 | 36 | 56 | 164 | 56 | 12 | 16½ |
| Hudson | | | 4-w | rw-d | 92 | 5300 | 3-4 | 20 | 3500 | Buda | 35 | 1100 | v-4 | 4½x6½ | o | Perfex | p | Rayfld | ..... | Mag | Dixie | ½ | f | k-g | d-p | enclosed | Tim | 2 | 2½-4 | spur | Own | Own | Own | Own | Own | Own | float | 24 | 6 | 36 | 56 | 164 | 56 | 12 | 16½ |
| I. H. C | 6-12 | | 4-w | rw-d | 72 | 3400 | | 6 | | LaRoi | 12 | 1000 | v-4 | 3½x4½ | | Own | p | Own | Stmbg | Mag | Dixie | ½ | f | k-g | d-d | enclosed | Foote | 2 | 2½ | bevel | Own | Hyatt | Own | Own | Own | Own | rigid | 8 | 3 | 34 | 54 | 120 | 64 | 16 | 16½ |
| Illinois | c | 4575 | 4-w | rw-d | 90 | 5000 | 4 | 18 | 4400 | Climax | 30 | 800 | v-4 | 5½x6½ | l | Modine | p | Stmbg | Bennet | Mag | Dixie | ½ | f | k-g | d-d | enclosed | Own | 2 | 2½-3 | spur | Own | Hyatt | Own | Own | Own | Own | swing | 24 | 6 | 34 | 54 | 142 | 72 | 22 | 16½ |
| Imperial Forty | 8-16 | 4500 | 4-w | rw-d | 137 | 20800 | 10-12 | 40 | 7000 | Imp | 70 | 400 | o-4 | 7½x9 | e | Own | p | Kings | Bennet | Mag | Own | ½ | f | k-g | exp | friction | Own | 2 | 1.5-3 | spur | Own | Own | Own | Own | Own | Own | swing | 30 | 12 | 40 | 64 | 215 | 110 | 30 | 18 |
| International | 15-30 | 1900 | 4-w | rw-d | 85 | 3300 | | 15 | 2350 | Own | 30 | 575 | h-4 | 6½x8 | l | Own | p | Own | Own | Mag | K-W | ½ | f | k-g | friction | enclosed | Covert | 2 | 1.8-2.4 | chain | Own | Own | Own | Own | Own | Own | swing | 12½ | 8½ | 32 | 40 | 64 | 65½ | 19 | |
| International | | 1900 | 4-w | rw-d | 96 | 9700 | 4 | 15 | 3000 | Own | 30 | 1000 | v-4 | 4½x6 | l | Own | p | Kings | Bennet | Mag | K-W | ½ | f | k-g | friction | enclosed | Bulk Hy | 3 | 1½-2½ | 5 spur | Own | Tinn | Own | Hyatt | ..... | floating | 10 | 8 | 29 | 36 | 126 | 60 | 13 | 17 |
| J. T | N.C. | 2800 | Creepr | ..... | 74 | 6500 | 3-4 | 16 | 3200 | Chief | 40 | 1000 | v-4 | 4½x6 | l | McCord | p | Own | Bennet | Mag | K-W | ½ | f | k | m-d | Covert | Bulk Hy | 3 | 1½-2½ | 5 spur | Own | Tinn | Own | Hyatt | ..... | floating | 10 | 8 | 29 | 36 | 126 | 60 | 13 | 17 |
| Kardell Utility | 8-16 | 1250 | 4-w | rw-d | | 2700 | 2-14 | 8 | 1600 | Wisc. | 10 | 1000 | v-4 | 3½x4½ | | Eureka | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | flat | enclosed | Own | 2 | 2½-5 | spur | Own | Hyatt | Own | Tim | Own | Tim | coil | 12 | 6 | 30 | 48 | 98 | 56 | 15 | 17 |
| KenkGonnerm | 12-24 | 1500 | 4-w | rw-d | 88 | 6500 | 3 | 12 | 2000 | Own | 24 | 650 | h-2 | 6½x8 | | Own | p | Sebeb | Bennet | Mag | Dixie | ½ | f | k-g | co bud | enclosed | Hyatt | 2 | 2½-3½ | spur | Own | Hyatt | Own | Plain | Own | Plain | coil | 12 | 6 | 30 | 48 | 150 | 78 | 15 | 17 |
| Kenson | | | 4-w | | | | | | | Wauk | | | v-4 | 4½x6½ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| La Crosse | J | 1250 | 4-w | rw-d | 91 | 4000 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | o | Modine | p | Kings | Bennet | Bat | At-UC | ½ | f | k | co bud | Own | Own | 2 | 2½ | in-g | Own | Hyatt | Own | Own | Own | Own | | 11 | 7½ | 36 | 56 | 135 | 82½ | 14½ | |
| La Crosse | | 1150 | 3-w | r-wd | 106 | 3800 | 3 | 24 | 1750 | Own | 24 | 750 | h-2 | 6½x7 | o | Modine | p | Kings | Own | Bat | At-K | ½ | f | k | co bud | Own | Own | 1 | 2½ | in-g | Own | Hyatt | Own | Own | Own | Own | | 11 | 7½ | 31 | 58 | 150 | 82½ | 14½ | |
| Lang | | 1485 | 3-w | rw-d | 116 | 4200 | 3-4 | 15 | 2000 | Climax | 30 | 800 | v-4 | 4½x6½ | | Modine | p | Stmbg | Bennet | Mag | Dixie | ½ | f | k-g | e | Own | Own | 1 | 5 | ..... | Own | Tim | Own | Own | Own | Own | | 14 | 8 | 50 | 80 | 116 | ..... | 12 | 14½ |
| Lauson | 15-25 | 1985 | 4-w | rw-d | 86 | 6000 | 3-4 | 20 | 2900 | Beaver | 25 | 960 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | int exp | own sld | Own | 2 | 1½-2½ | chain | Own | Hyatt | Own | Own | Own | Own | rigid | 18 | 8 | 32 | 54 | 126 | 74 | 20 | 15 |
| Leader | 6-18-30 | 2250 | Creepr | track | 94 | 6500 | 4 to 6 | 18 | 4400 | TwinCy | 35 | 700 | v-4 | 5½x7½ | | Eureka | p | Kings | Bennet | Mag | K-W | ½ | f | k-d | cone | Own | Modern | 2 | 1½-3 | chain | Own | Hyat | Own | Tim | Own | Tim | coil | 14 | 7 | 30 | 43 | 153 | 64 | 20 | 15 |
| Leonard | 5-12-18 | 1000 | 4-w | rw-d | 81 | 4800 | 2 to 3 | 12 | 2000 | Own | 24 | 800 | o-2 | 6½x8 | | Eureka | p | Kings | Own | Mag | Dixie | ½ | f | k-d | exp sh | enclosed | Own | 2 | 2½-3½ | chain | Own | Own | Own | Own | Own | Own | swing | 14 | 7 | 30 | 43 | 129 | 60 | 15 | 13 |
| Liberty | 20-30 | 1650 | 4-w | 4w-d | 98 | 6000 | 3-4 | 20 | 4000 | Beaver | 30 | 800 | u-4 | 4½x6½ | | Loag | p | Zenith | Own | Mag | Dixie | ½ | f | k-d | ..... | enclosed | Own | 2 | 2½-3½ | int | Own | Own | Own | Own | Own | Own | adj | 16 | 8 | 30 | 50 | 136 | 72 | 20 | 14 |
| Line Drive | d | 2250 | 4-w | rw-d | 97 | 6775 | | 18 | ..... | Climax | 30 | 800 | u-4 | 4½x6½ | | Stmbg | p | Stmbg | Bennet | Mag | Dixie | ½ | f | k-g | esp | own sel | Own | 2 | 2½-3½ | spur | Own | Own | Own | Own | Own | Own | Cross | 11½ | 8 | 34 | 50 | 131 | 66 | 20 | 14 |
| | | | | fw-d | | 5400 | | | | Wauk | 25 | 900 | v-4 | 4½x6½ | | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f | k-g | | enclosed | Hyatt | 2 | 2½-4½ | spur | Own | Hyatt | Own | Own | Own | Own | swing | 11½ | 8 | 34 | 48 | 134 | 66 | | |

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Loaded M. I. W. | | | 2-w | rw-d | | 5000 | 3 | 102250 | Own | 20675 | o-2 | 5½x7 | l | Perfex | ep | Kings | Bennet | Mag | K-W | ½ | f | k | exp | | | 1 | 2½ | spur | | | Own | | | positive | 12 | 10 | 60 | | 156 | 84 | | |
| Master | 15-30 | 1650 | 2-w | rw-d | 105 | 4500 | 3 | 153000 | Doman | 20750 | v-4 | 4½x6 | | S. J. | p | Bennet | Bennet | Mag | Dixie | | s | k-g | | enc nutt | Hyatt | 2 | 2.6-1½ | spur | | | | Hyatt | | adj | 15 | 8 | | 66 | 210 | 86 | 18 | |
| Maxfer | 15-30 | 2850 | 4-w | rw-d | 115 | 4000 | 3 | 12 | Buda | 20900 | v-4 | 4½x5½ | | | p | Stmbg | | Mag | Bosch | | f | g | | enclosed | Fuller | 2 | 2⅛ | | | Hyatt | | Bock | | adj | 15 | 8 | | 54 | 190 | 70 | 25 | |
| Maxim | a | 1685 | 4-w | rw-d | 78 | 3865 | 3 | 123200 | Own | 24900 | v-4 | 4½x5½ | l | Perfex | p | Holley | Bennet | Mag | Dixie | | s | k-g | d-d | Own | Hyatt | 3 | | worm | Own | Tim | Own | Tim | semi | | 8 | 8 | 30 | 40 | 118 | 68 | 21 | 11 |
| Mid-West | 9-18 | 1085 | 4-w | rw-d | | 3500 | 2-3 | 9 1500 | Gile | 18750 | h-2 | 5x6½ | | Perfex | p | Kings | Bennet | Battery | At-K | ½ | f-s | g | int-ex | Own | | | | Bull | | | | | | lat adj | 11 | 6 | | 56 | 128 | 70 | 13 | |
| Minneapolis | 15 | | 4-w | rw-d | | 6600 | 3 | 15 | Own | 30750 | v-4 | 4½x7 | c | Modine | p | Kings | Bennet | Mag | K-W | | s | k | | | Own | 2 | 2½-3 | spur | Own | Own | Own | Own | | | 15 | 6½ | 36 | 56 | 166 | 81½ | | |
| Minnesota | 18-36 | | 4-w | rw-d | 102 | 8000 | 4 | 18 | Own | 36500 | o-2 | 7½x8 | | Perfex | p | Kings | | Mag | Dixie | ½ | f | k | | | | 1 | 2½ | spur | | | | | | adj | 16 | 10 | | 61 | 144 | 68 | 30 | |
| Mogul | 10-20 | | | rw-d | 90 | 5500 | 3 | 10 | Own | 20400 | h-1 | 8½x12 | | | p | Own | Own | Mag | | ½ | f | k-g-d | | | | 2 | 1.8-2½ | chain | | | | | | | 20 | 10½ | | 54 | 135 | 56 | 10 | |
| Moline Universal | 9-18 | 1500 | 2-w | fw-d | | 3380 | 2 | 9 2000 | Own | 181000 | v-4 | 3½x5 | l | Modine | t-s | Holley | Benne | Battery | Remy | ½ | f | g | b & b | Own | Hyatt | 1 | 3½ | bevel | | Hyatt | Own | Hyatt | | adj | 9 | 6½ | 52 | | 160 | 54 | 16 | 29 |
| Monarch | 12-7 | 1550 | Creepr | | | 3200 | 1-2 | 6 1200 | Kerm | 12800 | v-4 | 4x4 | | Perfex | p | Kings | Own | Mag | K-W | | s | k-g | | enclosed | | | | chain | | | | | | swing | 14½ | 6½ | | | 94 | 54 | 5 | 12½ |
| Monarch | 12-20 | 2050 | Creepr | | | 6900 | 3 | 122250 | Erd | 20850 | v-4 | 4x6 | | Perfex | p | Kings | Bennet | Mag | K-W | ½ | f | k-g | | enclosed | Hyatt | 2 | 2-3 | chain | | | | | | swing | 16 | 8 | | | 114 | 64 | 5½ | 16 |
| Monarch | 18-3 | 2350 | Creepr | | | 7500 | 4 | 183300 | Beaver | 30750 | v-4 | 4½x6 | | Perfex | p | Kings | Bennet | Mag | K-W | ½ | s | k-g | | enclosed | Hyatt | 2 | 2-3 | chain | | | | | | swing | 16 | 8 | | | 126 | 66 | 5½ | 16 |
| Motox | 12-34 | | 4-w | rw-d | 76 | 4300 | 3-4 | 122500 | Buda | 24980 | v-4 | 4½x5½ | | Modine | p | Kings | Own | Mag | Kings | ½ | s | k-g | | enc spur | Hyatt | | | spur | | | | | | adj | 10 | 6½ | | 42 | 122 | 63 | 8 | |
| New Age | 16-2 | | 3-w | fw-d | | 4400 | 3 | 16 | Beaver | 28900 | v-4 | 4½x6 | | S. J. | p | Kings | Own | Mag | Dixie | ½ | s | k-g | | enclosed | Hyatt | 2 | 2.3-3.6 | spur | | | | | | swing | 13 | 6½ | 60 | | 173 | 74½ | 11 | |
| Nichols-Shepard | 25-50 | | 4-w | rw-d | 114 | 19000 | 6 | 25 | Own | 50375 | h-2 | 9x12 | l | Own | p | Kings | | | | ½ | f | k-g | int exp | Own | Own | 1 | 2-2.42 | spur | Own | Own | Own | Own | | lat adj | 24 | 9 | 43 | 69 | 187 | 113 | 18½ | |
| Nichols-Shepard | 35-70 | | 4-w | rw-d | 135 | 24000 | 8-10 | 35 | Own | 70300 | h-2 | 10½x14 | | Own | p | Kings | | | | ½ | f | k-g | | | | 1 | | spur | | | | | | lat adj | 30 | 12 | | 73 | 222 | 134 | 20 | |
| Nilson | Juni | 1775 | 5-w | 3-rw | 84 | 5000 | 3-4 | 163000 | Wauk | 25900 | v-4 | 4½x5¼ | l | Modine | p | Kings | Bennet | Mag | K-W | ½ | s | k-g | exp sh | Own | Hyatt | 2 | 2½-5 | chain | Own | Hyatt | Own | Hyatt | s-elip | adj | 20 | 6 | 32 | 50 | 139 | 80 | 32 | 11 |
| Nilson | Seni | 2475 | 5-w | 3-rw | 100 | 6400 | 4-5 | 244000 | Wauk | 36800 | v-4 | 4¾x6¾ | | Modine | p | Kings | Bennet | Mag | K-W | ½ | | k-g | | Own | Hyatt | 2 | 2½x5½ | chain | Own | Hyatt | Own | Hyatt | s-elp | lat adj | 24 | 8 | 36 | 52 | 163 | 89 | 34 | 13 |
| Oliver | 15-30 | 3000 | Creepr | | | 7000 | 3-4 | 152500 | Beaver | 30 | v-4 | 4½x6 | | Modine | p | Bennet | Bennet | Mag | Dixie | ½ | | k-g | | Own enc | Hyatt | 2 | 1½-2½ | spur | | Hyatt | | Hyatt | | adj | 21 | 7 | | | 137 | 60 | 11 | 13 |
| Parrett | H | | 4-w | rw-d | 92 | 5225 | 3 | 122800 | Buda | 251000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Own | Mag | Eise | ½ | f | k-g | plate | Own | S K F | 3 | 4 | int | Own | Hyatt | Own | Hyatt | none | swing | 12 | 7½ | 46 | 60 | 158 | 77½ | 22 | 16½ |
| Peoria | j-12-25 | 1985 | 4-w | rw-d | 96 | 5100 | 3 | 123000 | Climax | 25700 | v-4 | 5x6½ | l | Eureka | p | Stmbg | Bennet | Mag | Eise | | | k | d-d | Nuttall | Hyatt | 2 | 2½-4 | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 56 | 120 | 64 | 26 | 14 |
| Pioneer | 18-36 | | 4-w | rw-d | 90 | 6000 | 4 | 184000 | Own | 36750 | h-4 | 5½x6 | | S. J. | p | Kings | Bennet | Mag | K. W | ½ | | k | m-d | Own | Timken | 3 | 1½x4½ | spur | Own | Tim | Own | Tim | s-elip | lat adj | 14 | 7 | 36 | 60 | 144 | 72 | 26 | 16 |
| Pioneer | 30 | | 4-w | rw-d | 156 | 24000 | 10 | 408000 | Own | 75650 | h-4 | 7x8 | | S. J. | p | Kings | Opt | Mag | K-W | ½ | f | k | | enclosed | | 3 | 1½-4½ | spur | | | | | coil | lat adj | 17½ | 15 | | 96 | 237 | 120 | 60 | |
| Plowman | 13-30 | 1595 | 4-w | rw-d | 99 | 4400 | 2-3 | 132800 | Buda | 301000 | v-4 | 4½x5½ | l | Perfex | p | Bennet | Bennet | Mag | Dixie | ½ | s | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Own | Own | Own | | swing | 12 | 7 | 36 | 60 | 156 | 66 | 16½ | 20 |
| Plowman | 15-30 | 1895 | 4-w | rw-d | 99 | 4800 | 3-4 | 153300 | Buda | 30900 | v-4 | 4½x6 | l | Perfex | p | Stmby | Lenard | Mag | Dixie | ½ | f | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Hyatt | Own | | | swing | 14 | 8 | 30 | 60 | 156 | 66 | 15 | 21 |
| Pontiac | 15-30 | 1485 | 4-w | rw-d | | 4500 | 3-4 | 123000 | Own | 32350 | h-1 | 9x12 | | | | Own | | Mag | Dixie | ½ | f | k | | enclosed | Bronze | 1 | 2 | int | | | | Own | | lat adj | 20 | 10 | | 60 | 148 | 53 | | |
| Port Huron | A | 1600 | 4-w | rw-d | 93 | 5700 | 3 | 122200 | Erd | 25900 | v-4 | 4x6 | l | Perfex | p | Kings | Bennet | Mag | Kings | ½ | f-s | k-g | | Own spr | S K F | 7 | 1½-4 | spur | Own | Own | Own | Hyat | coil | swing | 14 | 8 | 34 | 56 | 156 | 75 | 12 | 12 |
| Powell | 18-30 | | 4-w | rw-d | 84 | 4500 | 3-4 | 183000 | Climax | 30750 | v-4 | 5x6½ | | Perfex | p | Kings | Own | Mag | Dixie | ½ | s | k-g | | enclosed | | 2 | 2-5 | int | Own | Own | Own | Own | | adj | 14 | 7 | 32 | 48 | 123 | 72 | 7 | 12 |
| Power | E | 1485 | 4-w | rw- | 95 | 4250 | 3-4 | 152500 | Own | 30500 | h-1 | 9x12 | l | own | | own | Own | Batt'y | Kings | | b | k | m-d | Own | Own | 1 | 3 | int | Own | Own | Own | Own | | adj | 20 | 9 | 28 | 60 | 148 | 53 | 100 | 16 |
| Prairie Dog | L | 1250 | 3-w | rw-s | 97 | 3000 | 2 | 101500 | Wauk | 18950 | v-4 | 3¾x5¼ | l | Perfex | p | Bennet | Bennet | Mag | Dixie | ½ | s | kgda | c | Own gear | Hyatt | 2 | 6 | spur | Own | Hyatt | laVigne | | s-elip | adj | 10 | 6 | 32 | 48 | 156 | 74 | 13 | 16½ |
| R. & P. | 12-20 | 1365 | 4-w | rw-d | 70 | 3500 | 2 | 12 | Wauk | 20900 | v-4 | 3¾x5¼ | | | p | Kings | Bennet | Mag | Eise | ½ | f | k-g | | Fuller | N-D | 3 | 1½-5 | int | | | | Tim | | lat adj | 8 | 7 | | 40 | 120 | 66½ | 2½ | |
| Rex | 12-25 | 1800 | 4-w | rw-d | | 5600 | 3 | 122400 | Wauk | 25900 | v-4 | 4½x5½ | | Perfex | p | Kings | | Mag | Eise | ½ | | k-g | exp sh | enclosed | S K F | 2 | 2½x4 | spur | Own | none | Own | | | swing | 12 | 7 | 46 | 60 | 108 | 78 | 21 | 16 |
| Royal | | | 2-w | | | 3000 | | | | 1200 | v-4 | 3¾x4½ | | | | | | | | | | k | d | Foote | Hyatt | 3 | | | | | | Hyatt | | | 6 | 8 | | | | | | |
| Royer | 1919 | 1650 | 4-w | rw-s | 84 | 5000 | 3 | 122200 | Erd | 25850 | v-4 | 4x6 | l | Perfex | p | Berl | Own | Mag | Kings | | f-s | k-g | friction | friction | | 1 | 2-3½ | chain | Own | Own | Own | Own | | | 18 | 8 | 32 | 56 | 156 | 84 | 18 | 18 |
| Rumely Oil Pull | 12-20 | | 4-w | rw-d | 80½ | | 3 | 122150 | Own | 20560 | h-2 | 6x8 | l | Own | p | Own | Don'ld | Mag | Bosch | ½ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2.1-3.2 | spur | Own | Hyatt | Own | Own | | adj | 19 | 7 | 34 | 51 | 132 | 64 | 14 | 13½ |
| Rumely Oil Pull | 16-30 | | 4-w | rw-d | 92½ | | 4 | 162850 | Own | 30530 | h-2 | 7x8½ | l | Own | p | Own | Don'ld | Mag | Bosch | ½ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2.1-3 | spur | Own | Hyatt | Own | Own | | adj | 23 | 8½ | 40 | 56 | 155 | 80½ | 17 | 13½ |
| Rumely Oil Pull | 20-40 | | 4-w | rw-d | 103 | | 5-6 | 203750 | Own | 40450 | h-2 | 8x10 | l | Own | p | Own | Don'ld | Mag | Bosch | ½ | f-s | k-d | exp sh | Own | Hyatt | 2 | 2-3.2 | spur | Own | Hyatt | Own | Own | coil | adj | 26 | 9 | 44 | 64 | 175 | 89 | 21 | 17½ |
| Rumely Oil Pull | 30-60 | | 4-w | rw-d | 141 | | 8-10 | 305900 | Own | 60375 | h-2 | 10x12 | l | Own | p | Own | None | Mag | Bosch | ½ | f-s | k-d | exp sh | Own | Own | 1 | 1.9 | spur | Own | Own | Own | Own | | adj | 36 | 11 | 44 | 80 | 228 | 116 | | 18 |
| Russell | 12-24 | | 4-w | rw-d | 94 | 5600 | 2-3 | 122000 | Wauk | 241000 | v-4 | 4½x5½ | l | | p | Kings | Bennet | Mag | | ½ | s | k-g | | enclosed | | 3 | | bevel | | | | | | lat adj | 12½ | 7 | 28 | 53 | 139 | 70 | 35 | |
| Russell | 15-30 | | 4-w | rw-d | 100 | 6000 | 3-4 | 153000 | Wauk | 30950 | v-4 | 4½x6½ | l | | p | Kings | Bennet | Mag | | | s | k-g | | enclosed | | 3 | | spur | | | | | | lat adj | 12½ | 8 | 30 | 53 | 145 | 70 | 34 | |
| Russell | 20-40 | | 4-w | rw-d | 110 | 7600 | 4-5 | 204000 | Model | 40825 | v-4 | 5½x7 | l | | p | Kings | Bennet | Mag | | ½ | f-s | k-g | | enclosed | | 2 | | spur | | | | | | lat adj | 12½ | 8 | 32 | 60 | 162 | 65½ | 35 | |
| Russell | 40-80 | | 4-w | rw-d | 149 | 23000 | 8-10 | 408000 | Own | 80525 | v-4 | 8x10 | l | | p | Kings | Bennet | Mag | Bosch | ½ | f-s | k-g | | enclosed | | 2 | | spur | | | | | | lat adj | 24 | 10 | 42 | 84 | 234 | 115 | 38 | |
| Samson. Sieve | 30-x | 1626 | 3-w | rw-d | 106 | 5800 | 4 | 153000 | Own | 25850 | v-4 | 4½x6 | l | Own | p | Marve | GMC | Battery | Remy | | f | k-g-d | int exp | Own | Own | 1 | 15-35 | int gr | Own | Own | Own | Own | worm | ver adj | 12 | 8 | 28 | 41 | 160 | 64½ | 25 | 10 |
| Samson. Grip | s-25 | 1500 | 3-w | rw-d | 105 | 5800 | 3 | 101800 | Own | 25650 | v-4 | 4½x6½ | l | Own | p | Marvel | Nodust | Mag | At-K | | f-s | k-g-d | exp | bevel | Own | 1 | 1½x3½ | | Own | Own | Own | Own | | straight | | 8 | 28 | 41 | 150 | 63 | 18 | 14 |
| Sandusky | 10-20j | 1500 | 4-w | rw-d | 76 | 4080 | 2 | 102000 | Dauch | 201000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Bennet | Mag | Dixie | ½ | f-s | k-g-d | cone | sel | Hyatt | 2 | 2-3½ | worm | Own | Brons | Own | Bronze | spiral | floating | 10 | 8 | 32 | 48 | 120 | 62 | 16 | 10½ |
| Sandusky | 15-35e | 2500 | 4-w | rw-d | 100 | 7670 | 4 | 153500 | Dauch | 35800 | v-4 | 5x6½ | c | Perfex | p | Kings | Bennet | Mag | Dixie | | f-s | k-g-d | exp | sel | Bronze | 3 | 2-5 | int | Own | Brons | Own | Bronze | spiral | swing | 15 | 10 | 36 | 56 | 147 | 84 | 18 | 15 |
| Short Turn | 20-30 | 1500 | 3-w | fw-d | 48 | 5000 | 3 | | | 30900 | v-4 | 4½x6 | l | Perfex | p | Kings | Bennet | Mag | Dixie | | | k-g | int exp | Own | | 1 | 3½ | chain | Own | Own | Own | Own | | adj | 17 | 9 | 66 | 24 | 98 | 82 | 8 | 20 |
| Square Turn | | 1875 | w | | | 7800 | | 183200 | | 35 | v | 3½x4½ | | | | | Bennet | | | | | | | | | | | chain | | | | | | | | | | | | | | |
| Standard | 22-45 | | 4-w | rw-d | | 8000 | 4 | 224000 | Wauk | 45 | h-4 | 4½x6½ | | Own | p | Kings | None | Mag | Dixie | | s | k-g | | | | 2 | | chain | | | | | | | 28 | 8 | | | | | 27 | |
| Star | d | 900 | 2-w | All | | 1750 | 1 | 6 1000 | LeRoi | 121140 | v-4 | 3¾x4½ | l | Candler | t-s | Kings | Bennet | Battery | Kent | | f-s | g | co-bnd | Own | Fafner | 4 | 4½ | chain | | | Own | Own | | pivot | 7 | 6 | 50 | 34 | 120 | 54 | 16 | 28½ |
| Stinson | 18-36 | 1800 | 3-w | rw-d | | 7100 | 4 | 183000 | Beaver | 36900 | v-4 | 4½x6 | | Todd | p | Kings | Own | Mag | Dixie | | f-s | k | bnd | Own | Hyatt | 1 | | spur | Own | Own | Own | Hyatt | | adj swg | 12 | 8 | | 60 | 176 | 72 | 12 | |
| Strite | 12-25 | 1395 | 4-w | rw-d | 72 | 4800 | 3-4 | 121800 | Wauk | 25900 | v-4 | 4½x5½ | | Modine | p | Kings | Bennet | Mag | Dixie | | s | k-g | Foote | | Hyatt | 2 | 2½-3½ | int | | | | | | | 20 | 8 | | 54 | 120 | 64 | | |
| Strait | 3 | | Creepr | 1Trac | | 6000 | 3 | | Wauk | ..900 | v-4 | 4½x6½ | | | p | Scheb | Bennet | Mag | Dixie | | f-s | g | | enclosed | | 1 | 2½ | spur | | | | | coil | | 10 | 8 | | | 154 | 7 | 15 | |
| Titan | 10-20 | | 4-w | rw-d | 91 | 5700 | 3 | 101800 | Own | 20500 | h-2 | 6½x8 | | | t-s | Own | Own | Mag | K-W | | f | k-g-d | | | | 2 | 1.8-2½ | | Own | Own | Own | Own | | | 20 | 8½ | | 54 | 147 | 60 | 38 | |
| Topp Stewart | b | | 4-w | All | 100 | 7800 | 4 | 204200 | Wauk | 35950 | v-4 | 4½x6½ | l | Perfex | p | Stmby | Bennet | Mag | Eise | ½ | s | k-g | d-p | Own | Hyatt | 3 | 2½-4½ | int-g | Own | Tim | Own | Tim | | | 14 | 8 | 42 | 42 | 171 | 80 | 11 | 12 |
| Track-Layer | b | 2450 | Creepr | | 60 | 4800 | 3 | | Best | | v-s | 4½x5½ | l | Bennet | p | Ensign | | Mag | K-W | | s | d | md | Best | plain | 2 | 1½-3 | int g | Own | plain | Own | plain | El | swing | 9 | 8 | | | 60 | 44 | 15 | 14 |
| Track-Layer | c | 5850 | Creepr | | | 28000 | 14 | ..8500 | Own | | v-s | 7½x9 | l | Bennet | p | Ensign | | Mag | K-W | | f- | sd | exp | Own | plain | 2 | 2½-1½ | int g | Own | plain | het | plain | Hel | swing | 16 | 12 | | | | 80 | 35 | 18 |
| Trenan | 12-24 | | 3-w | fw-d | | 4200 | 3 | 12 | Erd | 24900 | v-4 | 4x6 | | Modine | p | Kings | | Mag | Dixie | | | | enc | | | 1 | 2½ | chain | | | | | | | 20 | 7½ | 60 | | 138 | 79 | | |
| Trojan Unit | 32-40 | | 4-w | rw-d | 84 | 7300 | 6 | 326000 | Wauk | 40900 | v-4 | 4½x6½ | | Modine | p | Bennet | Bennet | Mag | Dixie | | s | k | enc | | Hyatt | 3 | 2.2-6 | spur | | Hyatt | | | | lat adj | 18 | 8 | | 60 | 132 | 68 | 8 | |
| Turner-Simplic. | 14-25 | 1675 | 4-w | rw-d | 78 | 4400 | 3 | 142600 | Buda | 251000 | v-4 | 4½x5½ | p | Perfex | p | Kings | Bennet | Mag | Sump | | f | k-g | exp sh | Foote | Hyatt | 2 | 1½-2½ | pin & sprock | Own | Own | Own | Own | coil | swing | 14 | 7 | 60 | 64 | 128 | 65 | 24 | 14 |
| Trundaar | 20-35 | | Creepr | | 72 | 9500 | 3-4 | 20 | Wauk | 35900 | v-4 | 4½x6½ | | Perfex | p | Ensign | Bennet | Mag | Bosch | ½ | f-s | k-g | | | | 2 | 2½-4 | | | | | | | | 10 | 8 | | | 113 | 74 | 12 | |
| Twin City | 12-20 | | 4-w | rw-d | 84 | 4000 | 3 | 122000 | Own | 201000 | v-4 | 4½x6 | | Spirex | p | Holley | | Mag | Bosch | ½ | ps | k-g | d-p | spr & bev | Hyatt | 2 | 2.2- | spur | Own | Hyatt | Own | Hyatt | coil | straight | 16 | 6 | 34 | 50 | 94 | 55½ | 25½ | 16 |
| Twin City | 16-30 | | 4-w | rw-d | 108 | 7800 | 4 | 163000 | Own | 30650 | v-4 | 5x7½ | | Own | p | Kings | Bennet | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Hyatt | 2 | 2-2.75 | int | Own | Hyatt | Own | Hyatt | coil | swing | 17 | 8 | 36 | 54 | 179 | 70 | 16½ | 14 |
| Twin City | 25-45 | | 4-w | rw-d | 126 | 16000 | 6 | 254700 | Own | 45600 | v-4 | 6½x8 | | Own | p | Kings | | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Own | 2 | 1.4-2 | Spur | Own | Own | Own | Own | coil | swing | 20 | 8½ | 42 | 76 | 219 | 81 | 18½ | 14 |
| Twin City | 40-65 | | 4-w | rw-d | 144 | 23700 | 8-10 | 407500 | Own | 65500 | v-4 | 7¼x9 | | Own | p | Kings | | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 240 | 102 | 21 | 14 |
| Twin City | 60-90 | | 4-w | rw-d | 168 | 28000 | 12-15 | 6011-250 | Own | 90500 | v-6 | 7¼x9 | | Own | p | Kings | | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 262 | 114 | 24 | 14 |
| Uncle Sam | 20-30 | | | | | | | | | | 4 | | | | | | | | | ½ | | ka-d | | Nuttall | Timken | | | | | | | | | | | | | | | | | |
| Universal | | 425 | 2-w | fw-d | 51 | 750 | 1-10 | 1 200 | Own | 4 1000 | v-1 | 3½x5 | | Ajax | t-s | Zenith | | Battery | At-K | ½ | s | g | int exp | Own | | | 3 | worm | Own | Own | Own | Own | | | 5½ | 2 | 36 | 15 | 80 | 33½ | 30 | 13 |
| Utilitor | | 345 | 4w | rw-d | | | 1-7 | 700 | | | v-1 | 3½x4½ | | | t-s | K | | Mag | Eise | | s | | | | Faf | | 2½ | int-g | | | | | | | | | | | 84 | 17½ | | |
| Vail | 10-20 | | 4-w | rw-d | 82 | 4000 | 2 | 101750 | Own | 20600 | h-2 | 6x7 | | Own | p | Own | | Mag | Dixie | ½ | f | k | | enclosed | | | | spur | | | | | | lat adj | 18 | 6½ | | 48 | 120 | 60 | 12 | |
| Velie | 12-24 | 1865 | 4 | rw-d | 90 | 4000 | 3 | 122750 | Own | 241100 | v-4 | 4½x5½ | l | Own | p | Kings | Bennet | Mag | Kings | ½ | f | k | d-d | Own | Hy&Tim | 3 | 6 | spur | Own | Hyatt | Own | Tim | coil | at pull | 13½ | 7 | 30 | 52 | 131 | 62 | 19 | 14 |
| Wallis Cub Jr. | 15-25 | | 4-w | rw-d | 84 | 3560 | 2-3 | 152000 | Own | 25900 | v-4 | 4½x5½ | l | Modine | p | Bennet | Bennet | Mag | K-W | ½ | s | k-g | d-p | enclosed | Tim | 2 | 2½-3½ | spur | Own | Tim | | Hyatt | | lat adj | 18 | 7 | 30 | 48 | 132 | 61 | 8½ | 14 |
| Waterloo Boy | n-12-25 | | 4-w | rw-d | 90 | 5950 | 3 | ..2200 | Own | 28750 | h-2 | 6½x7 | | Modine | p | Scheb | | Mag | Dixie | ½ | f-s | k-g | | enclosed | Hyatt | 2 | 2½-3 | int spr | | Hyatt | | Hyatt | | lat adj | 14 | 8 | | 52 | 132 | 72 | 12 | |
| Wellington | | | 4-w | | | | 2 | | Erd | | | 4x6 | | | | | | Mag | | | | k | d | Foote | Hyatt | | | | | | | | | adj | | | | 43 | | | | |
| Wheat | 12-24 | 1695 | 4-8 | rw-d | 83 | 4250 | 3 | 123000 | Erd | 241000 | v-4 | 4x6 | l | Prefex | p | King | R-W | Mag | Berl | ½ | f-s | k-g | d-d | Foote | Hyatt | 2 | 4-10 | int. | Own | Tim | Own | Tim | semi | swing | 12 | 7 | 34 | 48 | 144 | 62 | 19 | 12 |
| Whitney | 18 | | 4-w | rw-d | 82 | 3000 | 2 | 9 1600 | Gile | 18750 | o-2 | 5½x6½ | l | Modine | p | Bennet | Bennet | Mag | Dixie | ½ | f | g | band | Own | Tim&Hy | 3 | 1½-4 | chain | Own | Own | Own | Own | coil | lat adj | 11 | 6½ | 30 | 48 | 123 | 56 | 22 | |
| Wisconsin | c-16-32 | 2250 | 4-w | rw-d | 97 | 5440 | 3-4 | 163500 | Climax | 32575 | v-4 | 5x6½ | l | Perfex | p | Stmbg | Bennet | Mag | Eise | ½ | f | k | d-d | Foote | Hy&Tim | 2 | 2½-3½ | spur | Own | Own | Own | | | lat adj | 16 | 8 | 34 | 52 | 132 | 68 | 18 | 18 |
| Yankee | 12-25 | 1765 | | rw-d | 75 | 4300 | 3 | 122600 | Erd | 25925 | v-4 | 4x6 | | Modine | p | Kings | Bennet | Mag | Kings | ½ | f-s | k-g | d-d | Own | Hyatt | 3 | 1½-5 | spur | Own | Hyatt | Own | Own | semi | lat adj | 11 | 7 | 30 | 48 | 126 | 71 | 12½ | 13 |
| Yuba Ball Tread | 12-20 | 2900 | Creepr | rw-d | | 6750 | 4 | 123400 | Wauk | 20700 | v-4 | 4½x6½ | l | Own | p | Ensign | Donld | Mag | Bosch | ½ | s | d | d-d | Own enc. | Hyatt | 3 | 1½-4 | int | | Hyatt | | | spiral | swing | 12 | 6½ | | | 145 | 55 | 16 | |
| Yuba Ball Tread | 20-35 | 4400 | Creepr | rw-d | | 10500 | 6 | 205000 | Wis | 35700 | v-4 | 5½x7 | l | Own | p | Stmbg | Donld | Mag | Bosch | ½ | f-s | d | e-d | Own enc. | Hyatt | 2 | 2-3.3 | int | | Hyatt | | Hyatt | spiral | adj | opt | ion | al | | 184 | 73 | 16 | |
| Zelle | 12-25 | | 4-w | rw-d | 72 | 3800 | 2-4 | 122000 | | 25900 | v-4 | 4x5½ | | | | | | Mag | | ½ | k | | d | enclosed | | 4 | 1 to 5 | spur | | | | | spiral | swing | 12 | 7 | 36 | 54 | 137 | 65 | 8½ | 23 |

*Buffalo, N. Y.—A new Prest-O-Lite charging plant.*

# Convenient Producing Plants

## *The Backbone of Prest-O-Lite Service*

NATION-WIDE Prest-O-Lite Service brings straight to the user's hands a single cylinder of highest-temperature gas—or hundreds of cylinders—

Such a Service must have a backbone strong enough to carry the tremendous load of national demand, flexible enough to meet the ever-changing needs of any one of an army of users.

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Prest-O-Lite

**DISSOLVED ACETYLENE**

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**Kohl Building, San Francisco**
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### Universal Ammeter

The Universal ammeter, offered by the Roller-Smith Co., 233 Broadway, New York City, is designed especially for use with electric systems installed on old cars not originally so equipped, or to replace damaged or unsatisfactory instruments already installed. It can

be used on any make or tvpe of system, no matter what the voltage is. The instrument is of the flush type and is finished in black. The diameter of the body is 2 inches. It is furnished with a complete set of mounting screws, nuts and washers.

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### Aluminite Piston

Aluminite pistons are offered in different sizes and types to fit all makes of engines by the Green Engineering Co., Dayton, Ohio. The company states the pistons are made of an aluminum alloy of sufficient

strength to withstand all strains and of sufficient hardness to give good bearing surfaces. In the formula of the alloy and in the design of the piston the feature of expansion, which is greater than that of iron, has been successfully dealt with, it is stated. The piston is provided with ribs which are independent of the piston wall, as will be seen in the illustration.

### Woodworth Auto Lock

The Woodworth auto lock consists of a heavy steel chain having links 2 inches wide made of ½ inch steel with a Yale tumbler lock for locking the ends together around the tire and rim. The Chain is covered with leather where it comes in contact with the paint. It is recommended that the Chain be used on the right front wheel.

This Lock does not prevent the car from being moved in case of fire as is required by the city ordinances, it is stated, but effectually prevents stealing, for it causes such a bumping that the car cannot be run except very slowly and the chain makes such a clattering sound that the attention of the police would immediately be called to it.

In an emergency the lock can be used as a mud hook.

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### Testing Outfit for Liberty Spark Plug Dealers

Casey Hudson Co., Chicago, makers of Liberty spark plugs, is offering its dealers a very compact and useful testing outfit. It tests spark plugs, automobile lamps,

horns, Ford coils, etc., and is useful in a score of ways around a garage or accessory store. The particular reason for offering this testing outfit is to demonstrate the firing efficiency of the Liberty spark plug. Inside the porcelain of this plug, in a vacuum, is a spark gap intensifier, which, it is stated, increases the strength of the spark to such an extent that it fires through oil or carbon.

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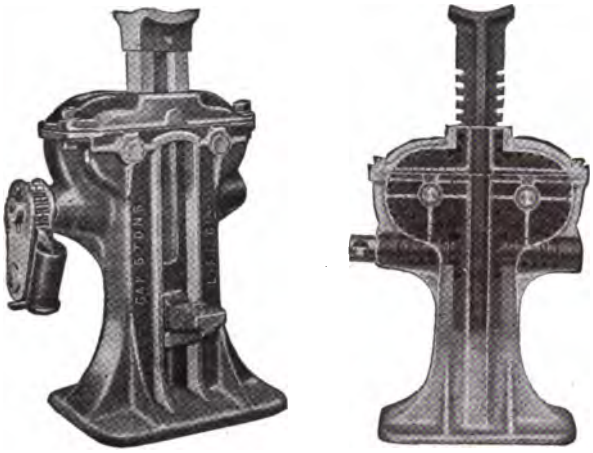
### Rees Double Worm Drive Jack

A new application of the worm drive principle is being made by the Iron City Products Co., Pittsburgh, Pa., in its line of Rees double worm drive lifting jacks. In these jacks, instead of there being a single worm gear pinioned to a lifting bar, there is employed the

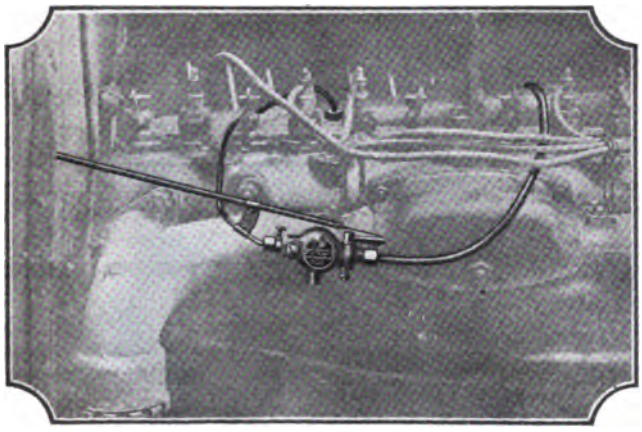


"double worm" principle, in which a right hand and a left hand worm are cut on the worm shaft which meshes with right and left hand worm gears. These gears carry heavy pinions between which the lifting bar, having a double set of teeth on either side, is raised or lowered by the double action of the component sets of gearing, with extremely small effort and without loss of friction due to unbalanced thrusts on the worm shaft or lifting bar.

Simplicity and strength mark the construction of the jacks. There are only four working parts in the litting mechanism, all of rugged proportions and there are no small parts to get out of order.

### Automatic Steam Carbureter

The Automatic Steam Carburetor makes live steam, mixes it with the heated air of the exhaust pipe by means



of an automatic air valve, and injects this combination into the intake manifold between the gasoline carburetor and the engine. The steam and hot air mix the gasoline into a perfect vapor, it is stated. The moisture laden mixture is carried into the cylinder where it is said to soften up the carbon deposit and the following explosion carries it out of the exhaust pipe. The device is furnished with an automatic air valve to regulate the amount of air to suit any size of carburetor. Once adjusted its action is automatic. The device is made by the Automatic Steam Carburetor Co., 2488 Milwaukee avenue, Chicago, Ill.

### Greyhound Cord Tires

The Ideal Tire & Rubber Co., Cleveland, Ohio, has placed a new cord tire on the market known as the Grey-

hound. The tread is attractive in appearance as will be seen from the accompanying illustration. These tires are made in all sizes and guaranteed by the company for 10,000 miles.

### R & S Cab

The importance of protecting the motor truck driver during bad weather by equipping the truck with a cab is not realized by many. Nobody can do his best work under unfavorable conditions, and it stands to reason that time will be wasted and money lost when a driver has to operate his truck while exposed to rain or snow, or sweltering in the sun. When the driver is protected

at all times, on the other hand, he can continue his trip in spite of weather conditions.

For the above reason the General Woodwork Co., 1225 Budd St., Cincinnati, Ohio, claims its R & S cab for trucks is a necessity rather than a luxury. The cab comfortably seats three men and is of rigid construction, the sides being swelled and the body curved from back to front. All openings are of the drop sash type. The door is suspended on ball bearing rollers running on double tracks and can be removed quickly when desired.

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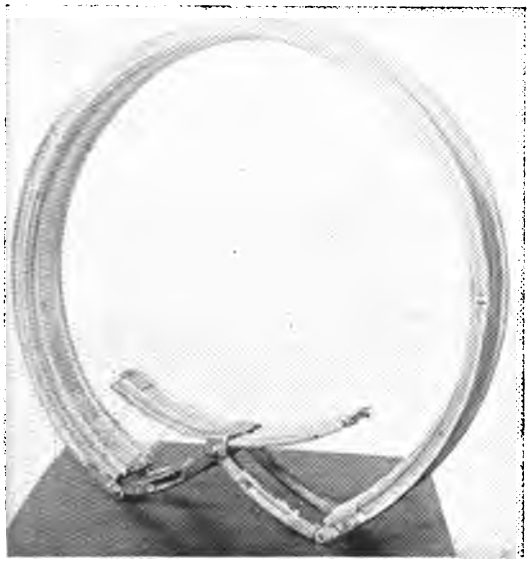
### Automatic Rim

The Automatic Rim Co., Cleveland, Ohio, is placing on the market a new type of automobile rim which, it is claimed, has many advantages over the rims now in use The design is exceedingly simple. In order to change an automobile tire no tool is necessary when this rim is used. The tire is placed on the rim and a slight pressure of the foot on the patented arrangement fixes the tire firmly in place with no possibility of coming loose, it is stated.



There are no locks, bolts, nuts, springs or rings on the rim and it is stated the tire cannot stick. It is designed for use on all passenger cars and trucks using pneumatic tires.

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### "Handy" Volt-Ammeter

The "Handy" automobile type volt-ammeter for electric starting and lighting systems is offered by the Roller-Smith Co., 233 Broadway, New York City. The case is drawn brass and the base close grained wood

so the instrument can be laid on a battery without "shorting" it. The binding posts have non-removable tops. Dimensions of the instrument are 4 by 5 by 2 inches and the weight is 2 pounds 8 ounces.

### Duplex Compression Tester

Casey Hudson Co., Chicago, Ill., is bringing out a new accessory for testing cylinder compression. The Duplex cylinder compression tester, as it is called, is

made to fit any cylinder using a half-inch or seven-eighths spark plug. It is used with a Schrader or Twitchell tire gauge. By taking out the spark plug and inserting the tester, and turning the motor by hand with a swinging stroke, the compression is registered. All cylinders can be tested quickly, and the weak cylinder, if there is one, instantly detected. The experienced mechanic can find out through the use of the tester if valves need regrinding, if piston rings do not fit tight, or if gaskets leak compression.

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### Steward Visible Gas Filter

Dirt in the gasoline, which is carried through the fuel line to the carburetor, clogging up the needle valve, is a

frequent cause of engine trouble. The Steward visible gas fitter, offered by the Automotive Material Co., 20 East Jackson Boulevard, Chicago, Ill., is designed especially to overcome this trouble by catching all the dirt before it enters the vacuum tank and carburetor, a fine brass cloth screen, letting nothing through but clean, filtered gasoline, which overflows through a glass receptacle. The receptacle is made of glass in order to make it easy to see when the filter needs cleaning. The device is attachd to the top of the vacuum tank where it is accessible for cleaning. It can be attached in about three minutes with the same fittings provided with the tank.

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### Duesenberg in New Willys Corporation

Announcement that the Duesenberg Motors Corp. will be one of the subsidaries of the new Willys Corp., the formation of which to contain the holdings of John N. Willys was made public recently, has just been made by officials of the Duesenberg company. The announcement, although brief, indicates that the proposed six-cylinder Willys car, already designed by the Willys-Overland interests, will be produced at the Duesenberg plant.

The plant of the Duesenberg company is located at Elizabeth, N. J., with general offices in New York City. It has been a subsidiary corporation of the American Can Co. No details of the financing involved in the transfer were announced, except that the Duesenberg company was completely taken over by the Willys corporation.

Production of the Willys Six in a factory outside of the Toledo plant of the Willys-Overland Co. already had been forecast, but its location had not been given out previously. It is believed production will be under way shortly and that the car soon will be placed on the market.

Confirmation also has been obtained that the Electric Auto Lite Co., of Toledo and the New Process Gear Corp., of Syracuse, N. Y., also will be units of the Willys corporation.

### Same Week for 1920 Car and Truck Shows

The 1920 passenger car and truck shows, held simultaneously, but in widely separated buildings will constitute the annual winter's exhibitions for both New York and Chicago. This radical departure from the plans of last year were announced recentlyl by officers of the National Automobile Chamber of Commerce, the organization that will supervise again the showings after a lapse of two years.

The exhibitions will be held under the following schedules:

New York January 3 to 10. Passenger cars and accessories at the Grand Central Palace. Commercial cars and accessories at the Eighth Coast Artillery Armory.

Chicago, January 24 to 31. Passenger cars and accessories at the Coliseum and First Regiment Armory. Commercial cars and accessories at the International Amphitheater.

### E. Edelman & Co. to Build $250,000 Factory

E. Edelman & Co., Chicago, Ill., manufacturers of automobile accessories, have purchased from the Chicago Title and Trust Company a total of about 160,000 square feet at the southwest corner of Crawford and Shubert avenues for a reported consideration of $80,000. The property has a frontage of 217 feet on Crawford avenue and an average depth of 700 feet on Shubert avenue, with switch track connection with the St. Paul track available. Plans have been prepared for improvements costing in the neighborhood of $250,000, but it is stated work will not begin until more favorable building conditions prevail. In connection with the proposed improvements, Mr. Bowes has negotiated a bond issue loan of $225,000, ten years, at 6 per cent.

### Lerch Superintendent of India Tire & Rubber

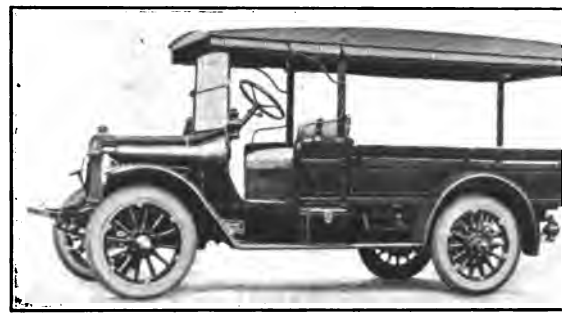
William G. Lerch has been made superintendent of the India Tire and Rubber Co. He was for nine years assistant superintendent of the Miller Rubber Co.

### Milton in Duesenberg Wins Elgin Race

The Elgin race held at Elgin, Ill., on August won by Milton in an eight-cylinder Duesenberg average speed of 73.9 m. p. h. for the 302 mile ton finished 25 minutes ahead of Sarles in a Special. Others finishing the race were Schill Mercer, third; Vail, in a Philbrin, fourth; Hitl Roamer, fifth; Harvey, in a Peugeot, sixth, and in an Oldfield, seventh. Lack of fast competitio latter half of the race prevented the establishme new record.

### New Model 11 Stewart Truck

Many improvements are to be found in the new A three-quarter ton truck offered by the Stewart Corp., Buffalo, N. Y. The loading space has b creased 6 inches and an electric starting and system installed. The cowl has been improv



MODEL II STEWART TRUCK

heavier springs and axles are used. The price o is but $100 more than the old model.

The engine is of the monobloc type and has c with a bore of 3⅛ inches and a stroke of 4½ A combined force feed and splash oiling system with a plunger pump and direct acting oil leve The carburetor is a Zenith and ignition is furni an Eisemann high-tension magneto with fixed s Dyneto electric starter with Bendix drive and a mann generator are used. A three-speed select ing gear transmission, dry plate clutch and gear rear axle are other features. The truck wheelbase of 110 inches and the wheels are p with demountable rims carrying 32 by 4-inch pn tires.

### Fulton Truck Dealers Meet

At a meeting of the Midwest dealers and dist of the Fulton Motor Truck Co., of Farmingda and New York City, held recently in the Englis of the Blackstone Hotel, Chicago, there were from the factory, Carl H. Page, vice-president Kraham, sales manager; C. M. Strieby, adv manager, and supervisors,; Geo. O. Pound a Harris. Members of the dealers' organization company who were present, included L. W. Detroit; M. R. Sanborne, Kansas City; J. M. Omaha, Neb.; Jack Wolfley, St. Joseph, Mo., an Rose, Chicago, and the five Chicago retail sale

During two days of this, the first convention middle West for the Fulton Company, the deal ferred with Mr. Page, Mr. Kraham and with M by, from whom they secured first-hand knowl conditions from every standpoint.

### Loyal Truck Moves

The Loyal Motor Truck Co., Erie, Pa., has to 217-218 Marine Bank Building.

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# Garford Announces New 1¼ Ton Truck

The Garford Motor Truck Company, of Lima, Ohio, announces the addition of a ton-and-a-quarter truck to its already extensive line. It is to be known officially as Model 25.

This latest Garford development is described as having ample wheelbase and body space. Provision has been made for the installation of electric lights and an electric starter.

The engine, of 22 horsepower, S. A. E. rating, has four cylinders 3¾ by 5⅛ inches, cast in one block, with heads and valve chambers integral. The valves are large and ample water jacketing is provided. With the valve location on the right side and the carburetor on the left, the gas passes through a water-jacketed section of the cylinder.

The engine is of sturdy design, employing a heavy crank shaft of the three bearing type, and cast iron upper and lower crankcases. The flywheel is enclosed in a housing integral with the crankcase.

The pistons of gray iron are provided with three concentric, tested compression rings.

The timing train is limited to three gears. This makes for quietness of operation. The magneto drive shaft is extended forward of the gear panel to drive the centrifugal water pump. When electrical equipment is required the magneto is driven in tandem with the generator, thereby eliminating the necessity of chains for this unit. The timing gears, which operate in oil, are helical in form and of very broad face.

The crank shaft and four long rod bearings are of the bronze-shell, babbitt-lined type. The upper rod bearings are hard bronze.

The oiling is of the constant level splash system. A gear pump driven by the cam shaft circulates oil through a steel tube system to the main shaft bearings, the overflow oiling the piston and cylinder. Lower rod bearings are oiled by splashers dipping into troughs filled by a feed from the gear pump.

Ignition both on the standard and the electrically equipped models is by straight, high-tension magneto. The magneto is controlled from the steering column. The spark plugs are located over the inlet valves.

Carburetion is obtained through a Stromberg one-inch float-feed carburetor. The throttle control is by foot acceleration as well as by hand throttle from the steering column.

The clutch is of the multiple dry-disc, ball-bearing type enclosed in a housing attached to the flywheel case. The transmission is a three-speed selective type with all gears and shafts constructed of 3½ per cent nickel steel, double heat-treated. The shafts are mounted on roller bearings throughout. The gear and shaft rods are on top the transmission case. As in all other Garford models the case is supported at three points.

The design of the Model 25 is characterized by its heavy shafts and large bearings. It provides for direct attachment of a power tire pump.

The front axle, of Garford design, is manufactured in its entirety in the Garford plant. It embodies a single piece drop-forging for the load carrying member and nickel steel knuckles.

The housing of the worm-drive rear axle is of one piece design. The axle shafts are 2⅝ inches in diameter at the bearing and have a splined fit in the differential. Timken bearings are used both at the wheels and differential.

The differential is of the bevel type. Combined with the worm-carrier it may be removed from the axle as a unit.

There are two independent sets of brakes operating on the rear wheels.

Radiator is of the heavy truck pattern. Upper and lower water tanks of cast iron are bolted to the vertical, finned tube, copper core. The radiator is mounted on a cushion suspension.

Steering is by screw and nut—an irreversible combination.

Front and rear springs are of the semi-elliptic pattern with leaves of chrome Vanadium steel.

The frame of 7/32-inch stock has a depth of 5 inches and a width of 2½ inches. It is of pressed steel construction and has six pressed-steel, channel-section cross members.

The standard tire equipment is of the solid pressed on type. The front tires are 36 by 3½ inches; the rear 36 by 4 inches. Pneumatic tires, which are particularly adapted to this new model, come as extra equipment.

A full set of tools is included in the price of the chassis, which is quoted at $1,890.

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### Army Will Retain Ten Types of Cars

The Motor Transport Corps has announced that it will retain for use ten types of cars, trucks and trailers-which, however, will not be rated for the present as army standards. None of these vehicles will be placed in the surplus equipment list.

A statement by Brigadier General Drake gives the retained classes as follows:

Type 1—Passenger cars: Medium, open, Dodge; medium, closed, Dodge; heavy, open, Cadillac; heavy, closed, Cadillac.

Type 2—Light delivery truck: ½-ton light delivery, Dodge; ¾-ton, White; ¾-ton G. M. C.; 1-ton, White, Aebo.

Type 3—1½ and 2-ton trucks; White, Garford, Packard.

Type 4—3 and 4-ton trucks; Standardized "B"; Riker; Mack, 3½-ton trucks; F. W. D.

Type 5—5-ton trucks, or over; Mack, 5½-ton trucks; Mack, Special Engineer.

Type 6—Motorcycles: Harley-Davidson.

Type 7—Ambulances: G. M. C.

Type 8—Trailers, cargo: Trailers, ¾-ton, tank, water, 180 gallons; trailers, ¾-ton, ration and spare parts; trailer, 1½-ton, 2-wheel, light aviation; trailers, 1½-ton, 4-wheel, cargo; trailers, 1½-ton, 4-wheel, special bodies; trailers, 3-ton, gun and caisson; trailers, 4-ton, 4-wheel, cargo; trailers, 4-ton, 4-wheel, special bodies; trailers, 5-ton, tire press; trailers, 10-ton, portable crane; trailers, 10-ton, tank corps with ramp.

Type 9—Trailers, kitchen: Trailers, 1½-ton, 2-wheel, kitchen, A and B type.

Type 10—Trailers, machine shop: Trailers, 4-ton, 4-wheel, machine shop, spare parts.

Bicycles—Westfield.

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### Kissel Increases Facilities

The Kissel Motor Car Co., Hartford, Wis., is equipping its body shop, used for several years as a storehouse, with new machinery for wood and metal work. A force of 175 to 200 body workers will be added. The body shop, built four years ago, has long been overcrowded.

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The Ward Leonard Electric Company, Mount Vernon, N. Y., announce the removal of the office of its Philadelphia representative, William Miller Tompkins, from the Commonwealth Building to the Bourse Building, Machinery Exhibit, Philadelphia.

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# THE ELECTRIC STORAGE BATTERY CO.

## The *Giant* Plant Behind The *Giant* Battery

Just as the "Exide" Starting and Lighting Battery is recognized as the *giant* battery, so is the Electric Storage Battery Company known as the *giant* among storage battery builders.

**Upon the performance of every**

# "Exide" Starting & Lighting Battery

"The Giant that Lives in a Box"

rests the reputation of the largest maker of storage batteries in the world.

Motorists throughout America realize what that means—just what it stands for in assured quality and dependability! They also realize that when they buy an "Exide" they get a battery whose every feature of construction is based on a battery building experience of over thirty-one years.

## THE ELECTRIC STORAGE BATTERY CO.

**The largest maker of storage batteries in the world.**

**1888 PHILADELPHIA, PA. 1919**

**New York Boston Chicago Washington Denver San Francisco St. Louis Cleveland Atlanta Pittsburgh Minneapolis Kansas City Detroit Rochester**

**Special Canadian Representatives—Charles E. Goad Engineering Co., 105 Bond Street, Toronto**

***Batteries are made by this Company for every storage battery purpose***

# THE ELECTRIC STORAGE BATTERY CO.


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# torage Battery Replacements, Lighting System, Headlight Lens, Spark Plug, Piston Ring, Brake Lining and Electric Lamp Data for all Cars 1912 to 1919

## REVISED MONTHLY

**HOW TO USE THIS TABLE.**—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired; turn to price list of storage batteries, look for the serial number, which will give you a description of the battery with the price, F.O.B. Home Office.
**BASE CONTACT**—D. C. means Double Contact; S. C. means Single Contact.

| Car | Year | Model | Electrical System | STORAGE BATTERIES | | | | | | | | | | | | LAMPS (Mazda Numbers) | | | | | LENSES | | Size of Spark Plug | BRAKE LINING* | | | | | | EXHAUST PIPE | PISTON RINGS | | SERIAL NUMBERS of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | Headlight | | | Internal | | | External | | | | | |
| | | | | Columbia | Everady | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove | |
| bott-Detroit | 1913-14 | 34-40,D,F,K,L | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1373 | 1639 | 1132 | 429 | 2 | 1520 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-50, E | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | 4 1/8 | 1/4 | |
| | 1915 | S Roadster | A-L | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | | | | | | | | 7/8 | | | | | | | | | |
| | 1915 | S Touring | A-L | 620 | 529 | 291 | 705 | 898 | 1038 | 1393 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | | | 7/8 | | | | | | | 3 | 5/16 | |
| | 1916 | 8-80 | A-L | 621 | 512 | 317 | 699 | 888 | 987 | 1319 | 1627 | 1214 | 430 | 3 | 1506 | | | | | | 9 | 10 5/8 | 7/8 | 2 1/4 | 5/16 | 50 | 2 1/4 | 5/16 | 54 | 1 1/2 | 3 1/4 | 1/4 | |
| | 1916-17 | 6-44 | Remy | 598 | 508 | 317 | 821 | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | SC | 171 | 81 | 63 | 63 | 8 1/2 | 9 5/8 | 7/8 | 1 3/4 | 5/16 | 36 | 2 | 5/16 | 36 | 2 | 3 1/2 | 5/16 | |
| | 1918 | 6-44 | Remy | | | | 717 | | 1069 | | 1641 | | | 4 | 1504 | | 125 | 81 | 63 | | | 9 1/2 | | 1 1/4 | 5/16 | 36 | 2 | 5/16 | 36 | 2 1/4 | | | |
| me | 1918 | | | | | | | | | | | | | 10 | | SC | | | | | | | 7/8 | | | | | | | 2 1/2 | | | |
| | 1918 | 1 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 5203-5367 |
| | 1918 | 2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 1503-1917 |
| | 1918 | 3½ ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/2 | | | 8079-8212 |
| ame-Lancia | 1914-15-16 | 35 H-P, A & B | Rush | 576 | 526 | | 705 | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 9 1/4 | | | | | | | | | | |
| | 1917 | 35 H-P, A & B | Rush | 655 | | 337 | | 841 | 1004 | | | 1154 | 385 | 5 | 1533 | | | | | | | 9 1/4 | | | | | | | | 4 1/4 | 1/4 | |
| E C | 1915 | 6-50, 6-60 | | | | | | | | | | | | | | | 170 | 84 | 64 | 64 | | | | | | | | | | | | |
| n | 1913 | 11 | G & D | | | 282 | | 886 | 1117 | | | | | | | DC | | | | | | | 7/8 | | | | | | | 2 1/4 | 4 1/8 | 1/4 | |
| American | 1919 | A | | | | | | | | | | | | | | | | | | | | | 7/8 | 2 | | | 2 | | | 2 | 3 1/4 | | |
| en | 1913-14 | 40, 37 | A-L | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | 8 1/4 | 7/8 T. | 1 3/4 | 1/4 | 36 | 1 3/4 | 1/4 | 36 | | 3 1/4 | 1/4 | 2000-2753 |
| | 1914-15 | 38, 40 | A-L | 616 | 523 | 289 | 703 | | 1034 | 1353 | | 1210 | 425 | | | | 166 | 82 | 64 | 64 | 8 1/4 | 9 1/2 | 7/8 | | | | | | | | 3 1/8 | 1/4 | |
| | 1915-16 | 33, 34, 35, 37 | West | 611 | 518 | 287 | 299 | 888 | 1029 | 1319 | 1635 | 1205 | 420 | 6 | 1508 | SC | 166 | 82 | 64 | 64 | | 9 1/2 | 7/8 | 1 3/4 | 1/4 | 36 | 1 3/4 | 1/4 | 36 | 1 3/4 | 3 1/4 | 1/4 | 349 -5233 |
| | 1917 | 37 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 1/4 | 36 | 1 3/4 | 1/4 | 36 | 1 3/4 | 3 1/4 | 1/4 | 600 -16000 |
| | 1915 | 36 | Remy | | 518 | | | | 996 | | | 1146 | 362 | | | | | | | | | 9 1/2 | 7/8 | | | | | | | | | | 18000 up |
| | 1918 | 41 | A-L | | 512 | | 697 | 886 | 987 | 1332 | 1627 | | 362 | | 1510 | DC | 125 | 81 | 63 | 63 | | 9 5/8 | 7/8 | 1 3/4 | 1/4 | 34 3/4 | 2 | 1/4 | 34 3/4 | 1 3/4 | | | |
| ie | 1915 | 4-27 | Remy | 650 | | 332 | | 839 | | 1399 | | 1248 | | 8 | 1593 | | | | | | | 8 3/4 | M | 1 3/4 | 1/4 | 27 3/4 | 1 3/4 | 1/4 | 28 3/8 | | 3 1/4 | 5/16 | |
| | 1916 | C | Remy | 650 | 533 | 331 | 748 | 839 | 987 | 1397 | | 1247 | 493 | 9 | 1593 | | | | | | | 8 5/8 | 7/8 T. | 1 3/4 | 1/4 | 27 3/4 | 1 3/4 | 1/4 | 28 3/8 | | | | |
| | 1917 | E-17, F-17 | Al-Ch | 598 | | 317 | | 829 | 1063 | 1308 | | 1160 | 458 | 4 | 1504 | DC | 168 | 82 | 64 | 64 | | 8 3/4 | 7/8 | | | | | | | | 3 1/8 | 5/16 | |
| erican | 1913-14 | 50 | Peru | | 512 | 344 | | 924 | 1020 | | | 1280 | | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 | 1/4 | |
| | 1913-14 | Scout | Disco | 641 | | 335 | | 912 | 1014 | 1403 | | 1238 | 396 | 11 | | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | 1 1/4 | | | |
| ericanSix | 1913-14 | 30 | El-L | | 526 | 322 | | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 3 | 1/2 | 1-250 |
| | 1916-17 | A-Series I | G & D | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | | 9 | 7/8 | 2 | 5/16 | 44 | 2 | 5/16 | 45 | 1 3/4 | | | 250-800 |
| | 1918 | 30 | | | | | 719 | 831 | 1073 | 1339 | | | 28 | 28 | | | 165 | | 61 | 62 | 9 | 9 1/2 | 7/8 | 2 | 5/16 | 44 | 2 | 5/16 | 45 | 2 1/4 | 3 1/8 | 1/2 | |
| | 1919 | | West | | | | | | | 1338 | | | | | | SC | | | | | 9 | 9 1/2 | 7/8 | 2 | 5/16 | 44 | 2 | 5/16 | 45 | 2 1/4 | 3 1/8 | 1/2 | |
| rican (La hance) | 1913-14-15-16 | | G & D | 632 | 527 | 323 | 715 | 902 | 1108 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | | | |
| | 1914-15 | 20 | West | 632 | | 323 | 747 | 886 | 1051 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | 6 1/4 | 5/16 | |
| | 1916-17 | 19 | West | 672 | | 299 | | 981 | | | | 1276 | 445 | 15 | 1554 | | | | | | | | | | | | | | | | | | |
| | 1917 | | West | 632 | | 284 | | 902 | 1108 | | | 1225 | 414 | | | | | | | | | | | | | | | | | | 4 1/4 | 5/16 | |
| s | 1913-14 | 44-45 | G & D | 628 | | | | 900 | 1117 | | | 1223 | 411 | 16 | 1522 | DC | 170 | 82 | 64 | 64 | | | 7/8 | | | | | | | 2 | 4 1/8 | 5/16 | |
| | 1913-14-15 | | G & D | 627 | 516 | | 713 | 900 | 1105 | | | 1222 | 410 | 17 | 1522 | | | | | | | | 7/8 | | | | | | | 2 | 3 3/8 | 5/16 | |
| ler | 1914 | | | 573 | 520 | | | 892 | 996 | | | 1145 | 374 | 18 | 1512 | DC | | | | | | | M | | | | | | | | 3 3/8 | 5/16 | |
| | 1916 | K, EK | Bosch | 625 | | 294 | | 899 | 1041 | | | 1221 | | 19 | 1521 | | | | | | | | 7/8 | | | | | | | | 3 1/8 | 5/16 | |
| -Sterling | 1917 | Road., Tour | Bosch | 653 | | 333 | | 839 | | | | 1252 | 498 | 20 | 1531 | | 175 | 89 | 89 | 89 | | | 7/8 | | | | | | | | 3 1/4 | 5/16 | 1000-550 |
| rson | 1916-17 | 200A-300A | West | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | | (spot | | | | 9 1/2 | 7/8 | 2 1/2 | 5/16 | 47 1/2 | | | | | | | |
| r | 1916-17 | AEC6-60 | Jesco | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1518 | | 129 | light | 63 | 65 | | | | | | | | | | | 4 1/2 | 1/4 | 5500-7500 |
| rson | 1914 | 4-45, 4-55 | Bijur | 572 | 516 | 305 | | 892 | 1104 | 1355 | 1629 | 1146 | 410 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 3/4 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 4 1/4 | 1/4 | 8000-85000 |
| | 1914 | 6-60, 6-45 | Bijur | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 3/4 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | | 4 | 1/4 | 8500-120000 |
| | 1915 | 4-40, 6-48 | West | 566 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 10 | 7/8 | 1 3/4 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 3 1/8 | 1/4 | 12000-13000 |
| | 1916 | All | Bijur | 566 | 512 | 317 | 97 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | 9 | 9 1/2 | 7/8 | 1 3/4 | 5/16 | 34 | 2 1/4 | 5/16 | 40 | 2 1/4 | 3 1/8 | 1/4 | 13000-18000 |
| | 1917 | 6-17, 8-17 | Bijur | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 8 | 7/8 T. | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 3/8 | 2 1/4 | 3 1/8 | 5/16 | 17000-190.. |
| | 1918 | All | Bijur | | 508 | | | 829 | 1309 | | | | 450 | | 1504 | | 168 | | 64 | 64 | | | 7/8 | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 3/8 | 1 3/4 | 3 1/4 | 5/16 | |
| | 1917 | 1, 2, 3, 4 | Disco | 565 | | 327 | | 883 | | | | 1294 | 360 | 23 | | | 168 | | 64 | 64 | | | 1/2 | | | | | | | 1 3/4 | | | |
| | 1918 | 25 | Bijur | | | | 819 | | | | | | | | | | 168 | | 64 | 64 | 8 1/4 | 7 1/4 | 7/8 | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 3/8 | 1 3/4 | 3 1/4 | 5/16 | 1900 up |
| | 1919 | 8-19 | Bijur | | | | | | 1309 | | | | 450 | | | SC | | | | | 8 1/4 | 7 1/4 | 7/8 | 2 | 5/16 | 46 | 2 1/4 | 5/16 | 49 3/8 | 1 3/4 | 3 1/4 | 5/16 | |
| as | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 82 | 82 | | | | | | | | | | | 4 1/8 | 1/4 | 126-1560 |
| -Lyons | 1914-15 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | 64 | | | | | | | | | | | | | |
| | 1917 | 1-2, 3-4 | | | | | | | | | | | | | 1501 | | | | | | | | | | | | | | | | | | |
| | 1918 | 18 | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916 | All Models | Disco | | | | | | | | | 1230 | | | | | | | | | 8 | 9 | 1/2 | 1 | 1/4 | 16 | 1 1/4 | 1/4 | 23 1/2 | 1 1/4 | 3 1/4 | 5/16 | 18001 up |
| eder | 1916 | HW, KW | | 566 | | | | 886 | 1003 | | | 1293 | | 7 | 1506 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 13 1/2 | | | | 2 1/2 | 4 3/8 | 5/16 | 800-1000 |
| | 1918 | KW 2&3½ ton | Remy | | | | 697 | | | | | | | 21 | 1518 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 11 3/4 | 3 1/4 | 1/4 | 13 | 2 1/2 | 4 1/8 | 5/16 | 1100-1300 |
| bury | 1916 | 6 R, 6 C, 6 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 5/16 | 2004-4028 |
| | 1917 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 3/8 | 5/16 | 4029-4398 |
| | 1918 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 3/8 | 5/16 | 4501 up |
| rn | 1914 | 4-41,6-46,34L | Remy | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1627 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 1/4 | 3 3/4 | 1/4 | |
| | 1914 | 4-40 | West | 566 | 526 | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 1/4 | 4 1/8 | 1/4 | |
| | 1914-15 | 4-40, 6-40 | Remy | 577 | 526 | 321 | 697 | 896 | 1003 | 1323 | 1631 | 1152 | 382 | 21 | 1518 | DC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 1/4 | 3 3/4 | 5/16 | |
| | 1915 | 6-40 | Remy | 583 | 508 | 321 | 822 | 963 | 1074 | 1303 | 1641 | 1138 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 1/4 | 3 1/8 | 5/16 | |
| | 1916 | 6-40A | Delco | 589 | 514 | 320 | 822 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | 1 3/4 | 1/4 | 39 | 2 | 1/4 | 40 3/4 | 2 1/4 | 3 1/8 | 5/16 | |
| | 1916 | 4-38, 6-38 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1631 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 1/4 | 3 1/4 | 5/16 | |
| | 1917 | 6-39 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 1/8 | 1/2 | |
| | 1917 | 6-44 | Delco | 589 | 514 | 320 | 719 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 1/4 | 5/16 | |
| | 1917 | 4-39 | Remy | | 508 | | | | 1061 | | | | 454 | | 1504 | | | | | | 9 | 10 | 7/8 | | | | | | | 2 | | | |
| | 1918 | 6-44 | Delco | | 508 | | 719 | 831 | | 1337 | | | | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 8 3/4 | 9 1/2 | | | | | | | | 2 | 3 1/2 | 5/16 | |
| | 1918 | 6-39B | Remy | | 508 | | 717 | | | 1309 | 1641 | | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | 8 3/4 | 9 1/2 | 7/8 | 1 3/4 | 5/16 | 42 1/2 | 2 | 5/16 | 44 | 2 | 3 1/4 | 5/16 | |
| | 1919 | 6-39 H & K | | | | | | | | | | | | | | SC | 165 | | | | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 5/16 | 40 | 2 | 5/16 | 42 1/2 | 2 1/4 | | | |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufactures on account of quantity buying

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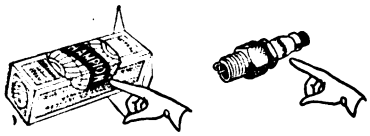
# Champion Dependable Spark Plugs

## There Is No Substitute For Champion Dependability

THE experience of over 240 manufacturers who equip their products at their factories with Champion Spark Plugs together with the experience of millions of owners of all types of cars, furnish you the safest guide when purchasing.

The great resisting power of our famous No. "3450" Insulator, together with our patented copper-asbestos gasket construction, and coupled with extreme care in manufacture, close inspection and rigid production tests, enable Champion Spark Plugs to stand up and keep going better and longer.

Now is the time for dealers to make sure their stock of Champion Spark Plugs is complete. Go over *your* stock to-day.



*Avoid substitutes by making sure the name CHAMPION is on the Insulator and the world trade-mark on the box.*

**Champion Spark Plug Company, Toledo, Ohio**

*Champion Spark Plug Company, of Canada, Limited, Windsor, Ontario*

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| Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Head-light: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1914 | 77 | Lesco N. | 576 | 526 | 323 | | 886 | 1004 | 1380 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | 4½ | ¼ | |
| 1914-15 | 77, 66 | West. | 577 | 526 | 322 | | 896 | 1008 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | 4½ | ¼ | 1400-6075 |
| 1915-16 | *48-66, †36-66 | West. | 621 | 529 | 292 | | 898 | 1037 | 1374 | | 1215 | 430 | 3 | 1512 | DC | Spec | | 63 | 63 | | | ⅞ | 3 | 5/16 | 50 | re | rw | heel | 3 | 4½ | 5/16 | F 012-F 1065 |
| 1917-18 | Highway King | | | | | | | | | 1645 | | | | 1512 | SC | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | 3 | ¼ | 42 | | 2⅞ | 5/16 | |
| 1919 | Highway | Delco | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | | ¼ | 42 | | 2⅞ | 5/16 | 2492-2868 |
| 1919 | XXI-F | | | | | | | | | | | | | | | | | | | 8 | 7⅝ | ⅞ | 2¼ | 1/16 | 52 | 2¼ | 1/16 | 65 | 1¾ | 4¾ | 5/16 | |
| | | | | | | | | 987 | | | | | | | | | | | | | | ½ | 2½ | ⅛ | 14 | 2½ | ⅝ | 16 | | | | 1-1089 |
| | | | | | | | | | | | | | | | | | | | | 8½ | 9½ | | 1⅜ | ⅝ | 27½ | 1⅜ | | 31⅝ | | | | |
| 1918 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3½ | 5/16 | |
| 1919 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | 1/16 | 24 | 2 | 1/16 | 28 | 2⅜ | | | |
| 1916 | A-16 | Disco | 566 | 533 | 331 | 728 | 886 | 1009 | 1389 | | 1293 | 389 | 7 | 1527 | SC | | | | | | 9½ | | 1¼ | 1/16 | 24 | 2 | 1/16 | 28 | 2½ | | | 1082 up |
| 1916 | | | | | | | | | | | | | | 1527 | | 175 | 67 | 67 | 67 | | 9½ | | | | | | | | | 3¼ | ¼ | |
| 1917 | A-17 | G & D. | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | | | | | | | | | 1½ | 3½ | ¼ | |
| 1918 | 18 | | | | | 697 | | | | | | 458 | | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | | | | | | | 1¾ | 3¾ | ¼ | |
| 1914 | | | 573 | 520 | | | 892 | 997 | | | 1145 | 374 | 18 | 1512 | | | | | | | | | | | | | | | | | | |
| 1917 | 17 | West. | 592 | 514 | 319 | | 831 | 1073 | | | 1189 | 479 | 28 | 1510 | | | | | | | | | | | | | | | 2¼ | 3½ | 5/16 | |
| 1918 | 17 | | | | | 719 | | | | | | 489 | | | | | | | | | 9¼ | | 2 | 5/16 | 44 | 2½ | 5/16 | 43 | 2¼ | | | |
| 1913-14 | | | | | | | 926 | 1052 | | | | | | | | | | | | | | | Ba | se | | | | | | | | |
| 1915-16 | | | | | | | 892 | | | | 1146 | | | | | 169 | 81 | 63 | 64 | | 9⅜ | | 1¾ | 5/16 | 36 | 2 | 5/16 | 43 | | | | |
| 1918 | D-2 & E-3ton. | G & D. | | | | | 831 | | | | | | | | | 129 | 81 | 63 | 64 | 8¼ | 7½ | | 1¼ | 5/16 | 38 | 2½ | 5/16 | 41¼ | 2 | 3¼ | ¼ | 1001-6000 |
| 1919 | D, E, F | G & D. | | | | | | | | | | | | | SC | | | | | 7⅝ | 8½ | ⅞ | 2 | 5/16 | 50¼ | 3 | 5/16 | 51⅞ | 2 | 4 | ¼ | |
| 1916 | C & D | G & D. | | | 324 | | | 987 | 1365 | | | | 20 | | SC | | | | | | | | | | | | | | 2¼ | | | |
| 1916-17 | D | G & D. | 594 | 515 | 324 | | 832 | 1118 | 1365 | | 1172 | 480 | 20 | 1511 | SC | 165-81 | | 63 | 64 | | | | | | | | | | 2¼ | | | |
| 1917 | D&H Ser. 1917 | | | | | | | | | | | | | 1505 | | | | | | | | | | | | | | | | | | |
| 1918 | D | | | | | 720 | | | | | | | | | | 165 | | 63 | 63 | | 9⅜ | | | | | | | | 2¼ | | | |
| 1917 | 4 tons, 4 road | | | | | | | | | | | | | | | 175 | | 67 | 67 | | 9⅜ | | | | | | | | | | | |
| 1917 | "6 D" Tour. | | | | | | | | | | | | | | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | 5/16 | |
| 1918 | Super 4 | | | | | | | | | | | | | | | 128 | 81 | 63 | 63 | | | | | | | | | | | 3⅛ | 5/16 | |
| 1918 | | | | | | | 956 | | | | | | | | | | | | | | 9 | | | | | | | | | | | |
| 1916-17 | 16 & 17 | G & D. | 566 | 514 | 317 | | 979 | 987 | 1323 | | 1134 | 370 | 30 | 1506 | SC | | | | | | | | | | | | | | 2 | 3¼ | 5/16 | |
| 1918 | 18A & B | | | | | 697 | | | | | | | 30 | | | | | | | | | | | | | | | | 2¼ | 3¾ | 5/16 | |
| 1915-16 | | | | | | | 804 | | | | 1146 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 9⅝ | | | | | | | | | | | |
| 1916-17 | 41 | U. S. L. | 658 | 542 | 340 | | 984 | 1100 | 1412 | | 1262 | 505 | 31 | 1539 | SC | 143 | 83 | 63 | 64 | | | | 1¼ | 5/16 | 11½ | 2 | ¼ | 18 | 2¼ | 4 | ¼ | |
| 1918 | | | | | | 752 | | | | | | | 31 | 1539 | | 143 | 83 | 63 | 64 | | | | | | | | | | 2½ | 4 | ¼ | |
| 1915-16 | C, C-5 | | | | | | | | | | | | | | | 166-82 | | 64 | 84 | 7½ | 8½ | | 1¼ | 5/16 | 23⅝ | 1¼ | 5/16 | 34⅝ | | | | |
| 1918 | H | | | | | | | | | | | | | | SC | | | | | 7⅛ | 8½ | | | | | | | | 2¼ | 3¼ | ¼ | |
| | | | | | | | | | | | | | | | DC | | | | | | 8½ | M | | | | | | | | | | |
| 1914-15 | 14 & 15 | Apelco | 636 | 533 | 331 | 728 | 908 | 1009 | 1389 | 1653 | 1230 | 389 | 32 | 1527 | | | | | | | 7½ | | | | | 1¼ | 5/16 | 35 | 1½ | | | B 101 to B 4500 |
| 1915 | 15 | Split'f. | 663 | 533 | 295 | 728 | 910 | 1043 | 1389 | 1667 | 1265 | 437 | 33 | 1529 | SC | 167 | 67 | 67 | | 7 | 8 | | 1½ | 5/16 | 27⅝ | 1½ | 5/16 | 27⅝ | 1½ | 3⅛ | ¼ | 5001 to 8750 |
| 1916 | 4-38, 8-38 | Apelco | 634 | 534 | 307 | 728 | 908 | 1012 | 1394 | 1653 | 1235 | 387 | 34 | 1527 | DC | 169 | | 64 | 64 | | | | 2 | 5/16 | 10 | 1½ | 5/16 | 27⅝ | 1½ | 3 1/16 | 5/16 | 15001 to 22213 |
| 1917 | 4-24 | Apelco | 570 | 513 | 325 | 698 | 887 | | 1331 | 1644 | 1144 | 466 | 35 | 1507 | DC | 125 | | 63 | 64 | | | | 1½ | 1/16 | 27⅝ | 1½ | 1/16 | 27⅝ | 1¾ | 3⅝ | 5/16 | |
| 1918 | 24 | | | | 513 | | | | 1331 | | 1141 | 478 | | 1507 | SC | 129 | | 63 | 64 | | | | 1½ | 1/16 | 27⅝ | 1½ | 1/16 | 27⅝ | 1¾ | 3⅝ | 5/16 | 22214 to 31003 |
| 1918 | T-24 | | | | 513 | | | | | | 1141 | 478 | | | SC | | | | | 8 | 10 | | 1¾ | ¼ | 30 | 2 | ¼ | 39 | 1¾ | | | 31004 |
| 1919 | 4-24 | | | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1½ | 1/16 | 27⅝ | 1½ | 1/16 | 27⅝ | 1¾ | 3⅝ | 5/16 | |
| 1915-16 | | | 635 | 533 | | 785 | 906 | 1009 | | | 1232 | | 36 | 1504 | | | | | | | | | | | | | | | | | | |
| 1914-15-16 | | Dynato. | 576 | 526 | 322 | 705 | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | 7⅝ | | | | | | | | 2⅝ | | | |
| 1918 | | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | | | | |
| 1913 | | | | | | | 924 | | | | | | | | | | | | | | 7⅝ | L | 1⅝ | 5/16 | 40⅝ | 1⅝ | 5/16 | 52⅞ | | 4¼ | ¼ | |
| 1914 | | | | | | | 892 | | | | | | | | | | | | | 7½ | 8⅝ | L | 1⅜ | 5/16 | 35 | 1⅝ | 5/16 | 37⅝ | | 3¼ | 5/16 | |
| 1917 | 50 Ser 700 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| 1914 | B-24, 25, 36, | | | | | | | | | | | | | | | 165 | 81 | 63 | | | | | | | | | | | | | | |
| | 37, 54, 55 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 37 | 1507 | SC | 165 | | 63 | 63 | 8½ | 9¾ | L | 1⅝ | 5/16 | 46½ | 2⅜ | 5/16 | 49⅝ | | 3¼ | 5/16 | |
| 1915 | C-24, C-25 | Delco | 605 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 38 | 1507 | SC | | | | | | | | | | | | | | | 3¾ | 5/16 | |
| 1915 | C-36, 37, 54, | | | | | | | | | | | | | | | | | | | 7½ | 8½ | L | 1⅝ | 5/16 | 35 | 1⅝ | 5/16 | 38⅛ | | 3¼ | 5/16 | |
| | 55 & C4 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | [illegible] | 1643 | 1187 | 473 | 39 | 1510 | SC | | | | | | | | | | | | | | 2¼ | 3¾ | 5/16 | |
| | | | | | | | | | | | | | | | | | | | | | 9½ | L | 1⅝ | 5/16 | 46½ | 2⅜ | 5/16 | 49⅝ | | | | |
| 1916 | D-44, 45, 46, 4 | Delco | 598 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | | | | | | | | | | | | | | 1¾ | 3¼ | 5/16 | |
| | | | | | | | | | | | | | | | | 167 | | 63 | 63 | | | L | 2 | 5/16 | | 2 | 5/16 | | | | | |
| 1916 | D-54, 55 | Delco | 601 | 519 | 320 | 822 | 965 | 1075 | 1367 | 1641 | 1179 | 507 | 41 | 1510 | SC | 165-81 | | 63 | 63 | 6¾ | 8 | | 1⅝ | 5/16 | 46½ | 2⅜ | 5/16 | 49⅝ | 2¼ | 3¼ | 5/16 | |
| | | | | | | | | | | | | | | | | 169 | | 63 | 63 | 8½ | 9¼ | | | | | | | | | | | |
| 1917 | All Models | Delco | 600 | 508 | 315 | 821 | 967 | 1061 | 1345 | 1641 | 1162 | 467 | 42 | 1504 | SC | 165-81 | | 63 | 63 | | 9¼ | | 2½ | 5/16 | 50 | 2½ | 5/16 | 54 | 2¼ | 3¼ | 5/16 | |
| 1918 | D-34, 35, 37, | Delco | | 514 | 315 | 821 | 965 | 1061 | 1345 | 1641 | | 467 | 42 | 1504 | | 125-81 | | 63 | 63 | 8½ | 9¼ | | 2½ | 5/16 | 50 | 2½ | 5/16 | 54 | 1¾ | | | |
| | E-49 | | | | | | | | | | | | | | | | | | | 8½ | 9¼ | | | | | | | | | 3⅛ | 5/16 | |
| 1919 | A, D | Dyneto | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | 5/16 | 40 | 2 | 1/16 | 36 | 2⅜ | 3⅞ | 5/16 | |
| 1913 | 1913 | Delco | 629 | 528 | 353 | 794 | 971 | 1110 | 1372 | | 1228 | 416 | 44 | 1526 | DC | | | | | 8¾ | 9¼ | | 2½ | 5/16 | 49 | 2½ | 5/16 | 53½ | 1¾ | 4½ | ¼ | 7500-900, 18 |
| 1914-15-16 | All Models | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 15 | SC | 167 | Spec | 61 | 61 | | | | 2½ | 5/16 | 51 | 2½ | 5/16 | 53 | 1¾ | 3⅛ | 5/16 | 91005-99999-A 1- |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3⅛ | 5/16 | A 38003 |
| 1917 | All Models | Delco | 626 | 532 | 300 | 793 | 969 | 1119 | 1350 | 1640 | 1219 | 434 | 46 | 1521 | SC | 167 | Spec | 61 | 61 | 7 | 8 | ½ | 1¾ | 5/16 | 35⅝ | 1¾ | 5/16 | 36¼ | 1¾ | | | 55-A-1 to 555-2 |
| 1918 | Type 57 | | | 532 | 300 | 793 | 969 | | 1350 | 1640 | | | 46 | 1521 | SC | 167 | 81 | 61 | 61 | | | S | | | | | | | 1¾ | | | 57-A-1 to 57-Z-1000 |
| 1919 | Type 57 | Delco | | | | | | | | | | | | | SC | | | | | 8½ | 9¼ | ⅞ | 2½ | 5/16 | 51 | 2½ | 5/16 | 54 | | 3⅛ | | 57AA-1 up |
| 1916-17 | 1 ton series B F | G & D. | | | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | S | 1⅝ | 5/16 | 36¼ | 1⅝ | 5/16 | 30½ | | | | |
| 1918 | "Four" | | | | | | | | | | | 467 | 61 | 1504 | SC | | | | | | | S | 1⅜ | 5/16 | 35 | 1⅜ | 5/16 | 37½ | | 3¼ | 5/16 | |
| 1912-13-14 | | | | | 282 | | | 1117 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| 1913-14 | 5 | Jesco | 677 | 557 | 345 | 756 | 924 | 1021 | 1419 | | 1281 | 407 | 47 | 1557 | DC | 166 | 82 | 82 | 64 | | | | 1⅝ | 5/16 | 41¼ | 1⅝ | 5/16 | 42½ | | 4⅛ | 5/16 | |
| 1914-15 | 7 & 9 | Delco | 589 | 514 | 321 | 788 | 831 | 1074 | 1332 | 1635 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 61 | 61 | | | | | | | | | | | 3½ | ¼ | |
| 1914 | O, S, M-35 | West. | 622 | 523 | 289 | 703 | 886 | 1035 | 1375 | 1637 | 1211 | 426 | 48 | 1520 | SC | 167 | 51 | 81 | 63 | 7½ | 8½ | | 1⅝ | 5/16 | 40½ | 1⅝ | 5/16 | 40⅝ | | 4¼ | ¼ | 22751-26333 |
| 1914-15 | 13, 14 | West. | | 529 | 291 | 707 | 898 | 1039 | | 1639 | | 431 | | | | | | | | 7½ | 8½ | | 2 | 5/16 | 40⅝ | 2 | 5/16 | 44⅝ | | | | 26333 |
| 1914-15 | R | West. | 613 | 518 | 286 | | 888 | 1031 | 1318 | 1635 | 1207 | 422 | 49 | 1508 | SC | 165 | 81 | 63 | 81 | 7¾ | 8¾ | | 1¾ | 5/16 | 40 | 2 | 5/16 | 45 | | 3¼ | 5/16 | |
| 1916 | T | West. | 608 | 509 | 287 | 696 | 888 | 1027 | 1320 | 1633 | 1202 | 419 | 50 | 1502 | SC | 167 | 81 | 65 | 65 | | | | | | | | | | 2¼ | 3⅝ | 5/16 | 28341-31350 |
| 1917 | T-17 | A-L. | 566 | 512 | 317 | | 831 | 988 | 1327 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | 81 | 65 | 65 | | | M | | | | | | | 2¼ | 3⅝ | 5/16 | 31351-32354 |
| 1918 | U | | | 508 | 317 | 697 | 886 | | 1327 | 1641 | | 467 | | 1510 | SC | 167 | 81 | 63 | 63 | | | M | | | | | | | 2¼ | 3½ | 5/16 | 32355-34856 |
| 1919 | U-10 | West. | | | | | | | 1340 | | | | | | SC | | | | | 8¾ | 9¾ | ⅞ | 1¾ | 1/16 | 40 | 2 | 1/16 | 45 | 2¼ | 3⅝ | 5/16 | 34856 up |
| 1913-14 | 19 | West. | 573 | 520 | 286 | 701 | 892 | 997 | | | 1145 | 374 | 52 | 1508 | SC | 169 | 81 | 81 | 63 | | | | | | | | | | | 5 | 5/16 | |
| 1914 | | West. | 572 | 520 | 319 | | 892 | | | | | 373 | 22 | 1512 | | | | | | | | | 2 | 5/16 | 42 | 2 | 5/16 | 44 | | 5 | 5/16 | |
| 1914-15-16 | 19 | West. | | | | 701 | 892 | 996 | | | 1146 | | 52 | 1508 | SC | 169 | 81 | 63 | 63 | | | | 2 | 5/16 | 42 | 2⅜ | | 44 | | 5 | 5/16 | |
| 1916 | 21 | | | | | | 892 | 1009 | | | 1232 | | | | | | | | | 9 | 9½ | | 2 | 5/16 | 42 | 2⅜ | 5/16 | 44 | 2½ | 5 | 5/16 | |
| 1913-14 | 17, 18, 19 | | | | 277 | 808 | | 1120 | | | | | | | DC | 166 | 82 | 64 | 64 | | | | | | | | | | 2¼ | 4¼ | ¼ | |
| 1913-14 | 17, 18, 19 | | | | 279 | 804 | | 1121 | | | | | | | DC | 166 | 82 | 64 | 64 | 8½ | 9 | | 2 | 5/16 | 34⅜ | 2⅜ | 5/16 | 37 | | 4¼ | ¼ | |
| 1914-15 | 24, 26, 26B, 29 | Chalmers | 591 | 550 | 308 | 804 | 975 | 1114 | 1423 | | 1287 | 449 | 53 | 1576 | DC | 180 | | 72 | 72 | | 8¼ | L | 1¾ | 5/16 | 35½ | 1 | 5/16 | 37⅝ | | 3¼ | ¼ | 38600-41599 |
| | | | | | | | | | | | | | | | | | | | | 7¼ | 8⅝ | | 2 | 5/16 | 42 | 2⅜ | 5/16 | 44 | | | | |
| 1915-16-17 | 32 (6-40), 35 | | | | | | | | | | | | | | | 165-81 | 81 | 63 | 63 | | | | 2 | 5/16 | 34¼ | 2⅜ | 5/16 | 37⅝ | | 3⅛ | 5/16 | |
| | (6-30) | West. | 588 | 511 | 303 | 727 | 977 | 1087 | 1344 | 1677 | 1174 | 472 | 54 | 1595 | SC | | | | | | 10⅜ | | 1¾ | 5/16 | 15 | 1¾ | 5/16 | 15 | 2⅜ | | | (1916) 41700-49599 |
| 1916 | 35A | West. | | 511 | | | 977 | 1076 | | | 1185 | | | | | | | | | 9 | 10½ | L | 1¾ | 5/16 | 43 | 2 | 5/16 | 45½ | | | | 45000-45799 |
| 1918 | 6-30 | West. | | | | 727 | 977 | 1087 | 1344 | | | 472 | | 1595 | | 165 | | 63 | 63 | 8⅜ | 7⅜ | | 1½ | 5/16 | 41½ | 1½ | 5/16 | 43½ | 2⅜ | 3¼ | 5/16 | 94001-111000 |
| 1919 | 6-30 | Autos L. | | | | | | | 1344 | | | | | | SC | | | | | 7⅜ | 8⅜ | ⅞ | 1⅝ | 5/16 | 41¾ | 1¾ | 5/16 | 43⅝ | 2⅜ | 3¼ | 5/16 | 111001 up |
| 1916 | A & B | Split'f. | 598 | 508 | 317 | 821 | 829 | 1063 | | | 1160 | 458 | 4 | 1504 | | | | | | 8½ | 9½ | | 1¾ | 5/16 | 48⅝ | 2 | 5/16 | 43 | | | | |
| 1913-14-15 | All Models | G & D. | 612 | 518 | 286 | 699 | 888 | 1030 | 1321 | 1635 | 1206 | 421 | 52 | 1508 | SC | 165 | 81 | 63 | Spec | | 9½ | | 1¾ | 5/16 | 43 | 2 | 5/16 | 45½ | 2 | 3⅜ | ¼ | 1-15,000 |
| 1916 | 17 series, 10000 | G & D. | 566 | 512 | 317 | 697 | 886 | 988 | 1309 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | | 63 | 63 | | | | 1¼ | 5/16 | 43 | 2 | 5/16 | 45½ | 2 | 3⅜ | 5/16 | 15001-35000 |
| 1917 | Series 18 | G & D. | 599 | 512 | 316 | | 886 | | | 1641 | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | | | 1¼ | 5/16 | 43 | 2 | 5/16 | 45½ | | | | 35001-61000 |
| | | Westand | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | 35001-61000 |
| 1918 | | G & D | | | | 717 | 829 | 1061 | 1323 | 1641 | | 467 | 5 | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | 1⅝ | 5/16 | 35 | 1⅝ | 5/16 | 35⅜ | | 3¼ | 5/16 | |
| 1919 | 27 | West | | | | | | | | | | | | | SC | | | | | 8½ | 10¾ | ⅞ | 1¾ | 5/16 | 43 | 2 | 5/16 | 45½ | 2 | 3⅛ | 5/16 | 61001 to |

Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes made for manufacturers on account of quantity buying.

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# It's Easier to Sell Eveready Mazda

Just say "Eveready" to a motorist and you've clinched a sale. He's seen Eveready products advertised everywhere—he's used them, too, and *knows* how good they are.

And "Mazda" quality is world-known, of course.

So—when you say, "It's an EVEREADY MAZDA," to the customer who wants a bulb for his car, you've said the utmost about it—a thirty minute convincing sales talk in thirty seconds.

That's why these lamps stream across the counters of Eveready Mazda dealers.

Then too, the Eveready Mazda Auto Lamp Cabinet—the *new* all-steel fixture—pushes the sales over even faster.

If motorists come into your shop—no matter what for—you've a real chance to corral a lot of extra sales with a stock of Eveready Mazda Auto Lamps.

Let us tell you all about it—how other dealers are sales-building with this line. Write today for our proposition.

G-8 (½ size)

## AMERICAN EVER READY WORKS

*of National Carbon Company, Inc.*

**300 Thompson Avenue** **Long Island City, New York**

*Also makers of*

Eveready Electric Meters, Eveready Dry Cells, Eveready Tungsten Batteries, Eveready Storage Batteries, Eveready Daylo, *The Light that says: "There it is!"*

G-8 (½ size)

802

Digitized by Google

| Car | Year | Model | Electrical System | Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | O-172, 173 | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| let | 1912-13-14 | Little6, TypeC | A-L | | 529 | 291 | 707 | 898 | 1318 | 1373 | | 1215 | | | | | 166 | 82 | 82 | | | | | Em | er | genc | y S | er | vice | | | | |
| | 1914-15 | L, H2, H4 (Baby Grand); | | | | | | | | | | | | | | | | | | | | 9½ | | 1⅝ | 5/16 | 35½ | 1⅝ | 5/16 | 35 | | 3 9/16 | 5/16 | |
| | | H2½ (Royal Mail) | A-L | 572 | 520 | 320 | 701 | 886 | 996 | 1355 | 1627 | 1146 | 373 | 2 | 1512 | DC | 166 | 82 | 82 | | | | | 1⅝ | 1/32 | 27 | 1⅝ | 1/32 | 28 | 2 | 3 9/16 | 5/16 | |
| | 1914-15 | L, H2, H4, H3 Mouroe | A-L | | | 317 | 701 | 892 | 987 | 1355 | 1629 | 1293 | 4?9 | 2 | 1512 | SC | 167 | 81 | 63 | | 6¾ | 8 | | 1¼ | 5/16 | 26½ | 1¼ | 5/16 | 27½ | | 3 | 5/16 | |
| | 1916 | Baby Grand, Amesbury, | | | | | | | | | | | | | | | | | | | | | L | C. | B | as. | | | | | | | |
| | | Royal Mail | A-L | | | | 697 | 886 | 987 | | | 1293 | 362 | 7 | | | | | | | | 8 8½ | | 1⅝ | 1/32 | 35 | 1⅝ | 1/32 | 35 | 2 | 3 9/16 | 5/16 | |
| | 1916-17 | 4-90 | A-L | 585 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 456 | 56 | 1504 | DC | 166 | | 81 | | | | | 1¼ | 1/32 | 26½ | 1¼ | 1/32 | 27½ | 2⅛ | | | |
| | 1917 | Baby Grand | A-L | 566 | 508 | | | 886 | | | | 1104 | 362 | 57 | 1510 | DC | 166 | | 63 | 63 | | | | 1¼ | 1/32 | 34½ | 1¼ | 1/32 | 37 5/16 | 2 | 3 9/16 | 5/16 | |
| | 1918 | 490 | A-L | | | | | 829 | | 1306 | 1641 | | | | 1504 | | 124 | 41 | 63 | 64 | | | | | | | | | | 2 | 3 9/16 | 5/16 | |
| | 1918 | F. A. Baby Gr. | A-L | | | | | 831 | | | 1643 | | 464 | 28 | 1510 | | 124 | 81 | 63 | 64 | | 8½ | | | | | | | | | | | |
| | 1918 | D-8 cyl | A-L | | 515 | | | 833 | | | | | | | | | 124 | 81 | 63 | 64 | | | 7/8 | | | | | | | 1¾ | 3⅜ | 5/16 | |
| | 1919 | 4-90 | Auto-L | | | | | | | 1303 | | | | | | SC | | | | | 7 | 8 | 7/8 | 1¼ | 1/32 | 26½ | 1¼ | 1/32 | 27½ | 2⅛ | 3 9/16 | 5/16 | |
| | 1919 | Baby Grand | | | | | | | | | | | | | | | | | | | 7½ | 8½ | | 1¾ | 1/32 | 34½ | 2 | 1/32 | 37 5/16 | 2 | 3 9/16 | 5/16 | |
| | | F. B. | Auto-L | | | | | | | | | | | | | DC | | | | | | | | | | | | | | | | | |
| go | 1917 | C | G & D | | | 320 | | 886 | 987 | | | 1293 | | | | | | | | | | | | | | | | | | 1½ | 3⅜ | 5/16 | |
| | 1918 | G-6-4, G-6-5 | | | | | | | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| r | 1913-14 | C-6-60, 6-C | G & D | 566 | | | | 890 | 987 | | | 1293 | 362 | 58 | 1510 | DC | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | 4-40, 4-50, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | 11⅛ | 7/8 | 2½ | 5/16 | 48¾ | 2½ | 5/16 | 44¾ | 2½ | 4⅛ | 5/16 | 7001-1100 |
| | 1914-15 | 9-4, 9-6, Big 6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | | 169 | 83 | 61 | 62 | | 10½ | 7/8 | | | | | | | 2½ | 4¼ | 5/16 | 14001-15000 Mod. 16001-170121 Mod. |
| | 1915 | 10-4, Std. 4, Little 6 | Delco | 601 | 514 | 321 | 788 | 963 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | 165 169 | 81 83 | 61 | 62 | 8½ | 9 | 7/8 | | | | | | | 2½ | 4¼ | 5/16 | 27001 30000 |
| | 1916 | 4-40, 6-66, 8-50 | Delco | 601 | 514 | 320 | 822 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 59 | 1510 | SC | 169 | | 61 | 62 | 8½ | 9 | 7/8 | 2 | 5/16 | 40¼ | 2 | 5/16 | 43¾ | 2⅝ | 4¼ | 5/16 | 30001-40000 |
| | 1917 | 8-60, 8-61, 8-62 | Delco | 604 | 508 | 318 | | | 1072 | 1367 | 1643 | 1190 | 479 | 60 | 1510 | SC | 165 | | 61 | 61 | 8¼ | 9¼ | 7/8 | | | | | | | | 3½ | 5/16 | 40001-50000 |
| | 1918 | 870 | Delco | | 508 | | 822 | | | 1346 | 1643 | | 479 | 173 | | SC | 129 | 63 | 61 | 62 | 8½ | 9⅝ | 7/8 | 1¾ | 5/16 | 43½ | 2 | 5/16 | 45 | 2⅝ | 3½ | 5/16 | 50001-52265 |
| | 1919 | Aero 870 | Delco | | | | | | | 1346 | | | | | | SC | | | | | 8½ | 9⅝ | 7/8 | 1¾ | 1/32 | 43 5/16 | 2 | 1/32 | 45 | 2⅝ | 3½ | 5/16 | 52266 up |
| r | 1917 | M | Dyneto | 598 | | 317 | | | 1063 | | | 1160 | | 4 | 1504 | | | | | | | | 7/8 | | | | | | | 2⅝ | | | |
| ial | 1917 | 6-35 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| abia | 1917 | A | Ward-L | 599 | 508 | 316 | | | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | 8⅝ | 7/8 | 1½ | 5/16 | 41¾ | 1¾ | 5/16 | 44 | 1¾ | 3½ | 5/16 | 1-1310 |
| | 1918 | E | | | | | 717 | | | 1310 | | | | | | | 165 | 81 | 63 | 64 | 8 | 8⅝ | | 1½ | 5/16 | 41¾ | 1¾ | 5/16 | 44 | 2 | 3½ | 5/16 | |
| | 1919 | E | Ward-L | | | | | | | 1310 | | | | | | SC | 165-81 | | 63 | 64 | 8 | 8⅝ | 7/8 | 1½ | 5/16 | 41¾ | 1¾ | 5/16 | 44 | 2 | 3½ | 5/16 | |
| t | 1917 | | | 619 | | | | | | | | | | | | | | | | | | 8⅝ | | | | | | | | 2¼ | 3½ | 5/16 | |
| | 1918 | C-50, C-51 | | | | | | | | | | | | | | SC | | | | | | 9½ | 7/8 | | | | | | | | 3½ | 5/16 | |
| nerce | 1917 | E | Remy | 586 | | 316 | | | | | | 1161 | | 61 | 1504 | | | | | | | | 7/8 | | | | | | | | | | 10000 up |
| | 1918 | E | | | | | | | | | | | | 61 | | SC | | | | | | | 7/8 | 2¼ | 5/16 | 44⅝ | 2½ | 5/16 | 46 | | 3¼ | 5/16 | |
| monwealth | 1918 | 4-40 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| ord | 1919 | A & B | | | | | | | | | | | | | | | | | | | | | 7/8 | 3½ | ¼ | | | | | | | | |
| inental | 1914 | | | | | | | | 1014 | | | 1237 | | | | | | | | | | | 7/8 | | | | | | | | | | |
| | 1915 | 30 | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | | | | |
| tt | 1913-14 | | North-E. | 678 | 548 | 346 | | | 1022 | | | 1282 | | 62 | 1596 | DC | 166 | 82 | 64 | Spec | | | 7/8 | | | | | | | 2¼ | 4 | ¼ | |
| | 1914 | | North-E. | 573 | 520 | 319 | | | 997 | | | 1145 | | 18 | 1512 | DC | 166 | 82 | 64 | Spec | | | 7/8 | | | | | | | 1⅜ | 4 | ¼ | |
| | 1917 | C | North-E. | | | 310 | | | | | | | | | | | | | | | | | | | | | | | | 1⅜ | 4⅛ | 5/16 | |
| | 1918 | B & C | | | | | | | | | | | | | | | | | | | | | 7/8 | 2½ | ¼ | 44 | | | | | 4⅛ | 5/16 | |
| s | 1917-18 | 1000lbs.sr.17A | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| and-Cart. | 1916-17 | | Disco | | | | | | | | | 1296 | | | 1510 | | | | | | | 10 | | | | | | | | | | | |
| e-Gear | 1918 | All | | | | | | | | | | | | | | | | | | | | | | 2¼ | ¼ | 42 | | | | | | | |
| | 1913-14 | 3 & 4 | Rush | 576 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1916 | 5 | | 576 | 526 | | | 863 | 1003 | | | 1151 | | 1 | | SC | | | | | | | | | | | | | | | 4¾ | 1/32 | |
| | 1917 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ford | 1913-14 | | G & D | 627 | 514 | 305 | | 831 | 1104 | 1315 | | 1293 | 410 | 17 | 1522 | DC | 186 | 81 | 63 | | | | 7/8 | | | | | | | 2¼ | | | |
| | 1913-14 | 6-50 | G & D | 566 | 516 | 317 | | 900 | 987 | 1332 | | 1223 | 362 | 58 | 1510 | | | | | | | 9½ | | | | | | | | 2¼ | | | |
| | 1915-16 | 6-35 | West | 566 | 512 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165-81 | | 63 | 63 | | 8½ | 7/8 | | | | | | | 2¼ | 3½ | 5/16 | |
| | 1917 | 6-17-40 | West | 599 | | 316 | | | | 1309 | 1641 | 1161 | 467 | 55 | 1504 | SC | 165-81 | | 81 | 81 | | 9 | 7/8 | | | | | | | 2¼ | 3½ | 5/16 | |
| | 1918 | | West | | | | 717 | | | | 1641 | | 467 | 55 | 1504 | | 165 | | 63 | | | 9 | | | | | | | | 2¼ | 3½ | 5/16 | |
| ent | 1913-1914 | | Jesco | | 547 | | | | 1020 | | | 1280 | | | | | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1914 | | Jesco | | 526 | | | 886 | 987 | | | | | | | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| -Elkhart | 1913-14 | | Bijur | 567 | 512 | | | 896 | 1004 | 1379 | | 1151 | 381 | 64 | | DC | | | | | | | 7/8 | | | | | | | | 4 | 5/16 | |
| | 19 3-14 | D-42 to D-65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | 5/16 | |
| | | inclusive | Emerson | 576 | 526 | 316 | | 886 | 989 | | | 1132 | | 1 | 1506 | LC | | | | | | | 7/8 | | | | | | | | 3¾ | ¼ | |
| | 1914-15 | | Disco | 566 | 512 | 317 | | 886 | 987 | 1323 | | 1230 | 362 | 7 | 1506 | DC | 166 | | 64 | 64 | | 8¼ | 7/8 | | | | | | | | 3¼ | 5/16 | |
| | 1916 | CE-30 | Disco | 660 | 533 | 317 | 821 | 908 | 1063 | 1397 | | 1230 | 492 | 65 | 1597 | SC | 175 | 67 | 67 | 68 | 7½ | 8½ | 7/8 | | | | | | | 1⅞ | 3½ | 5/16 | |
| | 1916 | CE-30 | Dyneto | 598 | 508 | 317 | 803 | 829 | 1093 | 1308 | | 1160 | 458 | 4 | 1504 | SC | 175 | 67 | 67 | 68 | 7½ | 8⅝ | 7/8 | | | | | | | 1⅞ | 3½ | 5/16 | |
| | 1917 | CE-33, CE-35 | Dyneto | 598 | 508 | 317 | | | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | 165-65 | | 63 | 64 | | | | | | | | | | 1⅞ | 3½ | 5/16 | |
| | 1918 | 35 | | | | | 717 | | | | 1641 | | | 55 | | SC | 165 | 81 | 63 | 64 | | 10¼ | 7/8 | | | | | | | | | | |
| | 1919 | K-32, 34, 36 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | 7/8 | 2 | 1/32 | | 2 | 1/32 | | | 3½ | 5/16 | |
| | 1919 | H-42, 44, 46 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | 7/8 | 2 | 1/32 | | 2 | 1/32 | | | 3⅜ | 1/32 | |
| th'rDuryea | 1917 | | | | | | | | | | | | | | | | 175 | 89 | 67 | | | | | | | | | | | | | | |
| ingham | 1913-14 | | North-E. | 678 | 548 | 346 | | 928 | 1053 | 1420 | | 1282 | 446 | 62 | 1561 | DC | 166 | 84 | 64 | Spec | | | 7/8 | 2½ | 5/16 | 51 | 2½ | 5/16 | 52¾ | 1½ | 4¼ | 5/16 | |
| | 1914 | | G & D | | | | | | 1037 | 1420 | | 1214 | 447 | 62 | | DC | 166 | 84 | 64 | Spec | | 10¼ | 7/8 | 2½ | 5/16 | 51 | 2½ | 5/16 | 52¾ | | 4¼ | 5/16 | |
| | 1914-15 | | West | | | | | | 1022 | 1420 | | 1151 | | 98 | 1514 | SC | 165 | 83 | 81 | Spec | | 10¼ | 7/8 | 2½ | 5/16 | 51 | 2½ | 5/16 | 52¾ | | 3¼ | 5/16 | |
| | 1915-16 | V | West | 615 | 523 | 290 | | 804 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | 10¼ | 7/8 | | | | | | | 2¼ | 3¼ | 5/16 | |
| | 1917 | V, 2nd series | West | 597 | 523 | 326 | | | 1033 | 1365 | | 1199 | 480 | 66 | 1513 | SC | 169 | 82 | 63 | 64 | 9 | 9¼ | 7/8 | | | | | | | 2¼ | 3¼ | 5/16 | |
| | 1918 | V | West | | | | 702 | | | 1365 | | | | | 1513 | | 129 | 81 | 63 | 64 | | 10¼ | 7/8 | 2½ | 5/16 | 53 | 2½ | 5/16 | 53 | 2¼ | 3¼ | 5/16 | |
| ing | 1913-14 | | Jesco | 675 | 557 | 345 | | 983 | 1021 | | | 1281 | 405 | 67 | 1557 | | | | | | | | ½ | | | | | | | 1¼ | | | |
| els | 1916-17 | A & B | West | 618 | 524 | 293 | | | 1036 | 1354 | 1638 | 1213 | 427 | 68 | 1515 | SC | 167 | 81 | 63 | 64 | 8½ | 9¼ | 7/8 | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ | | | 150-650 |
| | 1916 | A | West | 618 | | 293 | | | 1036 | 1354 | 1638 | 1213 | 428 | 68 | 1515 | | | | | | 8½ | 9¼ | 7/8 | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ | 3¼ | 5/16 | |
| | 1918 | B | West | | | | 704 | | 1036 | 1343 | | | 428 | 68 | 1510 | SC | 167 | 81 | 63 | 64 | 8¾ | 9⅝ | 7/8 | 2½ | 5/16 | 43½ | 2½ | 5/16 | 48½ | 1¾ | 3¼ | 5/16 | 650 up |
| | 1916-17 | C & CC | West | 566 | 512 | | 697 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3½ | ¼ | 13 | | | | | 4⅛ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | 2½ | | | |
| s | 1914 | 6-50 | G & D | 566 | 516 | 317 | | | 987 | 1332 | | 1293 | 410 | 58 | 1510 | DC | 165 | 81 | 63 | 63 | 9 | 10¼ | 7/8 | 1⅝ | 5/16 | 48 | 2⅜ | 1/32 | 49 | | 3½ | 5/16 | |
| | 1914 | 35J, 35K | West | 566 | 512 | 317 | | 886 | 996 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | 1⅝ | 1/32 | 35 5/16 | 1⅞ | 1/32 | 37¼ | | 3½ | 5/16 | |
| | 1915 | 38A, 38B, 38C | West | 566 | 513 | 317 | | 887 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 9 | 10 | 7/8 | 1⅝ | 1/32 | 35 5/16 | 1⅞ | 1/32 | 37¼ | | 3½ | 5/16 | |
| | 1916 | 6-F, 6-G | Delco | 583 | 508 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 167 | | 63 | 63 | 9 | 10 | 7/8 | 1⅝ | 1/32 | 36 | 1⅞ | 1/32 | 39 | 2 | 3½ | ¼ | |
| | 1916 | 6-E | Delco | 589 | 514 | 317 | | 831 | 1077 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | 9 | 10 | 7/8 | 1⅝ | 1/32 | 40 | 1⅞ | 1/32 | 41⅝ | 2¼ | 3½ | 5/16 | |
| | 1917 | 6-H, 6-I | Delco | 583 | 508 | 317 | | | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 125 | | 63 | 63 | | 8½ | 7/8 | | | | | | | | 3½ | 5/16 | |
| | 1917 | 6-J, 6-K | Delco | 589 | 508 | 317 | | | 1061 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 125 | | 63 | 63 | | 8½ | 7/8 | | | | | | | 2¼ | 3½ | 5/16 | |
| | 1918 | 6-H, I, K, L | | | | | | | | | | | | | 1504 | | 167 | | 63 | 62 | | | | | | | | | | | 3½ | 5/16 | |
| | 1919 | H | Delco | | | | | | | | | | | | | SC | | | | | 8 | 8½ | 7/8 | 1⅝ | 1/32 | 30 | 1⅞ | 1/32 | 41½ | 2 | 3¼ | 5/16 | 5500 up |
| Elder | 1916-17 | D E Jr. | Al-Ch. | 572 | | 317 | | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | 7/8 | | | | | | | 1¾ | | | |
| | 1916-17 | D E Sr. | Al-Ch. | 566 | | 320 | | | 996 | | | 1146 | | 22 | 1512 | | | | | | | | 7/8 | | | | | | | 2¼ | | | |
| | 1918 | D-E Mod. J | | | | | | | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| on | 1913-14 | Stod. Dayton | G & D | 627 | 527 | | | | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 631 | | | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | | | | | | | | | | | |
| ion Bouton | 1914 | E Y | Rush | 631 | 527 | 322 | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | 9 | M | | | | | | | | | | |
| | 1914-15-16 | E Q | | 576 | 526 | 322 | | | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 10¼ | M | | | | | | | | | | |
| nce | 1919 | B | Eism. | | | | | | | | | | | | | | | | | | | | 7/8 | 2¼ | 5/16 | 42⅛ | 2½ | 5/16 | 45¾ | 2¼ | | 5/16 | |
| alb | 1916 | Junior | | | 508 | | | | 1066 | | | 1170 | | | | | | | | | | | 7/8 | 2¼ | 1/32 | 48 | 2⅜ | ¼ | 48 | 2⅝ | 4⅛ | 5/16 | |
| | 1918 | E-2, E-2½ | | | | | | | | | | | | | | | | | | | | | 7/8 | 3 | ¼ | 57 | | | | 2⅝ | 4⅛ | 5/16 | |
| | 1919 | E2½, E2 | | | | | | | | | | | | | | | | | | | | | ¼ | 3½ | ¼ | 56½ | 3½ | ¼ | 56½ | 2½ | 4⅛ | 5/16 | |

Candelabra S crew Base. †Miniature Base. §When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake the next larger size. Odd sizes are someti mes made fo manufacturers on account of quantity buying.

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# Tungar RECTIFIER

## Tungar Price List

COMPLETE TUNGARS

| Cat. No. | Freq. | D-c. Amp. | No. Cells Battery | Weight Net | Weight Shipping | Cat. No. Bulb | A-c. Volts | † Price |
|---|---|---|---|---|---|---|---|---|
| 195529 | 60 | 2 | 3 | 8 | 12 | 195528 | 115 | $18.00 |
| 198646 | 40–50 | 1 | 6 | 10 | 15 | 195528 | 115 | 20.00 |
| 199547 | 25–30 | 0.75 | 8 | 14 | 20 | 195528 | 115 | 25.00 |
| 219865 | 60 | 5<br>3<br>1.5 | 3<br>6<br>9 | 15 | 24 | 189048 | 115 | 28.00 |
| 195530 | 60 | 6 | 3/6 | 15 | 24 | 189048 | 115 | 28.00 |
| 198647 | 40–50 | 6 | 3/6 | 18 | 30 | 189048 | 115 | 34.00 |
| 199546 | 25–30 | 6 | 3/6 | 20 | 35 | 189048 | 115 | 36.00 |
| *193191 | 60 | 5 | 3–12 | 39 | 58 | 189049 | 115 | 75.00 |
| *179492 | 60 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 130.00 |
| *198648 | 40–50 | 6 | 3–30 | 60 | 91 | 189049 | 115 | 140.00 |
| *199545 | 25–30 | 6 | 3–30 | 78 | 105 | 189049 | 115 | 155.00 |
| *206794 | 125–133 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 140.00 |
| *206795 | 60 | 6 | 3–30 | 80 | 105 | 189049 | 230 | 155.00 |
| *206796 | 40–50 | 6 | 3–30 | 95 | 125 | 189049 | 230 | 175.00 |
| | | | Renewal Bulbs | | | | | |
| 195528 | any | 2 | 3–8 | 3 oz. | 1 lb. | ..... | ... | $3.00 |
| 189048 | any | 6 | 3–6 | 8 oz. | 2 lb. | ..... | .... | 7.00 |
| 189049 | any | 6 | 3–30 | 8 oz. | 7 lb. | ..... | ... | 8.00 |

* Extra bulb included. † All prices subject to change without notice.

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The 6-amp., 75 volt Tungar Rectifier will charge any combination of 3, 4, 5, 6 up to 30 cells at 6 or 7 amperes or less from alternating current.

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The Tungar fastens to the wall thus taking up no floor space. It uses alternating current at a cost of but si · cents an hour for ten 3-cell batteries. It is self-starting, requiring no attend ant.

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*Southwest General Electric Company. For CANADIAN BUSINESS refer to Canadian General Electric Company, Ltd., Toronto, Ont.
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# BATTERIES


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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| a | 1917-18 | A&B | Disco | 636 | | 332 | | 908 | 1008 | | | | | | 1527 | SC | 171 | | 81 | | | 7 1/2 | 7/8 | 1 3/4 | 3/16 | 29 | 1 3/4 | 3/16 | 27 1/2 | | 3 1/8 | 3/8 | |
| | 1919 | B | Wagner | | | | | | | | | | | | | SC | | | | | 7 | 8 | 7/8 | 1 3/4 | 1/8 | 37 | 1 3/4 | 1/8 | 36 1/8 | | 3 1/8 | | 2251 up |
| | 1917 | All Models | Ward-L. | 566 | | 320 | | 886 | 987 | | | | 362 | 7 | 1506 | | | | | | | | 1/2 | | | | | | | | | | |
| n | 1913-14-15 | | Jesco | 675 | 557 | 345 | 756 | 924 | 1021 | | | 1281 | 405 | 67 | 1557 | SC | 165 | 81 | 63 | 63 | | | 1/2 | | | | | | | | 4 1/4 | 5/16 | |
| | 1914 | | | 573 | 520 | 319 | 701 | 892 | 997 | | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | | 1/2 | | | | | | | | 3 1/2 | 1/4 | |
| | 1914-15 | | | 566 | 512 | | 697 | 886 | 987 | | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | | | 7/8 | | | | | | | | 4 1/4 | 5/16 | |
| | 1913 | 36A, 37A | | | | 322 | | 886 | 1117 | 1379 | | | | 1 | | DC | | | | | | | 7/8 | | | | | | | | 4 | 1/4 | |
| | 1913-14-15 | 48A, B, G, 4, 6, 8 | West | 576 | 526 | 322 | | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 10 | 7/8 | | | | | | | 2 1/4 | 4 1/8 | 1/4 | |
| | 1916 | K | West | 566 | 514 | 317 | | 831 | 987 | 1332 | 1643 | 1293 | 470 | 58 | 1510 | SC | 167 | 81 | 63 | 63 | 8 1/8 | 9 1/8 | 7/8 | | | | | | | 2 1/4 | 3 | 3/16 | |
| ley | 1917 | A | West | 566 | 514 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | 8 3/4 | 7/8 | | | | | | | 2 1/4 | 3 1/8 | 3/16 | |
| | 1917 | B | | 566 | 514 | 320 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 169 | 81 | 63 | 63 | | 9 1/2 | 7/8 | 1 5/8 | 1/8 | | | | | | 3 1/2 | 5/16 | |
| | 1913 | 32, 48 | North-E. | 678 | 548 | 346 | 760 | 928 | 1022 | 1420 | 1631 | 1282 | 408 | 62 | 1596 | DC | | | | | | 9 3/4 | 7/8 | | | | | | | | 4 1/2 | 7/16 | |
| | 1914 | 41, 48 | North-E. | 678 | 548 | 335 | 760 | 928 | 1022 | 1420 | 1655 | 1282 | 408 | 62 | 1596 | DC | Spec | Spec | Sepe | Spec | 9 | 9 3/4 | 7/8 | 2 1/2 | 5/16 | 49 | 2 1/2 | 5/16 | 53 1/2 | | 4 1/2 | 7/16 | |
| | 1915 | 48 | Jesco.? | 641 | | | 732 | 912 | 1014 | 1403 | 1655 | 1237 | 396 | 11 | 1601 | DC | 176 | 90 | 90 | | 9 1/2 | 10 1/4 | 7/8 | 2 1/2 | 5/16 | 49 | 2 1/2 | 5/16 | 53 1/2 | | 4 1/2 | 7/16 | |
| | 1915-16-17 | 41, 34 | Bosch | 641 | 536 | 335 | 732 | 912 | 1014 | 1408 | 1655 | 1237 | 399 | 105 | 1601 | *DC | 141 | | 89 | 89 | 9 1/2 | 10 1/4 | 7/8 | 1 1/2 | 5/16 | 47 3/8 | 2 | 5/16 | 53 1/4 | 2 1/2 | 4 1/4 | 5/16 | |
| | 1918 | 34 | Bijur | | 514 | | 732 | 833 | 1088 | 1363 | 1645 | | 487 | | 1510 | SC | {129 101 | | 81 | 81 | 8 3/8 | 9 3/8 | 7/8 | 1 1/2 | 5/16 | 47 1/2 | 2 | 5/16 | 53 1/4 | 2 1/2 | 3 1/4 | 5/16 | |
| | 1919 | 34 | Bijur | | | | | | | 1363 | | | | | | SC | | | | | 9 | 9 3/4 | 7/8 | 1 1/2 | 5/16 | 47 1/2 | 2 | 5/16 | 53 1/4 | 2 1/4 | 3 3/4 | 5/16 | |
| | 1914 | | Norrh-E. | | 526 | | | 932 | 1003 | | | | | | | | | | | | | | | | | | | | | | 4 | 1/4 | |
| | 1914-15 | B | North-E. | | 560 | | | 953 | 1023 | | | | | | | | | | | | | | | | | | | | | | 5 1/8 | 5/16 | |
| | 1913-14 | | Jesco | | 526 | 322 | | | 1004 | | | 1151 | 381 | | | DC | 166 | 82 | 64 | | | | 7/8 | | | | | | | | | | |
| | 1914-15 | | West | 576 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 1 | | | | | | | | | 7/8 | | | | | | | | | | |
| | 1916 | | | 654 | | | | 841 | | | | | | 82 | | | | | | | | | 7/8 | | | | | | | | | | |
| | 1917 | 4-36, 8-48 | | | | 319 | | 831 | | | | | | | | | | | | | | | | | | | | | | 1 5/8 | | | |
| | 1913-14 | 35 | Deaco | 572 | 520 | 320 | 701 | 979 | 999 | 1357 | 1629 | 1148 | 376 | 126 | 1512 | DC | 166 | 82 | 64 | Spec | | | 1/2 | | | | | | | 1 5/8 | 4 | 1/4 | {1 to 14000 |
| | 1913-14 | 50-6 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | Spec | | | 1/2 | | | | | | | 1 5/8 | | | |
| | 1913-14 | 25 | G & D | 569 | | 317 | 796 | 980 | 1107 | 1325 | | 1226 | 413 | 69 | 1524 | DC | 166 | 82 | 64 | Spec | | 8 3/8 | 1/2 | 1 1/4 | 5/16 | 17 1/2 | 1 1/4 | 5/16 | 84 1/2 | 1 5/8 | 3 5/8 | 1/4 | |
| | 1915-16 | 25 | G & D | 569 | 535 | 351 | 796 | 980 | 991 | 1391 | 1653 | 1136 | 394 | 127 | 1506 | SC | 125 | | 63 | | 7 1/4 | 8 3/8 | 7/8 | 1 1/2 | 5/16 | 46 | 1 1/4 | 5/16 | 46 | 1 5/8 | 3 5/8 | 1/4 | 14000 to 52000 |
| | | | | | | | | | | | | | | | | | | | | | | | | Em | er | gency | S | er | vice | | | | {52001 to 110000 |
| | 1915-16-17 | 25 | S. Huff | 638 | 535 | 351 | 797 | 980 | 1011 | 1391 | 1653 | 1236 | 394 | 128 | 1527 | SC | 165 | | 63 | 63 | 7 1/2 | 8 3/4 | 7/8 | 1 1/4 | 5/16 | 15 | 1 1/4 | 5/16 | 34 1/2 | 1 5/8 | 3 5/8 | 5/16 | 110001 to 23980 |
| | 1918 | 25 | | | | | | | | | 1653 | | | | 1594 | | | | | | | | | | | | | | | | | | |
| | 1919 | 25 | Auto-K | | | | | | | | | | | | | SC | | | | | 7 3/8 | 8 1/4 | 7/8 | 1 1/4 | 5/16 | 30 | 1 1/4 | 5/16 | 34 1/2 | 1 5/8 | 3 5/8 | 5/16 | 239800 to 266800 |
| Truck | 1919 | | Auto-K | | | | | | | | | | | | | | | | | | 7 3/8 | 8 1/8 | 7/8 | 1 3/4 | 5/16 | 32 | 1 3/4 | 5/16 | 32 | 1 5/8 | 3 5/8 | 5/16 | 15001 up |
| | 1918 | 5-Pass. | S. Huff | | | | 797 | 980 | | 1392 | | | | | | | | | | | | 8 5/8 | 7/8 | 1 1/2 | 5/16 | 35 1/4 | 1 5/8 | 5/16 | 37 5/8 | | | | |
| | 1915-16 | WH, L-6 | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | WH, L-6, CE4, 6-T-5, L-6 | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | CE-4-2 Ton | | | | | | | | | | | | | 1520 | | | | | | | | | | | | | | | | | | |
| ee | 1916 | W-6 | West | | 526 | | | | 1003 | | | 1152 | | 98 | | | | | | | | | | | | | | | | | | | |
| | 1917-18 | EW, FW, D | West | 615 | | 290 | | 894 | 1038 | | | 1209 | | 98 | 1514 | | | | | | | | 7/8 | | | | | | | | 3 1/4 | 5/16 | |
| | 1913-14 | 35G, H, M | Rush | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | SC | 171 | 81 | 61 | 61 | | 9 | 7/8 | rea | r | whe | el t | ra | ns. | | 4 1/2 | 1/4 | {991 to 1590 |
| | 1913-14 | 35K, 35O | Rush | 620 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | SC | 171 | 81 | 61 | 61 | | 9 | 7/8 | 2 1/8 | 5/16 | 18 3/4 | 3 3/4 | 5/16 | 9 | | 4 3/4 | 1/4 | 1591 to 2098 |
| | 1915 | 22-70 | U.S.L. | 671 | 543 | 298 | 800 | 984 | 1050 | 1415 | 1664 | 1275 | 503 | 129 | 1547 | SC | 175 | 89 | 89 | 89 | | 9 3/4 | 7/8 | | | | | | | 3 | 3 1/4 | 5/16 | 2099 to 2549 |
| | 1916 | 22-72 | U.S.L. | 659 | 543 | 342 | 753 | 984 | 1103 | 1413 | 1664 | 1264 | 503 | 130 | 1544 | SC | 177 | 89 | 89 | 89 | | 9 3/4 | 7/8 | | | | | | | 3 | | | 2550 to 3299 |
| | | | | | | | | | | | | | | | | | {141 | | 89 | 89 | | | | re | ar | whe | el t | ra | ns. | | | | |
| | 1917 | 22-73 | U.S.L. | 658 | 543 | 340 | 752 | 984 | 1100 | 1412 | 1663 | 1262 | 506 | 31 | 1543 | SC | 89 | | | | 9 | 9 3/4 | 7/8 | 2 1/4 | 5/16 | 47 | 2 1/2 | 5/16 | 12 | 3 | 3 1/4 | 5/16 | 3300 to 4099 |
| | 1918 | 22-73 | U.S.L. | | 520 | | | 835 | | | 1678 | | | 31 | 1516 | SC | 141 | 89 | 89 | 89 | 9 1/8 | 9 3/4 | 7/8 | 2 1/2 | 5/16 | 12 | 2 1/2 | 5/16 | 17 3/8 | | 3 1/4 | 1/4 | |
| | 1918 | 19.50 | | | | | | | | | | | | | | DC | | | | | | 8 1/2 | 7/8 L | 2 | 5/16 | 36 | 2 | 5/16 | 24 | | 4 1/4 | 1/4 | |
| | 1913-14 | 30, 40, 45 | Jones | 567 | | 319 | | 886 | 987 | | | 1145 | 374 | 64 | 1512 | | | | | | | | | | | | | | | | 3 1/2 | 5/16 | |
| | 1914 | 40, 45 | Apelco | 635 | 533 | 330 | | 908 | 1009 | | | 1232 | 471 | 36 | 1594 | | | | | | | | | | | | | | | | 3 1/2 | 5/16 | |
| | 1914 | 40, 45 | G & D | 567 | 514 | 333 | | 890 | 1014 | | | 1132 | 395 | 108 | 1510 | | | | | | | | | | | | | | | | 3 1/2 | 5/16 | |
| | 1915 | 50 | Delco | 566 | 514 | 338 | | 890 | 1017 | | | 1293 | 362 | 58 | 1510 | | | | | | | | | | | | | | | | 3 1/2 | 5/16 | |
| | 1916-17 | 75, 80 | Delco | 583 | 508 | 317 | | 967 | 1061 | | 1679 | 1163 | 458 | 25 | 1504 | | | | | | | | | | | | | | | | 3 3/4 | 5/16 | |
| | 1913-14 | 22 Series 1913 | North-E. | 684 | 552 | 282 | 781 | 949 | 1024 | | | 1232 | 409 | 131 | | DC | 170 | 82 | 82 | 64 | | | {EI | 1 1/8 | 3/16 | 18 | 1 1/8 | 3/16 | 23 | 1 1/2 | 3 1/4 | 1/4 | 1830 to 22949 |
| | 1914 | 22 Series 1914 | North-E. | 635 | | 333 | 781 | 908 | 1014 | 1300 | 1633 | 1232 | | 36 | 1594 | DC | 170 | 82 | 82 | 64 | | 8 | EI | 1 1/8 | 3/16 | 18 | 1 1/8 | 3/16 | 23 | 1 1/2 | 3 1/4 | 1/4 | 2295 to 29000 |
| | 1915-16-17 | 22, 25 | G & D | 610 | 510 | 285 | 725 | 978 | 1028 | 1300 | | 1204 | 418 | 83 | 1599 | SC | 165 | 81 | 81 | 53 | 7 1/2 | 8 3/4 | EI | 1 3/8 | 5/16 | 13 1/4 | 1 3/8 | 5/16 | 31 1/4 | 1 1/2 | 3 1/4 | 5/16 | 29101 to 40249 |
| | 1918 | k | | 508 | | 316 | 725 | | | | | | | 55 | | | 166 | 82 | 64 | 64 | | 8 3/8 | EL | 1 3/4 | 5/16 | 13 | 1 3/4 | 5/16 | 30 | 1 1/2 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 5/16 | 44 | | | | |
| Michi- | 1913-14 | 40 | North-E. | 676 | 547 | 305 | | 924 | 1020 | 1418 | | 1280 | 411 | 81 | 1557 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | G & D | 627 | 516 | 344 | | 900 | 1105 | 1316 | | 1222 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1915 | | | | 516 | 285 | | | 1026 | | | 1201 | | | | | | | | | | | | | | | | | | | 3 1/4 | 1/4 | |
| | 1916-17-18 | A, B | | 598 | | 317 | | | 1063 | | | 1160 | 462 | 55 | 1504 | SC | 169 | 81 | | 63 | | | 1/4 L | | | | | | | | 3 1/8 | 1/4 | |
| | 1913-14 | T-4, T-6 | G & D | | 516 | | | | 1105 | | | 1222 | | | | DC | | | | | | | 7/8 | | | | | | | | 4 3/8 | 1/4 | |
| ame. | 1918 | | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1913 | 2-4, 5-4, 7-4, 2-6, 5-6, 7-6 | Esterl | 620 | 529 | 291 | 705 | 835 | 1004 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | 1/2 | | | | | | | 2 3/4 | 4 1/4 | 5/16 | 30001-40500 |
| | 1914 | A5-40, A5-50, Sp. 6 Deluxe | Remy | 576 | 526 | 322 | 707 | 835 | 1003 | | 1661 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 9 1/4 | 1/2 | 2 | 5/16 | 47 3/8 | 2 1/4 | 5/16 | 51 1/2 | 2 3/4 | 4 1/4, 4 1/4 | 1/4, 5/16 | 40501-50000 |
| | 1915 | Lt. 4 | Apelco | 664 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8 1/4 | 9 1/4 | 1/2 | 1 1/2 | 5/16 | 40 | 2 | 5/16 | 44 | 2 1/2 | 4 | 1/4 | 50001-50000 |
| | 1915 | Lt. 6 | Apelco | 674 | 538 | 357 | 750 | 841 | 1111 | 1379 | 1680 | 1278 | 417 | 132 | 1533 | DC | 124 | | 64 | 64 | 8 1/4 | 9 1/4 | 1/2 | | | | | | | 2 1/2 | 4 | 1/4 | 50001-50000 |
| | 1916 | 6 of 16 | Apelco | 654 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8 1/4 | 9 1/4 | 7/8 | | | | | | | 2 1/4 | | | 60001-70000 |
| | 1916 | Knight | West | 577 | 526 | 323 | 705 | 835 | 1003 | | 1631 | 1152 | 382 | 21 | 1518 | DC | 166 | | 64 | 64 | 8 1/4 | 9 1/4 | 7/8 | | | | | | | 2 1/4 | | | 60001-70000 |
| | 1917 | C-42 | West | 589 | 514 | 317 | | 831 | 1078 | 1332 | 1643 | 1184 | 484 | 133 | 1510 | DC | 166 | | 64 | 64 | | 9 3/8 | 7/8 | 1 1/2 | 5/16 | 40 | 2 | 5/16 | 39 1/2 | 2 1/4 | 3 1/2 | 1/4 | 70001-95000 |
| | 1917 | D-40 Sp. | lit'f. | 598 | 514 | 317 | | 829 | 1067 | 1305 | 1641 | 1167 | 460 | 134 | 1504 | DC | 124 | | 64 | 64 | 7 1/4 | 7 3/8 | 7/8 | 2 | 3/16 | 35 1/4 | 2 | 5/16 | 38 1/2 | 1/4 | 3 1/4 | 5/16 | 70001-95000 |
| | 1918 | C-42 | | | 514 | | 822 | 831 | | 1305 | 1643 | | 484 | | 1510 | DC | 166 | | 64 | 64 | | 10 | 7/8 L | 1 1/2 | 5/16 | 40 | 2 | 5/16 | 40 | 2 1/4 | 3 1/2 | 5/16 | 95000 up |
| | 1918 | D-40 | | | 514 | | | 829 | | | 1641 | | 460 | 134 | 1504 | DC | 166 | | 64 | 64 | | 9 | | 2 | 3/16 | 35 1/4 | 2 | 5/16 | 39 | 2 1/4 | 3 1/4 | 5/16 | |
| | 1913-14 | M-40 | Ward-L. | 574 | 520 | 319 | 705 | 892 | 991 | 1358 | 1657 | 1147 | 378 | 96 | 1512 | DC | | | | | | 9 3/8 | 7/8 | | | | | | | 2 3/8 | 4 1/8 | 1/4 | 2786 to 3999 |
| | 1913-14-15 | MK-50 | Warner | 645 | 543 | 338 | 740 | 916 | 1017 | 1411 | | 1243 | 401 | 97 | 1602 | DC | 126 | 82 | 64 | 82 | | 9 1/4 | 7/8 | 1 3/4 | 3/16 | 47 1/2 | 2 1/2 | 3/16 | 47 1/2 | | 4 | 1/4 | 4000 to 4999 (14 Model) |
| | 1915-16 | MK-40 | A-L | 572 | 520 | 320 | 701 | 892 | 1017 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | DC | 126 | | 63 | 82 | 8 1/2 | 9 3/8 | 7/8 | 1 3/4 | 3/16 | 43 | 2 | 3/16 | 43 | 2 3/8 | 3 1/4 | 5/16 | {6000 to 6499 & |
| | 1917 | MK-50 | A-L | 603 | 520 | 319 | | 831 | 996 | | 1643 | 1188 | 479 | 135 | 1512 | DC | | | | | | | 7/8 | | | | | | | 2 3/4 | 4 | 1/4 | 6500 to 7000 |
| | 1917 | 6 | A-L | 603 | 520 | 319 | | | 996 | 1339 | | 1188 | 479 | 135 | | SC | 165-81 | | 63 | 82 | 8 1/2 | 9 3/8 | 7/8 | | | | | | | 2 1/2 | | | |
| | 1918 | 40c | | | | | 701 | 831 | | 1339 | | | | 135 | 1510 | | 165 | 83 | 63 | 81 | | | | | | | | | | 2 1/2 | | | |
| | 1918 | 50 | | | | | 822 | 831 | | 1339 | | | 479 | 135 | 1510 | | 165 | 83 | 63 | 81 | | 9 1/4 | | | | | | | | 2 | | | |
| | 1919 | MK | Wagner | | | | | | | 1339 | | | | | | DC | | | | | 8 3/8 | 11 | 7/8 | 2 | 5/16 | 40 | 2 | 5/16 | 42 1/2 | 2 1/8 | 3 3/4 | 5/16 | |
| | 1914 | 4 | Deaco | | 512 | | | | 987 | | | 1293 | | | | DC | 165 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 | 1/4 | |
| | 1917 | 4-30 | | | | | | | | | | | | | 1504 | | 165 | | 65 | 64 | | | | | | | | | | | | | |
| | 1919 | R Roadster | Dyneto | | | | | | | | | | | | | SC | | | | | | | 7/8 | 2 | 5/16 | 38 | 2 | 5/16 | 38 | | 3 1/4 | | 1900 to |
| | 1914 | M-2, M-2 1/2 | A-L | 620 | | 291 | | 898 | 1038 | 1370 | 1639 | 1146 | 429 | 2 | 1520 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1914-15 | M-2, M-2 1/2 | A-I | 572 | 520 | 320 | 697 | 892 | 996 | 1355 | 1629 | 1293 | 378 | 22 | 1512 | | | | | | | | 7/8 | | | | | | | 1 1/2 | 3 | 5/16 | 501 up |
| | 1915 | M | A-l | 566 | 529 | 317 | 693 | 886 | 987 | 1323 | 1627 | | 362 | 7 | 1506 | | | | | | | 8 | 7/8 | 1 1/4 | 3/16 | 28 11/16 | 1 1/4 | 3/16 | 27 3/8 | | | | |
| | 1916-17 | M-2, M-3, M-4, M-5 | A-L | 564 | 508 | 317 | 693 | 882 | 1066 | 1302 | 1625 | 1297 | 361 | 136 | 1500 | DC | 166 | | Spec | | 7 1/4 | 8 1/2 | 7/8 | | | | | | | | 3 1/4 | 5/16 | {Mod. 4 (8000 up) Mod. 3 (4001 up) |
| | 1918 | 6 | | | | | 693 | 829 | | 1302 | | | | | | | 125 | | 63 | 63 | | 8 1/2 | 1/4 | 1 1/4 | 5/16 | 31 1/4 | 2 | 5/16 | 34 1/4 | 1 1/4 | 3 1/4 | 5/16 | 9151 up |
| | 1919 | S-7T-8R | Auto-L. | | | | | | | | | | | | | DC | | | | | | | 7/8 | 1 3/4 | 5/16 | 33 | 2 | 5/16 | 34 | 1 3/4 | 3 1/4 | 5/16 | |
| | 1914 | 4-42, 6-50 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | 83 | 61 | 61 | | | h. 1/2 & 7/8 | 2 | 5/16 | 40 | 4-4 | 2r | earw | | 4 1/2, 3 3/4 | 1/4, 5/16 | |
| | 1915 | 4-38, 6-40 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 107 | 1506 | SC | 165 | | 63 | 63 | | | el 1/2 & 1/2 | 2 | 5/16 | 40 | Re | ar | whe | 2 1/4 | 3 1/2 | 5/16 | |
| | 1915 | 6-50 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | | 1218 | 434 | 45 | 1521 | | | | | | | | el 7/8 | 2 1/4 | 5/16 | 46 | Re | ar | whe | 2 1/4 | 3 3/4 | 5/16 | |
| | 1916 | 6-30, 6-40 | Delco | 601 | 508 | 320 | 717 | 965 | 1075 | 1310 | 1641 | 1179 | 507 | 137 | 1504 | SC | 165 | | 81 | 65 | | 8 3/8 | el 7/8 | 2 | 5/16 | 40 | Re | ar | whe | 2 | 3 1/4 | 1/4 | |
| | 1917 | 6-66, 6-43 | Delco | 601 | 514 | 320 | 719 | 965 | 1073 | 1333 | 1643 | 1176 | 479 | 138 | 1510 | SC | 125-81 | | 63 | 64 | | 10 3/8 | 7/8 | 2 | 5/16 | 40 | Re | ar | whe | 2 1/4 | 3 1/4 | 5/16 | |
| | 1918 | 6-36 | Wagner | | 508 | | 822 | 967 | | | | | | | 1504 | | 129 | | 63 | 64 | | 8 1/2 | | | | | | | | 1 3/4 | 2 7/8 | 5/16 | |
| | 1918 | 6-66 | Delco | | 514 | | 822 | 965 | | 1333 | | | | | 1510 | | 129 | | 63 | 64 | | 9 1/4 | | | | | | | | 2 1/4 | 3 1/2 | 5/16 | |
| | 1914 | | West | 616 | 523 | 289 | | 894 | 1034 | | | 1210 | | 71 | 1514 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | | Split'f. | 609 | | 286 | | 884 | | | | 1203 | | 139 | 1502 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1916-17 | 30 | | 599 | | | 728 | 829 | | | | 1296 | | | | SC | | | | | 8 1/2 | 9 | 7/8 | 1 3/4 | 5/16 | 37 1/2 | 1 3/4 | 5/16 | 38 3/4 | 1 3/4 | 3 1/4 | 5/16 | |
| | 1919 | 30C | Com. | | | | | | | | | | | | | SC | | | | | 7 3/4 | 8 | 7/8 | 1 3/4 | 5/16 | 35 | 1 3/4 | 5/16 | 37 | 1 3/4 | 3 3/4 | 5/16 | |
| | 1914 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | | | | | | | | | | | | 3 1/4 | 1/4 | |

lelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes
sometimes made for manufacturers on account of quantity buying

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A Spectacular "Spike" Test.
A sales demonstration of electrical energy strong enough to melt steel.

# Two Homely Spikes Sell Mac-Lar for You

No automobile owner can resist the revelation of the "Spike" Test. He knows that an amperage which will burn steel is ample for his needs.

The only tools needed to make the test are two pliers and two 20-penny spikes. Demonstrate this strength in your own garage. Hold one spike, with the pliers, to each terminal. Touch the free ends of the spikes. Mac-Lar's strength will do the rest.

### *This Raw Strength Guaranteed for Eighteen Months*

A written pledge to this effect protects each owner.

Mac-Lar keeps this punch because of three special advantages, combined only in this battery. (1) Extremely hard plates which insure long life, (2) 25% extra capacity for the same plate area, and a higher momentary discharge rate than any soft plate battery, (3) unusual recharging efficiency.

### *Mac-Lar Replacement Is Universal*

It fits 99% of the automobiles in use today.

It replaces more than 51 combinations of other batteries.

Universal terminals are supplied.

Four standard models, supplied in a 6-Volt and a 12-Volt shape, make this possible.

Anyone can install Mac-Lar. No tool other than a blow torch is required.

The six-volt battery retails for $25; the 12-volt battery for $36.

The Mac-Lar Agency appeals to dealers who do not want to invest in large service equipment, organization, etc. A letter or a wire will bring you a copy of the Agency Plan, a definite proposition setting forth the money-making possibilities of the Mac-Lar Master battery in your territory.

**Mac-Lar Battery Company Inc., Detroit, U. S. A.**

# MAC-LAR

## MASTER STORAGE BATTERY

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| | Mode | Electrical System | STORAGE BATTERIES: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | LAMPS: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | LENSES (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | BRAKE LINING Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | PISTON RINGS: Bore | Width of Groove | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| .... | | U.S.L. | 576 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| 5... | | U.S.L. | | 526 | | | | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| .... | | | 572 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | | | | | | | | | | |
| .... | | | 577 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| .... | 20 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | 5/16 | 54 | 2½ | 5/16 | 56 | | | | |
| .... | Murray 8 | West | 615 | | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 3¼ | 5/16 | |
| .... | 1918 | | | | | | | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9⅝ | ⅞ | | | | | | | | 3¼ | 5/16 | |
| 5... | | West | | | | | | | | | 1151 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| .... | | G & D | 627 | 516 | | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| .... | 17-27 | | | | | | | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| .... | 17-34 | | | | | | | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | 5/16 | |
| .... | 18, 25, 26, 28, 29 | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3½<br>3¼ | 5/16<br>¼ | |
| .... | 681 | | | | | | | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8½ | ¼ | | | | | | | 2¼ | 3¼ | 5/16 | 100000-111600 |
| .... | 671 | | | | | | | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| .... | V-1, V-3 | G & D | 627 | 516 | 305 | 713 | 900 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞M | 2 | 5/16 | 20¾ | 2½ | 5/16 | 43⅝ | | 4⅛ | ¼ | 8001-9000 |
| .... | 6-W | Deaco | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼ | 5/16 | 9001-10000 |
| .... | AA | Remy | 575 | 520 | 327 | 702 | 893 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | | | 10001-11000 |
| .... | AB | West | 575 | | 327 | 705 | 893 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼<br>3¼ | 5/16<br>5/16 | 11001-12000 |
| .... | Highway 6, AC, AE, AF | West | 593 | 515 | 325 | 698 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2¼ | 2¾ | 7/32 | 12001-20000 |
| .... | Highway12AD AH | West | 575 | 521 | 327 | 702 | 893 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2 | 2¾ | 7/32 | 12001-20000 |
| .... | Highway12AK | Bijur | 575 | 515 | 327 | | 893 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | ⅞ | 1¼ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2 | 2⅞ | 5/16 | |
| .... | AB | West | 575 | 521 | 327 | 702 | 893 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼ | 5/16 | |
| .... | 6 | | | 515 | | 720 | | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | ⅞ | 1¼ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2¼ | | | 20001-25001 & up |
| .... | 12 | | | 515 | | 702 | | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9⅝ | ⅞ | 1¼ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2 | 2⅞ | 5/16 | 20001-25001 & up |
| .... | {Ser. AK 12<br>{Ser. AF3 | Bijur<br>West | | | | | | | | | | | | | | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 7/32 | 43¼ | 2 | 7/32 | 45 | 2¼ & 2 | 3½<br>2⅞ | 5/16<br>5/16 | 25836 to 34900 |
| .... | All | U.S.L. | | | | | | | | | 1256 | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | 5/16 | |
| .... | D Touring | | | | | | 840 | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | ⅞ | 1¼ | 7/32 | 32 | 1¼ | 7/32 | 32 | | 3⅛ | 5/16 | |
| .... | Simplicity | Al-Ch | | 513 | | 698 | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | ⅞ | | | | | | | 1⅝ | 3¼ | 7/32 | |
| .... | NW-2 | | | | | | | | | | | | | 1524 | | | | | | | | | | | | | | | | | | |
| .... | A, B. | G & D | | | | | 900 | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | | | |
| .... | C, D. | West | 567 | 512 | | 697 | 886 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | 4 | ¼ | |
| 17... | C, D, F. | West | 567 | | | 819 | 886 | 989 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | ⅞ | | | | | | | 2⅜ | 3⅛ | ¼ | 1917-10000.11125 |
| .... | 18 | | | | | 697 | | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2⅜ | 3 | 5/16 | 11125 up |
| .... | Speedster | Bosch | 650 | | | | 839 | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| .... | | | | 512 | | | | 989 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| .... | | | | 526 | | | | 1003 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| .... | 42, 6-60 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el ⅞ | 1¾ | 7/32 | 20¼ | Re | ar | whe | 2⅜ | 4⅛ | 5/16 | 4260-40001-42001-60001-61095 |
| .... | 36 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9½ | ⅞ | 1¾ | 7/32 | 36 | 2 | 7/32 | 36 | 2 | 3½ | ¼ | 360000-364000 |
| .... | 43 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | ⅞ | 2½ | 5/16 | 50 | 2½ | 5/16 | 50 | | 4¼ | 5/16 | 430000-430500 |
| .... | 48, 62 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | ⅞ | 2½ | 5/16 | 50 | 2½ | 5/16 | 50 | 2⅜ | 3½ | ¼ | {(48) 480000-481150: |
| .... | 35 | DeacoAL | 620 | 529 | 321 | | 898 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el ⅞ | 2 | 7/32 | 36 | Re | ar | whe | 2 | 3½ | ¼ | {(62) 620000-620160 |
| .... | 37, 49 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | 3½ | 5/16 | (37 & 49) 370000-373590 |
| .... | 32 | Remy | 583 | 508 | 317 | 717 | 831 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 7/32 | 36 | 1⅝ | 7/32 | 34⅝ | 1¾ | 2⅞ | 5/16 | 320000-328000 |
| .... | 38 | Delco | 598 | 506 | 317 | 821 | 965 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | | | 380000-384001 |
| .... | 50 | Delco | 601 | 514 | 320 | 821 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 7/32 | 40⅝ | 1⅝ | 7/32 | 43½ | 2¼ | 3½ | 5/16 | 500000-502000 |
| .... | 32B, 34 | Delco | 600 | 508 | 315 | | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 7/32 | 35 R | ear | W | heel. | 2¼ | 2⅞ | 5/16 | (32B) 330000-347100 |
| .... | 34B | Remy | | 508 | | 821 | 829 | 1069 | 1345 | 1641 | | | | 1504 | SC | *25 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 7/32 | 35 | 1⅝ | 7/32 | 34¾ | 2¼ | 2⅞ | 5/16 | 30001 (34) up |
| .... | 34B | Remy | | | | | | | | | | | | | SC | | | | | 7⅝ | 8½ | ⅞ | 1⅝ | 7/32 | 35 | 1⅝ | 7/32 | 34¾ | 2¼ | 2⅞ | 5/16 | |
| .... | 6-50 | West | 577 | 512 | 320 | | 896 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| .... | 6-50 | West | 566 | | 323 | | 886 | 1003 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 83 | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| .... | 6-50 | | | | | 697 | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | 5/16 | |
| .... | L | Dyneto | | 508 | 317 | | 829 | 1073 | | | | 454 | | | | | | | | | | ⅞ | | | | | | | | | | |
| .... | M | Dyneto | 650 | 533 | 331 | | 839 | 1094 | | | 1249 | 496 | 99 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| .... | M | | | | 334 | | 839 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | 5/16 | 41 | 2 | 5/16 | 43 | 2⅜ | 3¼ | 5/16 | |
| .... | | | | | 282 | | | | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| .... | 53 | Delco | 690 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞L | | | | | | | | 4⅛ | 5/16 | 81000-81500 |
| .... | 54, 55 | Delco | 630 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1 22 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7½ | 8½ | ⅞L | 1⅝ | 5/16 | 46⅛ | 2⅜ | 5/16 | 49 | | 4¼ | 5/16 | {(54) 83000-83999:<br>{(55) 92500-92999 |
| .... | 42 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 7/32 | 34⅝ | 1⅝ | 7/32 | 35⅝ | 1⅝ | 3½ | ¼ | 91500-92499 |
| .... | 43, 44 | Delco | 598 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 7/32 | 35 | 1⅝ | 7/32 | 38½ | 1⅝ | 3½<br>2⅞ | 5/16<br>5/16 | {(43) 94000-99999:<br>{(44) 109500-109899 |
| .... | 45 | Delco | 600 | 508 | 315 | 821 | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 7/32 | 35 | 1⅝ | 7/32 | 38½ | 1¾ | 2⅞ | 5/16 | 119300-122499 |
| .... | 45-37 | Del&Rm | | 508 | | | 967 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅝ | 7/32 | 35 | 1⅝ | 7/32 | 38½ | 1¾ | 2⅝ | 5/16 | |
| .... | 45A | | | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | 7/32 | 40⅝ | 1⅝ | 7/32 | 43½ | | | | |
| .... | | | 564 | | 317 | | 829 | | 1306 | | | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| .... | 45 | A-L | | | | | 829 | | 1306 | | | | | | | | | | | | 8 | ⅞ | 1¼ | 5/16 | 34⅝ | 1¼ | 37 | ⅞⅝ | | 3¼ | 5/16 | 5000-52000 |
| .... | 45 | Auto-L | | | | | | | | | | | | | SC | | | | | 7⅝ | 8 | ⅞ | 1¾ | 7/32 | 35¼ | 1¾ | 7/32 | 37⅞ | 1¾ | 3¼ | 5/16 | 5201 up |
| .... | 65, 79 | G & D | 566 | 514 | 317 | 711 | 831 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | ⅞L | ⅞ | 5/16 | 10⅝ | 2¼ | 5/16 | 41 | | 4⅛ | ⅜ | |
| .... | 80, 81, 82 | A-L | 571 | 515 | 327 | 698 | 832 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9⅝ | ⅞L | 2 | 5/16 | 9⅛ | 2¼ | 5/16 | 30⅝ | 2 | 4⅛ | ⅜ | |
| .... | 75, 75B | A-L | 584 | 508 | 317 | 717 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7⅝ | ⅞L | | | | | | | 1¾ | 3⅛<br>3¼<br>4⅛ | 5/16<br>¼<br>⅜ | |
| .... | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 571 | 515 | 327 | 698 | 832 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9¾ | ⅞ | | | | | | | 2 | | | |
| .... | 90 | A-L | 584 | 508 | 317 | | 829 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8⅞ | ⅞ | 1¼ | 5/16 | 12½ | 1¼ | 5/16 | 38 | 1⅝ | 3⅝ | 5/16 | |
| .... | 1200 | A-L | | 508 | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9⅝ | ⅞ | 2¼ | 5/16 | 10⅝ | 2¼ | 5/16 | 41 | | | | |
| .... | 90 P, L, D | A-L | | 508 | | - | 829 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8¾ | ⅞ | 1¼ | 5/16 | 12½ | 1¼ | 5/16 | 38 | | | | |
| .... | 85-6-B | A-L | | 508 | | 698 | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9¾ | | | | | | | | | | | |
| .... | 85-4, 88-6, 89-6 | A-L | | | | | 832 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4⅛ | ⅜ | |
| .... | 90 | | | | | | | | | | | | | | DC | | | | | 7¼ | 8¾ | ⅞ | 1¾ | 5/16 | 50 | 1¾ | 5/16 | 76 | 1¾ | 3⅞ | 5/16 | |
| .... | 83BOE | | | | | | | | | | | | | | DC | | | | | 7⅞ | 9⅝ | ⅞ | 2½ | 5/16 | 40¾ | 2¼ | 5/16 | 82 | 2 | 4⅛ | ⅜ | |
| .... | GA | | 688 | | 347 | 785 | | | | | | | 148 | | SC | 177-89 | | 67 | | 8½ | 9½ | ⅞ | | | | | | | 2⅛ | | | |
| .... | GB | | 687 | | 355 | | 956 | 1059 | | | 1289 | | 149 | | DC | Spec | | Spec | Spec | 8½ | 9½ | ⅞ | | | | | | | 2⅜ | | | |
| .... | O-36 | | | | | | 956 | | | 1675 | | | | | | Spec | | Spec | Spec | 10½ | | ⅞ | 2⅛ | 5/16 | 20⅝ | 2½ | 5/16 | 50⅝ | 2⅜ | 3¼ | 5/16 | |
| .... | M-36 | | | | | | | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3½ | 5/16 | |
| .... | W-42 | Own | | | | | | | | | | | | 1604 | DC | | | | | | 10¼ | ¾ | 2⅜ | 5/16 | 20¾ | 2⅜ | 5/16 | 50¾ | 2⅜ | 4 | ¼ | |
| .... | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | 4½ | ¼ | 3502 to 37999 |
| .... | 134 8-3A, 134 8-5A | Delco | | | 310 | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | | | |
| .... | 138, 348 | Bijur | 629 | 528 | 353 | 794 | 974 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11⅛ | M | 2⅜ | ¼ | 29 7/32 | 2⅜ | ¼ | 14 7/32 | | | | |
| 16-17 | 228, 238, 448, 548, 212, 6-36, 6-48 | Bijur | 578 | 526 | 306 | 705 | 973 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605<br>1606 | DC | 172-84 | 66 | Spec | Spec | 9½ | 10½ | ⅞M | 2½ | ¼ | 53 7/32 | 2 | 5/16 | 47½ | | 4<br>4½ | ¼<br>¼ | {(1914) 38000 to 66000:(1915) 75026 to 78386: (1917) 125051 to 150000 |
| .... | 3-25, 3-35 | | | 526 | | 705 | | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8½ | ⅞ | 2 | 5/16 | 37½ | 2½ | ¼ | 53⅝ | 2¼ | 3 | 5/16 | |
| .... | 3-25, 3-35 | Bijur | | | | | | | 1378 | | | | | | SC | | | | | 8 | 8½ | ⅞ | 2 | ¼ | 47½ | 2⅜ | ¼ | 53 7/32 | 2¼ | 3 | 5/16 | |
| .... | 25 | Disco | 664 | 516 | 330 | 730 | 910 | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | ⅞ | 1¾ | 5/16 | 29¼ | 1¾ | 5/16 | 28⅝ | | | | {7000 to 14000 |
| .... | 36 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | ⅞ | 1¾ | ¼ | 40¾ | 2 | 7/32 | 45⅝ | | | | |
| .... | 25 | G & D | 627 | 516 | 295 | 730 | 900 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | ⅞ | 1¾ | 5/16 | 29¼ | 1¾ | 5/16 | 28⅝ | | | | |
| .... | 36 | G & D | 566 | 514 | 317 | 711 | 890 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9½ | ⅞ | 1¾ | ⅛ | 40¾ | 2 | 7/32 | 45⅝ | | 4 | 5/16 | 14001 to 20000 |
| .... | 25 | G & D | | 516 | 305 | 713 | 900 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8½ | 9 | ⅞ | 1¾ | 5/16 | 42 | 2 | 5/16 | 42 | 2 | | | |
| .... | 6-38, 6-46 | G & D | 566 | 514 | 317 | 711 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8¼ | 9 | ⅞ | 2 | 7/32 | 35¼ | 2 | 5/16 | 38½ | 2 | 3⅛ | 7/32 | (6-38) 5000 up: (6-46) 65600 up |

Base. Miniature Base. *When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next sizes are sometimes made for manufacturers on account of quantity buying.

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| Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Truck |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1917 | J & K 6-17 | G & D | 589 | 514 | 320 | | 831 | 1079 | | 1643 | 1183 | 486 | 152 | 1510 | SC | | | | | 8¼ | 9⅝ | ⅞ | 2 | ⅜ | 42 | 2 | ⅜ | 44 | 2 | | | 89924 to 101999 |
| 1917 | 651 and 646 | | 589 | 514 | | | | | | | | | 152 | 1510 | | | | | | 8¼ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | ⅜ | 38 | 2¼ | 3½ | ⅜ | |
| 1918 | | | | | | | | | 1332 | | | | | 1510 | | 165 | 81 | 63 | 64 | | | | 2 | 3/16 | 35¼ | 2 | ⅜ | 38 | | 3½ | ⅜ | 102001 |
| 1919 | 640 | G & D | | | | | | | 1332 | | | | | 1510 | SC | | | | | 8⅜ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | ⅜ | 38 | 2 | 3½ | 3/16 | |
| | 655 | Remy | | | | | | | 1332 | | | | | 1510 | SC | | | | | 2¼ | 9⅝ | ⅞ | 9⅜ | ⅜ | 42 | 2 | ⅜ | 44 | 2¼ | 3½ | ⅜ | |
| 1913 | | Dyneto | | | | | 886 | 987 | 1353 | | 1293 | | | | DC | | | | | | | ⅞L | | | | | | | | | | |
| 1914 | | West | | | | 701 | 886 | 996 | 1353 | | 1146 | | | | | | | | | | | ⅞L | | | | | | | | | | |
| 1917 | C-series I | G & D | 566 | | | | 886 | | | 1627 | | 362 | 7 | 1506 | | | | | | | | | | | | | | | 2¼ | | | 500-570 |
| 1918 | G-5 | | | | | | | | | | | 362 | 7 | 1506 | | | | | | | 8⅝ | | 2 | ⅜ | 39 | 2 | ⅜ | 41 | 2¼ | 3½ | 3/16 | |
| 1918 | GV-IV | | | | | | | | | | | 362 | 135 | | | | | | | | | | | | | | | | | | | |
| 1919 | All | | | | | | | | | | | | | | SC | | | | | 4¾ | 5 | ⅞ | | | | | | | | | | |
| 1915-16 | 32 | | | | | | | | | | | 439 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| 1916 | 32 | | | | | | | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| 1914-15-16 | 20 | | 599 | | | | 892 | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| 1913-14 | 43A | A-L | 573 | 520 | 319 | 701 | 829 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | 63 | | | | | | | | | | 2 | | | 7000– |
| 1913-14 | 43, 47 | A-L | 630 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | 2 | 4⅛ | ⅜ | |
| 1914 | 32, 33, 33A | Delco | 602 | 512 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | SC | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 9300-9652 |
| 1915 | 4-32, 6-48 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 2300-2589 |
| 1916 | 6-42 | Delco | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | | 1163 | 454 | 25 | 1504 | SC | 123 | 63 | 61 | Spec | 7½ | 8½ | | | | | | | | 2 | 3¼ | ¼ | 300-1303 |
| 1917 | 6-45, 6-45R | Delco | 583 | 508 | 316 | 717 | 967 | 1061 | 1303 | | 1163 | 458 | 55 | 1504 | SC | 123-81 | | 61 | 61 | | 9¼ | | | | | | | | 2 | 3¼ | ¼ | 5000-6000 |
| 1918 | C-45 | | | | | | | | 1309 | | | | | | | | | | | | 8½ | | | | | | | | | | | 6000-6800 |
| 1919 | 646 | Delco | | | | | | | | | | | | | DC | | | | | ⅝ | 8¾ | ⅞ | 1¾ | ¼ | 36 | 2 | ¼ | 36 | 2 | 3¼ | ¼ | 8000 up |
| 1916-17 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| 1914 | 4A, C, D, E | G & D | 627 | 516 | 305 | | 886 | 987 | 1315 | 1627 | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 64 | | | | ⅞ | 2 | ⅜ | 34¼ | 2 | ⅜ | 46¼ | | 4⅛ | ⅜ | |
| 1914 | 6Cy | Disco | 566 | 514 | 317 | | 886 | 987 | 1322 | 1643 | 1293 | 362 | 7 | 1506 | DC | 166 | 84 | 64 | | | | ⅞ | 2¼ | ⅜ | 34¼ | 2¼ | ⅜ | 46¼ | | 3¼ | ⅜ | |
| 1915 | 6Cy | | | | 323 | | | 1003 | | | | | | | SC | 165 | 81 | 63 | | | | ⅞M | 2¼ | ⅜ | 34¼ | 2¼ | ⅜ | 46¼ | | | | 2002 to 2566 |
| 1915 | I-B, I-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | 1628 | 1158 | 386 | 153 | 1519 | SC | 167 | 81 | 63 | 64 | | | ⅞M | | | | | | | | | | |
| 1916 | 2-B, 2-C | Delco | 582 | 531 | 329 | | 897 | 1007 | 1382 | | 1158 | 386 | 153 | 1519 | | | | | | | | ⅞M | | | | | | | | | | 2901 to 4175 |
| 1915 | 7A, 7B, 7C | West | 577 | | 323 | | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞M | | | | | | | 2¼ | 3½ | ⅜ | |
| 1916 | 8A, 8B, 8C | West | 593 | 515 | 325 | | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 165 | 81 | 63 | | | 9⅜ | ⅞M | | | | | | | 2¼ | 3½ | ⅜ | |
| 1917 | 2B, 2C, 2D | Delco | 582 | 526 | 329 | | 897 | 1007 | | 1628 | 1158 | 386 | 153 | 1519 | | | | | | | 9⅜ | ⅞M | | | | | | | | 2⅞ | ⅜ | |
| 1917 | 3A, 3B, 3C | Delco | | 526 | 323 | | 896 | 1003 | 1382 | | 1152 | | 55 | 1518 | SC | 167 | 81 | 63 | 64 | | 9¾ | ⅞M | | | | | | | 2 | 2⅞ | ⅜ | 8001 to 17525 |
| 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | 9¾ | ⅞ | | | | | | | | 2⅞ | ⅜ | |
| 1913 | 38-6, 48-6, 60-6 | G & D | 627 | 516 | 305 | 715 | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | | | | | 8½ | 9¼ | M | 3 | 1/32 | 37½ | 2¼ | ¼ | 44 | 3 | 5 | ⅜ | |
| 1914-15 | 38-6, 48-6, 60-6 | G & D | 631 | 527 | 322 | 715 | 902 | 1107 | 1370 | | 1226 | 413 | 69 | 1524 | DC | 166 | Spec | 64 | Spec | 8½ | 9⅛ | M | 3½ | 1/32 | 40½ | 2¼ | ¼ | 44 | 3 | 4 | ⅜ | |
| 1915 | DD, EE, 54, 55 | G & D | 566 | 512 | 317 | 697 | 886 | 990 | 1326 | 1627 | 1135 | 366 | 95 | 1508 | SC | 165-81 | | 63 | 63 | 8½ | 9¼ | ⅞M | 2¼ | ¼ | 43½ | 2¼ | ¼ | 45 | 2¼ | 3¼ | ⅜ | 101 to 2500 / 101 to 5000 |
| 1916 | FF | A-L | 589 | 512 | 317 | | 831 | 1090 | | | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | | ⅞M | | | | | | | | 3¼ | ⅜ | 160001 to 169000 |
| 1916-17 | 56, 2nd series 57 | | 595 | 512 | 320 | | 833 | 1090 | 1363 | | 1195 | 488 | 154 | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞M | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¾ | 1⅞ | 3¼ | ⅜ | 170001 to 179000 |
| 1918 | 56 | | | | | 719 | 833 | | | | | | | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¾ | 1⅞ | 3¼ | ⅜ | |
| 1915-16-17 | TC348I, TC2, 3, 4, 5, 6 ton | | | | 282 | | 882 | 1122 | | | | | | | | | | | | | | M | 3¼ | ⅜ | 24 | 4 | ¼ | 37 | | | | |
| 1916 | Tour., Run. | Dyneto | 566 | | 317 | | 886 | 987 | 1323 | | 1293 | | 7 | 1516 | SC | 165 | | 61 | 61 | | 9¾ | ⅞ | | | | | | | | | | |
| 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | | | | | | | | | | | | |
| 1917 | M | Ward | 606 | 521 | 326 | 280 | 832 | | 1343 | | 1194 | 480 | 155 | 1511 | | | | | | | | | | | | | | | | 3 11/16 | ⅜ | |
| 1919 | R | Ward-L | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅝ | | | 1¼ | | | 1½ | 3 11/16 | ⅜ | |
| 1917-18 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| 1918 | S | | | | | | | | | | | | 135 | 1510 | | | | | | | | | | | | | | | | | | |
| 1918 | O | | | | | | | | | | | | 77 | 1509 | | | | | | | | | | | | | | | | | | |
| 1918 | N | | | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| 1913 | 38C, 48B | | 612 | 508 | 282 | | | 1122 | 1324 | | | | | | SC | | | | | | | M | 2¾ | ⅜ | 13¾ | 3 | ⅜ | 14 11/16 | 2⅝ | 4 | ¼ | (38 C) 33301-34050: (48 B) 10301-11125 |
| 1913 | 66A | West | | 508 | | | 963 | 1122 | 1367 | | | | | | SC | | | | | | | M | 3¼ | ⅜ | 18⅜ | 3 | ⅜ | 17⅜ | 3¼ | 5 | 3/16 | 66601-66800 |
| 1914 | 38C-2, 48-B-2 | West | | 518 | 288 | 699 | 888 | 1030 | 1324 | | 1206 | 421 | 52 | 1508 | SC | 169 | 81 | 63 | 81 | | 8¾ | ⅞ | 2¾ | ⅜ | 17½ | 3 | ⅜ | 20¾ | 2⅝ | 4 | ¼ | (38 C) 34101-34603: (48 B) 11201-12200 |
| 1914-15 | 66-A-2, 38-C-3, 48-B-3, 66-A-3 | West | 602 | 514 | 321 | 822 | 963 | 1074 | 1367 | 1643 | 1186 | 473 | 156 | 1510 | SC | 169 | 81 | 63 | 81 | 8½ | 9⅝ | ⅞ | 3 | 3/16 | 20¾ | 3¼ | 3/16 | 20¾ | 2⅝ / 3¼ / 2⅛ | 5 / 4 / 5 | ¼ / 3/16 | (66 A) 66900-67050: (38 C) 34701-36350: (48 B) 12301-13650: (66 A) 67050-67150 |
| 1916-17 | 38-C-4, 48B-4, 66A-4 | West | 607 | 522 | 302 | 822 | 977 | 1092 | 1383 | 1643 | 1200 | 491 | 157 | 1603 | SC | 169 | 81 | 81 | 81 | 8½ | 9½ | ⅞ | 3 | 3/16 | 19 | 3¼ | 3/16 | 20¾ | 2¼ | 4 / 5 | ¼ / 3/16 | (38 C) 36601-37000: (48 B) 13901-14900: (66 A) 67201-67400 |
| 1918 | 48B-5 | | | | | | | | | 1643 | | | | | SC | | | | | 8⅜ | 9½ | ⅞ | 3 | ⅜ | 4-19 | 3¼ | ⅜ | 4-20½ | | | | |
| 1913-14 | 40 | G & D | 627 | | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 82 | 64 | | 9½ | ⅞ | | | | | | | | | | 1400-1550 |
| 1913-14 | 60 | G & D | 567 | | 283 | 713 | 890 | 989 | 1338 | | 1132 | 363 | 108 | 1510 | DC | 166 | 84 | 82 | 64 | | | ⅞ | | | | | | | | | | 1400-1550 & 1551-1621 |
| 1914-15 | 75 | G & D | 566 | 514 | 317 | 701 | 890 | 987 | | 1627 | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| 1915 | 55 | West | 573 | 520 | 319 | 701 | 890 | 996 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | 1700 to 1755 |
| 1916-17 | 6-45 | Delco | 583 | | 317 | | 829 | 1066 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1¾ | 3/16 | 34 | 2 | 3/16 | 34 | | 3⅛ | ⅜ | 2000-2999 |
| 1918 | 6-45 | | | | | 717 | 829 | | 1303 | | | 454 | | 1504 | SC | | | 63 | 63 | | | ⅞ | 1¾ | 3/16 | 34 | 2 | 3/16 | 36 | | 3⅛ | ⅜ | 3000 up |
| 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| 1913-14 | 29, 31, 33 | G & D | 627 | 516 | 305 | 713 | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4¼ | ⅜ | |
| 1913-14 | 50 | G & D | 627 | 516 | 305 | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3⅝ | ⅜ | |
| 1914-15 | 50 | G & D | 567 | 514 | 316 | | 890 | 989 | | | 1132 | 363 | 108 | 1510 | SC | 169 | 83 | 81 | 63 | | | ⅞ | | | | | | | | 3⅝ | ⅜ | |
| 1913-14 | 6-40, 6-60 | Remy | 635 | 533 | 330 | 728 | 908 | 1043 | 1388 | | 1232 | 388 | 36 | 1594 | DC | 166 | | 64 | 64 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| 1913-14-15-16 | 48, 49wy, 6-50, 6-51 | Remy | 621 | 529 | 292 | 707 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 166 | 82 | 64 | 64 | 9 | 9¾ | ⅞ | 2½ | ⅜ | 44¾ | 2½ | ⅜ | 49⅝ | | 4 / 4 | ¼ / ⅜ | (48-49) 10000-12000 (50-51) 65150-651500 |
| 1916 | 6-56 | | | 515 | | | | 1006 | | | | | | | | | | | | 9 | 9¾ | ⅞ | | | | | | | 2¼ | | | 656160-656166 |
| 1917 | 6B | Delco | 593 | 515 | 325 | 720 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 169-81 | | 63 | 64 | 9 | 9½ | ⅞ | 2 | ⅜ | 40¼ | 2 | ⅜ | 43¾ | 2 | 3⅝ | ⅜ | 0001-2912 |
| 1918 | 6-C | | | 515 | | | 966 | | | | | | | 1511 | SC | 129 | 81 | 63 | 64 | 10½ | 9⅝ | ⅞ | 2 | ⅜ | 38¾ | 2 | ⅜ | 43¾ | 2 | 3⅝ | ⅜ | 3501 up |
| 1916 | D | Disco | 639 | | 335 | 728 | 908 | | 1388 | | 1231 | | 158 | 1527 | SC | | | | | | | ⅞ | | | | | | | 1¾ | 3¼ | ⅜ | |
| 1917 | F | | 566 | 508 | 317 | 697 | 979 | 1010 | 1388 | | 1134 | 370 | 30 | 5106 | SC | 125 | | 63 | 63 | | | ⅞ | | | | | | | 1¾ | | | |
| 1915-16 | Pullman Jr. | Apelco | 668 | 541 | 297 | 802 | 914 | 1046 | 1401 | 1669 | 1272 | 442 | 159 | 1535 | SC | 125-63 | | 63 | 63 | 7 | 8 | ⅞ | 1¾ | 3/16 | 27¼ | 1¾ | 3/16 | 31¼ | 1⅝ | 3¼ | ⅜ | |
| 1917 | 424 Ser. 1917 | Split'f | 584 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | SC | 165 | 81 | 63 | 63 | 7½ | 8½ | EL ⅞EL | 1¾ | 3/16 | 35¼ | 1¾ | 3/16 | 37⅜ | 2¾ | 3¼ | ⅜ | |
| 1913 | | | | | 282 | | | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | 3¼ | ⅜ | |
| 1915 | | | 567 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ½ | 1⅞ | 3/16 | 2,½ | 1 | ⅝ | 3/16 32 | | 3½ | ⅜ | |
| 1917 | F | | | | | | | | | | | | | | | 166 | | 82 | 62 | | | | | | | | | | | 4⅛ | ¼ | |
| 1913 | N, T, C | | | | 282 | 816 | | 1117 | | | | | | | DC | 166 | | | | | | ½ | | | | | | | | 3¼ | ⅜ | (T) 5101-7700: (C) 1 to 450 |
| 1914 | LN, LT, LC | Rush | 572 | 520 | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 170 | | 64 | | | | ½ | 1¾ | | 29¼ | 2 | 3/16 | 31½ | | 4 | ⅜ | (T) 7701-9000 (C) 453 to 600 |
| 1914-15 | R, D | Dyneto-Rush | 566 | 514 | 317 | 701 | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 170 | | 63 | 64 | | 8¾ | ½ | 1¾ | | 29¼ | 2 | 3/16 | 31½ | | 3¼ | ⅜ | 10171 to 11254 |
| 1916 | Lt. 4, St. 4, Regal 8 | Dyneto | 636 | 533 | 332 | 728 | 908 | 1014 | 1390 | 1653 | 1231 | 390 | 160 | 1594 | SC | 178 | | 67 | 67 | | | ½ | | | | | | | 2 | | | 244 to 550 (Mod. 8) |
| 1917-18 | J | Heintz-Sp. | 583 | 508 | 317 | 717 | 829 | 1069 | 1308 | 1641 | 1160 | 462 | 161 | 1504 | SC | 129 / 130 | | 65 / 81 | 64 / 64 | | 8⅝ | ½ | 1⅝ | ⅜ | 27¼ | 1¾ | ⅜ | 31⅞ | 1¾ | 3 | ⅜ | 24382 up |
| 1918 | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | 3½ | ⅜ | |
| 1918 | B, M | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | 5000 |
| 1916 | E | Duyeto. | | 508 | | | 829 | 1066 | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| 1913 | R, S | Remy | 627 | | 284 | 713 | 880 | | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | | | ½L | 2 | ⅜ | 38⅝ | 2 | ⅜ | 43 | 1 11/16 | 4 | ⅜ | 42001 to 52000 |
| 1913-14-15 | R, S, M, F | Remy | 627 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | 9 | 10¾ | ½L | 2 | ⅜ | 40 | 2 | ⅜ | 43 | 2½ | 4⅛ | ⅜ | (1914) 52001 to 64000 to 76000 |
| 1916-17 | R, S, M, N, F | Remy | 589 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | DC | 166 | | 62 | 62 | 8¼ | 9¾ | ½L | 2 | ⅜ | 38 11/16 | 2¼ | ⅜ | 43 | 2½ | 4¼ | ⅜ | (M & N) 2101 to 10200 |
| 1918 | T | Remy | | 514 | | 719 | 831 | | 1332 | | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | ⅜ | 38⅝ | 2 | ⅜ | 43 | 2½ | 4⅛ | ⅜ | |
| 1918 | M | Remy | | 514 | | 719 | 831 | | 1332 | 1643 | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | ⅜ | 38⅝ | 2¼ | ⅜ | 43 | 2½ | 3⅝ | ⅜ | |
| 1916-17 | | Remy | 641 | | 339 | | 912 | 1014 | | | 1237 | 389 | 11 | | | | | | | 8¾ | 9½ | | | | | | | | 2½ | | | (1917) (M & N) |

...Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes ...times made for manufacturers on account of quantity buying.

Digitized by Google

| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U S L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1913-14 | 4 Cy | Delco | | | 284 | 794 | 971 | 1110 | | | | | | | DC | | | | | | | 7/8 | | | | | | | | 4¼ | 1/4 | 10201 up |
| | 1914-15 | 6 Cy | Delco | 629 | 528 | 353 | 795 | 902 | 1110 | | | 1228 | 416 | 44 | 1526 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | | | |
| | 1917 | 9 | Bosch | 643 | 536 | 337 | | 912 | | | | 1240 | | 111 | 1537 | | | | | | | | 1/2 7/8 | | | | | | | | | | |
| | 1918 | A, B, C | | | | | | | | | | | | | | | | | | | | 11 | 7/8 | 2 | 3/8 | | | | | | 4⅜ | 1/8 | |
| l | 1916 | 4-35 | Apelco | 634 | | | | 908 | 996 | | | 1235 | | 34 | 1527 | | 166 | | 64 | 64 | | | 1/2 | | | | | | | | 4 | 1/4 | |
| | 1916 | H6-50 | Apelco | 651 | | | | 839 | 996 | | | 1254 | | 100 | 1527 | SC | 125 | | 63 | 63 | | | 1/2 | | | | | | | | 4 | 1/4 | |
| ach. | 1916 | 18 | Delco | 615 | | | | 894 | 1033 | | | 1209 | | 98 | 1514 | | | | | | | | | | | | | | | | | | |
| . (see bile) | 1918 | Riker | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1916-17 | R, RA-6-45, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3⅛ | 3/32 | |
| | | RAC-6-54 | West | 566 | 512 | 317 | | 886 | | 1323 | | 1293 | 362 | 7 | 1506 | SC | 125 | 61 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2¼ | 3⅛ | 3/32 | |
| | 1917 | RAH-6-90 | Bijur | 566 | | 323 | | 886 | | 1323 | | | 362 | | 1506 | SC | | | | | 9 | 10 | 7/8 | | | | | | | 2¼ | 3⅛ | 3/32 | |
| | 1918 | D-4-75&C-6-54 | Bijur | | | | | 886 | | | | | 362 | | 1506 | | 165 | 81 | 63 | 63 | | 9¾ | )7/8 | 1¾ | 3/32 | 15¼ | (8 | p | ieces | 2¼ | | | |
| Fire. | 1916-17 | Whale, Jumbo | Wagner | 648 | | 340 | | 920 | | | | 1244 | | 162 | 1508 | | | | | | | | | | | | | | | | 6¼ | 3/8 | |
| s | 1918 | 9000 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| roe. | 1916-17 | | Bosch | 641 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | 11 | | | | | | | | | | | |
| | 1916 | 8 | Ward-L. | 589 | 514 | 320 | 822 | | 1075 | 1313 | | 1180 | | 163 | | DC | 166-82 | | 64 | 64 | 8½ | 9¾ | 7/8 | | | | | | | 1¾ | | | |
| | 1916-17 | C | Ward-L. | 587 | 515 | 326 | 718 | 830 | 1072 | 1313 | | 1173 | 469 | 164 | 1505 | DC | | | 82 | | 8½ | 9½ | 7/8 | | | | | | | | 3¼ | 3/8 | |
| | 1917-18 | D, E | Split'f. | 603 | | 319 | | 831 | | | | 1189 | | 135 | 1511 | | | | | | | | 7/8 | 1½ | 3/32 | 40⅝ | 1¾ | 3/32 | 47⅝ | | 3¼ | 3/32 | |
| | 1913-14 | 28, 42 | Russell | 679 | 560 | | | 932 | 1023 | | | 1283 | | 165 | 1565 | | | | | | 10 | 11⅛ | | | | | | | | | | | |
| | 1915 | 6-30 | Bijur | 572 | 526 | | | 892 | 997 | | | 1146 | 381 | 22 | 1512 | | | | | | 8½ | 9¼ | | | | | | | | | | | |
| | 1915 | 48 | Bijur | 580 | | | | 896 | 1004 | | | 1156 | | 117 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915 | 32 | Bijur | 577 | 520 | | | 896 | 1003 | | | 1152 | 374 | 21 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | S. G. V. | U. S. L. | 686 | 555 | 349 | 807 | 894 | 1115 | 1427 | | 1200 | | 109 | 1581 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | 7/8 | | | | | | | | 3¼ | 3/8 | |
| | 1915 | S. G. V. | Ward-L. | 616 | 523 | 289 | 703 | 849 | 1034 | 1353 | | 1210 | 425 | 71 | 1514 | DC | 166 | 82 | 64 | 64 | 7½ | 8½ | 7/8 | | | | | | | | 3⅞ | 3/8 | |
| | 1916-17-18 | 2 Ton | Bosch R | 566 | 512 | 317 | 697 | 892 | 987 | | | 1293 | | 7 | 1512 | | | | | | | | 7/8 | | | | | | | | 4⅛ | 1/4 | |
| | 1916-17-18 | 2 Ton | Bosch R. | 572 | 520 | 320 | 701 | 892 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1916-17-18 | 3 Ton | Bosch R. | 577 | 526 | 323 | 705 | 896 | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1918 | 25 | | | | | | | | | | | | | | | | | | | | | 7/8 | 2¼ | 3/8 | 54 | 2¼ | 3/8 | 54 | | | | |
| | 1918 | 35 | | | | | | | | | | | | | | | | | | | | | 7/8 | 2½ | 3/8 | 60 | 2½ | 3/8 | 60 | | | | |
| | 1918 | 50 | | | | | | | | | | | | | | | | | | | | | 7/8 | 3 | 1/4 | 72 | 3 | 1/4 | 72 | | | | |
| | 1915 | A | Disco | 563 | 508 | 317 | 697 | 882 | 986 | 1345 | 1625 | 1295 | 359 | 63 | 1500 | DC | 124 | | 64 | 64 | | | 7/8 | 1¼ | 1/8 | 21½ | 1¼ | 1/8 | 21½ | 1½ | 2⅝ | 3/8 | 100 |
| | 1915 | Six | G & D | 566 | 512 | 317 | 697 | 886 | 987 | | 1627 | 1293 | 362 | 7 | 1506 | DC | | | | | 7½ | 8⅝ | 7/8 | | | | | | | 1½ | 2⅞ | 3/8 | |
| | 1915-16 | S, S-2 | Wagner | 583 | 508 | 317 | 697 | 267 | 1065 | 1345 | 1641 | 1168 | 461 | 166 | 1504 | SC | 165 | | 63 | 63 | | | 7/8 | 1 11/16 | 3/32 | 12 | 1⅝ | 3/8 | 30½ | 1½ | 2⅞ | 3/8 | 101 to 19201 |
| | 1917 | S-4, B-5, B-14 | Wagner | 600 | 508 | 315 | 821 | 967 | 1065 | 1345 | 1641 | 1168 | 467 | 167 | 1504 | SC | 127 | | 63 | 64 | | 9 | 7/8 | 1¾ | 1/4 | 24 | 1¾ | 1/4 | 30½ | 1¾ | 2⅞ | 3/8 | (14)-342-736 (B S |
| | 1918 | | | | | | | | | | 1641 | | | | 1504 | SC | 165 | | 63 | 63 | 7⅝ | 8½ | 7/8 | 1¾ | 3/8 | 35¼ | 1⅝ | 3/8 | 37⅝ | | 2⅞ | 3/8 | 101-9601 |
| | 1914 | H & A | Deaco | 620 | | | | 898 | 1038 | 1373 | | 1215 | 430 | 2 | 1520 | | | | | | | | | | | | | | | | | | |
| e | 1914 | H & A | G & D | 576 | | | | 896 | 1004 | 1379 | | 1151 | 430 | 1 | 1518 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | H & A | Delco | 621 | 529 | | | 898 | 1037 | 1374 | | 1214 | 430 | 3 | 1520 | | | | | | | | | | | | | | | | | | |
| | 1917 | H & A, Tour. | Delco | 566 | | | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1516 | | | | | | | | | | | | | | | 2 | 3¼ | 1/4 | 5001-5010 |
| | 1918 | H-A | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1919 | B | | | | | | | | | | | | | | SC | | | | | 7⅝ | 8½ | 7/8 | 1¾ | M | 32 | 2 | 3/32 | 38 | | | | |
| | 1913-14 | | Deaco | | | | | | 1003 | | | | | | | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4¼ | 1/4 | |
| Booth. | 1915 | C | Bijur | 635 | 533 | 330 | | 908 | 1009 | 1388 | 1653 | 1232 | 388 | 46 | 1527 | | | | | | | 8⅛ | 7/8 | 1⅝ | 1/8 | 8½ | 1½ | 1/8 | 21⅜ | 1¼ | 2⅞ | 3/8 | |
| | 1916 | C-4, D-8 | West | 598 | 507 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 458 | 4 | | SC | 175-89 | 67 | 67 | 67 | | 8½ | 7/8 | 1⅝ | 3/32 | 28 11/32 | 1⅝ | 3/32 | 27½ | 1¼ | 3 | 3/8 | |
| | 1917 | C-4 | Remy | 584 | 508 | 317 | | 829 | | | 1641 | 1170 | 462 | 147 | | SC | 165-81 | | 63 | 63 | | 8½ | 7/8 | | | | | | | 1½ | 3⅜ | 3/8 | |
| | 1917 | D-8 | Wagner | 598 | 508 | 317 | | 829 | 1063 | 1306 | 1641 | 1160 | 462 | 4 | | SC | | | | | | 8½ | 7/8 | | | | | | | 2 | 2⅝ | 3/32 | |
| | 1918 | D | | | 508 | | 717 | 829 | | 1306 | 1641 | | | | | SC | 129 | 81 | 63 | 63 | 7½ | 8⅛ | 7/8 | 1⅝ | 3/32 | 35 | 1⅞ | 3/32 | 34¾ | 1½ | 2⅝ | 3/32 | |
| | 1913-14 | C, D | G & D | 631 | 527 | | | 902 | 1107 | | | 1226 | 413 | 69 | | | | | | | | | | | | | | | | | 5¼ | 3/8 | |
| | 1914-15-16 | F, T | West | 632 | 527 | | | 902 | 1108 | | | 1225 | 414 | 14 | | | | | | | | | | | | | | | | | 5¼ | 1/4 | |
| | 1916-17 | F, T, S | West | 648 | | 340 | | 920 | | | | 1244 | 403 | 162 | 1545 | | | | | | | | | | | | | | | | 5¼ | 1/4 | |
| | 1913-14-15 | 48, 49 | G & D | | | | | 900 | 1105 | | | 1222 | | | | DC | | | | | | | 7/8 S | | | | | | | | 4¼ | 1/4 | |
| | 1918 | A | Al-Ch. | | | | | | 1063 | | | | | 55 | 1504 | | 125 | | 63 | 64 | | | | | | | | | | | | | 1000-up |
| | 1919 | H | Al-Ch. | | | | | | | | | | | | | | | | | | | 8¼ | 7/8 | 1⅞ | | | 2 | | | 1½ | 3⅛ | 3/8 | |
| | 1917 | | | | | 282 | | | | | | | | | | | | | | | | | 7/8 | | | | | | | | 3½ | 3/8 | 5001-17500 |
| | 1917 | 220, 230, 240 | | | | 317 | | | | | | | | | | | | | | | | | 7/8 | 3½ | 1/4 | 13½ | | | | | 4 | 1/4 | 19000 up |
| | 1917 | 275, 300 | | | | 323 | | | | | | | | | | | | | | | | | 7/8 | 3¾ | 1/4 | 16 | | | | | 4½ | 1/4 | |
| | 1918 | 300 | | | | | | | | | | | | | | DC | | | | | | | 7/8 | 4 | 1/4 | 18½ | | | | | 4½ | 1/4 | |
| | 1915 | | | | | | | | 1116 | | | | | | | DC | | | | | | | 7/8 | | | | | | | | | | |
| | 1918-19 | F | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | 7/8 | 3¼ | 1/4 | 12 | 8 P | ie | ces | | | | |
| | 1918-19 | H | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | 7/8 | 3½ | 1/4 | 13¾ | 8 P | ie | ces | | | | |
| | 1918-19 | J | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | 7/8 | 3½ | 1/4 | 13¾ | 8 P | ie | ces | | | | |
| | 1918-19 | M | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | 7/8 | 3¾ | 1/4 | 16⅛ | 8 P | ie | ces | | | | |
| | 1918-19 | R | | | | | | | | | | | | | | | | | | | 5⅛ | 5½ | 7/8 | 4 | 1/4 | 18½ | 8 P | ie | ces | | | | |
| | 1913-14 | Simplex A2, B2, D | Rus' | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1631 | | 381 | 1 | 1518 | | 172 | 82 | 62 | Spec | 9 | 10¼ | 7/8 | | | | | | | | 4⅞ 5⅜ | 5/16 3/32 | 1040 to 13108 & 1311 to 1498 |
| | 1915 | Simplex E | Rush | 620 | 526 | 322 | 705 | 863 | 1004 | 1373 | 1631 | 1215 | 381 | 2 | 1520 | DC | 172 | 84 | 62 | Spec | 9½ | 10¼ | 7/8 | | | | | | | | | | 1499 to 2079 |
| | | | | | | | | | | | | | | | | | | | | | | | | Jac | k | Sha | ft- | Re | ar A | xle | | | |
| | 1916 | Crane Simplex 5 | Rush | 576 | 526 | 322 | 705 | 863 | 1004 | 1373 | 1631 | | 381 | 1 | 1518 | SC | Spec | 81 | 61 | 61 | 9½ | 10¼ | 7/8 | 4 | 1/4 | 32 | 2½ | 1/4 | 43⅝ | | | | 2080 to 2253 |
| | 1917 | Five | Rush | 576 | 526 | 339 | 732 | | | 1379 | 1631 | | 381 | 1 | 1533 | SC | 143 | 89 | 64 | 64 | 9½ | 10¼ | 7/8 | | | | | | | | 4⅜ | 1/32 | 2254 to 2500 |
| | 1914-15-16 | | West | 616 | 523 | 289 | 703 | 894 | 1034 | | | | 425 | 71 | 1514 | | | | | | | 9¼ | 7/8 | | | | | | | | 4 | 3/8 | |
| | 1917 | 17 | West | 603 | 520 | 319 | | 831 | | | | 1189 | 479 | 168 | 1510 | SC | 165 | 81 | 63 | 63 | | 9¼ | 7/8 | | | | | | | | 4 | 3/8 | |
| | 1918 | 18 | | | | | | | | 1339 | | | | 135 | | | 165 | | 63 | 64 | | | | | | | | | | | 4 | 3/8 | |
| | 1913 | G | | | | | | 900 | 1104 | | | 1223 | | | | DC | | | | | | | 7/8 | | | | | | | | 4¼ | 1/4 | |
| | 1914-15-16 | H | Adams B | 682 | 561 | 312 | 773 | 943 | 1054 | | | 1285 | 450 | 169 | 1576 | DC | 166 / 180 | 64 / 92 | 64 / 72 | 72 | | | 7/8 | | | | | | | | 4¼ | 1/4 | |
| | 1913-14 | G. H. | Wagner | 640 | 536 | 333 | 732 | 912 | 1014 | 1402 | | 1238 | 395 | 12 | 1601 | DC | 165 | 63 | 63 | | | | 7/8 L | 2½ | 3/8 | 49 | 2½ | 3/8 | 53½ | | 4⅛ | 1/4 | |
| | 1914-15 | I | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 82 | 82-6 | | | 7/8 L | | | | | | | | 4⅛ | 1/4 | |
| | 1916 | B-16 | Apelco | 666 | | | 803 | 911 | | | | 1279 | | 170 | 1530 | DC | 176-90 | | 68 | | | | 7/8 | | | | | | | 2⅜ | 3¼ | 3/8 | |
| | 1915 | | | | 526 | | | | 1116 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1915 | | | | | | | | 1003 | | | | | | | DC | 168 | 84 | 82 | 64 | | | | | | | | | | | 4⅛ | 1/4 | |
| | 1913-14 | | Jes Rush | | 529 | | | | 1038 | | | | 429 | | | | | | | | | | 1/2 | | | | | | | | 4⅛ | 1/4 | |
| | 1917 | B | | | | 317 | | 829 | | | | | | | | | | | | | | | | | | | | | | | 3¼ | 3/8 | |
| | 1913 | 6 | West | 576 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1914 | 6 | West | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1915 | 6 | West | 566 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | | | | | | | | 7/8 | | | | | | | 2⅜ | 4 | 3/8 | |
| | 1916-17 | C | West | 570 | | 325 | | 886 | 995 | 1330 | | 1140 | 364 | 80 | 1507 | DC | 167 | 81 | 61 | 62 | 8½ | 9½ | 7/8 | 2 | 3/8 | 41½ | 2 | 3/8 | 45 | 1⅝ | 3 | 3⅜ | 175-520 |
| | 1917 | F | Apelco | 575 | 514 | 327 | | 893 | 987 | 1360 | | 1140 | 377 | 121 | 1513 | DC | 167 | 81 | 63 | 63 | 8½ | 9½ | 7/8 | | | | | | | 1⅝ | 3¼ | 3/8 | 100-599 |
| | 1918 | G | West | | | | | 835 | | | | | | 55 | 1516 | SC | 168 | 82 | 64 | 64 | 8½ | 9½ | 7/8 | 2 | 3/8 | 38¾ | 2 | 3/8 | 43¾ | 1⅝ | 3¼ | 3/8 | 600-1099 |
| | 1914-15-16 | | | | | | | | 1117 | | | | | | 1510 | DC | 168 | 82 | 66 | 64-6 | 8¼ | 9½ | 1/2 | | | | | | | 1⅞ | 4 | 3/8 | |
| | 1918 | 735 & 736 | | | | | | | | | | | | 55 | 1510 | | 168 | 82 | 64 | 64 | 8½ | 9½ | | 2 | 3/8 | 41 | 2 | 1/4 | 38 | 1⅞ | 4 | 3/8 | 1800 up |
| | 1919 | 735 | Remy | | | | | | | | | | | | | SC | | | | | | 9½ | | | | | | | | | | | 19000 up |
| | 1913-14 | | | 576 | 526 | | | 896 | 1004 | | | 1151 | 381 | 1 | | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | | | |
| | 1913 | SK-6 | G & D | 631 | 520 | 320 | 715 | 902 | 1107 | 1390 | 1655 | 1226 | 413 | 69 | 1518 | DC | | | | | | | 7/8 | 2¼ | 1/4 | 17¾ | 2¼ | 1/4 | 24 | 2¾ | 4¼ | 3/8 | 8000 to 8327 |
| | 1913-14-15 | SK-4 | G & D | 628 | 508 | 305 | 713 | 900 | 1104 | 1316 | 1647 | 1222 | 410 | 16 | 1524 | SC | | | | | 8½ | 9½ | 7/8 | | | | | | | 2¾ | 4¼ | 3/8 | 6000-7039 |
| | 1913-14-15 | SK-6 | G & D | 632 | 520 | 320 | 715 | 892 | 927 | 1371 | 1651 | 1225 | 414 | 14 | 1522 | | | | | | 8½ | 9½ | 7/8 | Em | er | genc | y F | oo | t. | 2¾ | 4¼ | 3/8 | 8000-9109 |
| | 1915 | SK-L4 | G & D | 565 | | 325 | 750 | 832 | | 1341 | 1628 | 1140 | 499 | 171 | 1511 | SC | 165 | 81 | 63 | 63 | 8½ | 9½ | 7/8 | 1½ | 1/4 | 20 | 2 | 1/4 | 25 | 2¼ | 3¼ | 3/8 | L 1-L 702 |
| | 1915 | SK-L4 | West | 656 | | 325 | 750 | 842 | 1099 | 1408 | 1662 | 1261 | 474 | 172 | 1538 | SC | | | | | 8½ | 9½ | 7/8 | | | | | | | 2¼ | 3¼ | 3/8 | |
| | 1916-17 | SK-L4 | G & D | 657 | 537 | 342 | 798 | 842 | 1098 | 1409 | 1664 | 1259 | 501 | 173 | 1538 | SC | 175 | 89 | 67 | 67 | 8½ | 9½ | 7/8 | | | | | | | 2¼ | 3¼ | 3/8 | L 703-L 4743 |
| | 1918 | 4 | West | | | | 751 | 842 | 1098 | 1409 | 1664 | | 501 | 173 | | | 141 | 89 | 67 | 67 | | 9⅝ | | | | | | | | 2¼ | 3¼ | 3/8 | L 4744 up |
| | 1918 | 8 | West | | | | 752 | 984 | 1102 | 1414 | 1664 | | 504 | 174 | 1544 | | 141 | 89 | 67 | 67 | | 8½ | | | | | | | | 1½ | 3¼ | 3/8 | 12080 up |
| | | | | | | | | | | | | | | | | | | | | | | | | Tr | an | s. R | ear | w | heel | | | | |
| | 1916-17 | SK-8 | G& D | 659 | 543 | 342 | 737 | 984 | 1102 | | | 1263 | 504 | 174 | 1544 | SC | 141 | 89 | 67 | 67 | | 9½ | 7/8 | 3 | 1/4 | 12½ | 2 | 1/4 | 24 | 1⅝ | 3¼ | 3/8 | 10000-12079 |
| | 1914-15 | Light 4 | G & D | | 515 | | | | 992 | | | | 364 | | | SC | 129-81 | | 61 | 61 | | 9½ | 7/8 | | | | | | | 2¼ | | | |
| | 1918 | 70 | | | | | | 699 | | 1309 | | | | 55 | 1504 | | | | | | | 9½ | | 2 | 3/32 | 42 | 2 | 3/32 | 42½ | 2 | 3¼ | 3/8 | 10000-13000 |
| | 1913-14 | | | | | | | 896 | 1131 | | | | | | | | | | | | | | 7/8 | | | | | | | 2¼ | | | |
| | 1916 | 1916 | A-L | | | | 717 | 829 | 1066 | | | 1170 | | | | | | | | | | 9 | 7/8 | | | | | | | 2¼ | | | |
| | 1912-13-14 | | | | | | | | 1131 | | | | | | | | | | | | | | | | | | | | | | | | |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size. under External Brake use the next larger size. Odd sizes are sometimes mad for manufacturers on account of quantity buying.

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| Year | Mode | Electrical System | Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | Brake Lining External: Width | Thickness | Length | Exhaust Pipe: Diameter Outside | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11-12-13 | AA, C |  | 563 | 508 | 310 | 795 | 882 | 1122 |  |  | 1295 | 359 | 63 | 1500 | DC | 169 | 81 | 81 | 81 |  |  | ⅞ |  |  |  |  |  |  |  | 4⅝ | ¼ |  |
| 15 | D-6 | Delco | 624 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | SC | 165 | 81 | 63 | 63 | 9½ | 10¼ | el ⅞ | 2¼ | ¼ | 15 | Re | ar | Whe | el |  |  |  |
|  |  | West. | 567 | 512 | 316 |  | 886 | 989 |  |  | 1132 | 363 | 64 | 1506 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| 16 |  | West. | 573 | 520 | 319 |  | 916 | 996 |  |  | 1145 | 374 | 18 | 1512 |  |  |  |  |  |  | 9⅜ | ⅞ |  |  |  |  |  |  |  |  |  | 601-6000 |
|  | 16 Valve |  |  |  |  | 705 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2¼ |  |  | 6000-10000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 165 | 63 | 65 | 65 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  | 305 |  | 900 |  |  |  |  |  | 17 |  | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | E-AA | Wagner | 643 | 536 | 333 | 732 | 912 |  | 1404 |  | 1239 | 398 | 175 |  | DC |  |  |  |  |  |  | ½ |  |  |  |  |  |  |  |  |  |  |
|  | EB, SC | Wagner | 572 | 520 | 320 | 701 | 892 | 998 | 1359 | 1629 | 1149 | 379 | 176 | 1512 | DC | 166 | 82 | 64 | 64 |  | 8⅜ | el ½ | 2⅜ | ⅜ | 35⅜ | Re | ar | Whe | el | 3½ | ⅜ | 403001-420515 |
|  | EC, SD | Wagner | 572 | 520 | 320 | 701 | 892 | 1000 | 1355 | 1629 | 1146 | 280 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | 8½ | 9 | ½ | 1¼ | ⅜ | 36⅛ | 2¼ | ⅜ | 42⅜ | 2 | 3½ | ⅜ | 432001-444719 |
|  | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 |  | 1178 | 476 | 177 | 1510 | SC | 165 |  | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅜ | 42¼ | 2 | ⅜ | 44⅜ | 2 | 3⅞ | 5/32 | 460001-474180 |
| 7 | ED, SF, 7 | Wagner | 601 | 514 | 320 | 719 | 831 | 1081 | 1335 | 1643 | 1178 | 476 | 178 | 1510 | SC | 125 |  | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅜ | 42⅛ | 2 | ⅜ | 44⅜ | 2 | 3⅞ | 5/32 | 474181-500369 & 100001-109561 |
|  | EG-EH-SH |  |  | 514 |  |  |  |  |  | 1643 |  | 479 | 178 | 1510 | SC | 127 |  | 63 | 63 | 8½ | 9⅛ | ½ | 1¼ | 5/32 | 39⅞ | 2 | 5/32 | 43⅛ | 2 | 3½ | ⅜ | 109501-133001 |
|  | EH, EG | Wagner |  |  |  |  |  |  | 1335 |  |  |  |  |  | SC |  |  |  |  | 8⅞ | 8⅜ | ⅞ | 1¾ | 5/32 | 43¼ | 2 | 5/32 | 46¾ | 2 | 3⅜ | ⅜ | 290101 also 223501 up |
|  | SH | Wagner |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 8⅞ | 8⅜ | ⅞ | 1¾ | 5/32 | 39⅛ | 2 | 5/32 | 43⅛ | 2 | 3⅛ | ⅜ | 133101 up |
|  | E | Esterl. | 573 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 21 | Remy | 621 | 529 | 292 | 705 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 170 | 82 | 64 |  | 8½ | 9⅛ | ⅞ | 1¼ | 5/32 | 17 |  |  |  |  |  |  |  |
| -16 | E, F, C | Remy | 576 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 |  | 9 | 9¼ | ⅞ | 1¼ | 5/32 | 17 |  |  |  |  | 4¼ | ¼ |  |
|  | R4 | Remy | 576 | 526 | 322 | 707 | 896 |  | 1362 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 |  | 9 | 9⅜ | ½ | 1¼ | 5/32 | 17 |  |  |  |  | 4¼ | ¼ |  |
|  | M-6-7-8-9 | Remy |  | 526 |  |  | 829 |  | 1362 |  |  | 381 |  | 1516 |  | 130 | 82 | 64 | 64 | 9 | 9¼ |  |  |  |  |  |  |  | 2½ |  |  |  |
|  | E |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  | 3½ | ¼ | 104 | 2⅝ | 4⅛ | ¼ |  |
|  | 16, 17 | G & D. | 512 | 317 | 697 | 886 | 527 | 987 | 1223 |  | 1293 | 362 | 7 | 1506 |  |  |  |  |  |  | 8⅝ | ⅞ | 1¼ | ⅛ | 32 | 2 | ⅛ | 34 | 2⅜ | 3⅛ | ⅜ | 161-16145 & 16146 to 17413 |
|  | 445 | Remy |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  | 2 | 4⅜ | ⅜ | 1 and up |
|  | 475 | Remy |  |  |  |  |  |  | 1339 |  |  |  |  |  | SC |  |  |  |  | 9⅛ | 9⅝ | ⅞ |  | ⅜ |  |  |  |  |  | 3⅝ | ⅜ |  |
|  |  | G & D. | 631 | 235 | 669 | 022 | 715 | 1107 |  |  | 1226 | 413 | 69 | 1524 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  |  | Leece N. | 672 | 546 | 299 | 747 | 981 | 1051 |  |  | 1276 | 445 | 15 | 1554 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 5½ | ¼ |  |
| -17 |  | Leece N. | 649 |  | 341 | 745 |  | 1019 |  |  | 1246 | 404 | 179 | 1609 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | 40, 70 |  |  |  | 310 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  | R, S |  |  |  |  |  |  |  |  |  |  |  |  | 1602 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | R, S |  |  |  |  |  |  |  |  |  |  |  |  | 7518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 5-6 Ton |  |  |  |  |  |  |  |  |  |  |  |  | 1531 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | G & D. | 566 | 514 | 317 | 713 | 900 | 987 | 1332 |  | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 |  |  | ½ |  |  |  |  |  |  |  |  |  |  |
|  | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 1¾ | ⅜ | 39½ | 2½ | ⅜ | 42⅛ |  |  |  |  |
|  | A |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 2 | ⅜ | 16 | 4 | ⅜ | 10 |  |  |  |  |
|  | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ | 3 | ⅜ | 16 | 4 | ⅜ | 10 |  |  |  |  |
| 8 | A, B, C | Ward-L. |  | 562 |  | 698 |  | 992 |  |  | 1140 |  |  |  | DC | Spec |  | 64 | 64 |  |  | ½ | 1¼ | ⅛ | 10½ | 1¼ | ⅛ | 26 | 1⅝ | 2⅞ | 5/32 |  |
|  | D-1 |  |  |  |  |  |  |  |  |  |  |  | 55 | 1504 | SC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 3½ | ⅜ |  |
|  | D-1 | Dyneto |  |  |  |  |  |  | 1309 |  |  |  |  |  | SC |  |  |  |  | 8⅛ | 9⅛ | ⅞ | 1¾ | ⅜ |  | 2 | ⅜ |  | 2⅝ | 3½ | ⅜ |  |
|  |  |  |  |  |  |  |  | 1131 |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | 892 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| 4-15 | 9, 10, 11, 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 4⅝ | ¼ | (10) 17001 to 17300 |
|  | 14, 15 | G & D. | 566 | 514 | 317 | 711 | 831 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  | 2½ | 3¼ | ⅜ | (9) 17301 to 19251 |
|  | R, 6 | G & D. | 627 | 516 | 305 | 713 | 900 | 1105 |  | 1647 | 1222 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 |  |  | ⅞ | 1⅝ | 5/32 | 39⅝ | 1⅞ | 5/32 | 40¼ | 2½ |  |  |  |
| 16 | 15 Series 15 | Remy | 566 | 514 | 317 |  | 831 | 987 |  | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ |  |  |  |  |  |  | 2½ | 3½ | ⅜ | 19500-20600 |
| 16 | 22 Series 22 | Remy | 583 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 61 | 62 |  | 9½ | ⅞ |  |  |  |  |  |  | 2½ | 3½ | ¼ | 35000-39000 |
| 17 | Biltwell 27 Ser. | Remy | 566 | 514 | 317 |  | 890 | 987 | 1332 |  | 1293 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | 2 | ⅜ | 40¼ | 2 | ⅜ | 43½ | 2½ | 3¾ | ⅜ | 40000 up |
| 17 | Biltwell 28 Ser. | Remy | 583 | 514 | 317 |  | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | 8 | 9 | ⅞ | 1¼ | ⅜ | 35¼ | 1⅝ | ⅜ | 37½ | 2½ | 3½ | ⅜ | 50000 up |
|  | 38 | Remy |  |  |  |  |  |  |  | 1641 |  |  |  |  | SC |  |  |  |  | 8⅞ | 9⅛ | ⅞ | 1¾ | ⅜ | 36 | 2 | ⅜ | 37½ | 2⅝ | 3⅛ | ⅜ | 40000 up |
|  | 39 | Remy |  |  |  |  |  |  | 1332 | 1643 |  |  |  |  | SC |  |  |  |  | 8⅞ | 9⅞ | ⅞ | 2 | ⅜ | 40½ | 2 | ⅜ | 40¾ | 2½ | 3⅝ | ⅜ | 50000 up |
|  | 819 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC | 129 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 2 | 5/32 | 35½ | 2¼ | ⅜ | 34 | 1¾ |  |  |  |
|  | 419 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC | 141 | 81 | 67 | 67 | 7½ | 8½ | ⅞ | 1¾ | ⅛ | 29¼ | 2 | 5/32 | 31½ | 1¾ |  |  |  |
|  | 21 |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 9½ | 9⅛ | ⅞ | 2 | ⅜ | 36 | 2 | ⅜ | 37 |  |  |  |  |
|  |  | West. | 567 | 512 |  |  | 886 | 989 |  |  | 1132 | 363 | 64 | 1506 | DC |  |  |  |  |  |  | ½ | 1¼ | ⅜ | 27 | 1½ | ⅜ | 29 |  | 3½ | ¼ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 124 | 64 | 64 |  |  |  |  |  |  |  |  |  |  |  | 3½ | ¼ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 170 |  | 63 |  |  |  |  |  |  |  |  |  |  |  | 3¼ | ⅜ |  |
|  |  | North. | 678 | 548 | 346 | 760 | 928 | 1022 |  |  | 1282 | 408 | 62 | 1561 | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | 821 |  |  |  |  | 1296 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -14 | 4-40 | Jesco | 675 | 557 | 345 | 756 | 924 | 1021 | 1421 |  | 1281 | 405 | 67 | 1557 | DC |  |  |  |  | 8½ | 9⅜ | ½ |  |  |  |  |  |  |  | 4½ | ¼ |  |
| -14 | 6-60 | Jesco | 576 | 526 | 322 | 701 | 896 | 1004 | 1379 |  | 1151 | 381 | 1 | 1518 | DC |  |  |  |  | 8½ | 9⅜ | ⅞ |  |  |  |  |  |  |  | 4 | ⅜ |  |
|  | 0-30 | Jesco | 567 | 512 | 316 | 693 | 896 | 989 | 1324 | 1627 | 1132 | 363 | 64 | 1506 |  |  |  |  |  | 8½ | 9⅜ | ⅞ | 1⅝ | ⅜ | 41 | 1⅞ | ⅜ | 42½ |  | 3½ | ⅜ | 1054 to 1099 |
|  | C-35, U-50 | Delco | 602 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1643 | 1138 | 473 | 107 | 1506 |  |  |  |  |  | 8½ | 9⅜ | ⅞ | 2 | ⅜ | 41 | 2 | ⅜ | 44 | 2 | 3½ | ⅜ | 1103 to 1348 |
|  | 41, 51 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165-81 |  | 61 | 62 | 8½ | 9⅜ | ⅞ | 2 | ⅜ | 41 | 2 | ⅜ | 44 | 2¼ | 3¼ | ¼ | (41) 4001 to 4200 (51) 5001 to 5402 |
|  | S-17 | Delco | 589 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 |  | 470 | 13 | 1510 | SC | 165-81 |  | 61 | 62 | 8½ | 9⅜ |  | 2 | ⅜ | 41 | 2 | ⅜ | 44 |  | 3½ | ⅜ | 5501 to 6290 |
|  | 18 | Delco |  |  |  | 719 | 831 |  | 1303 | 1643 |  | 479 |  | 1510 | SC | 165-81 |  | 61 | 62 |  | 9½ | ⅞ | 2 | ⅜ | 39¼ | 2 | ⅜ | 42 | 2½ | 3½ | ⅜ | 6291 to 8100 |
|  | A-48 | Delco |  |  |  |  |  |  | 1303 |  |  |  |  |  | SC |  |  |  |  | 8½ | 9½ | ⅞ | 2¼ | ⅜ | 32 | 2⅛ | ⅜ | 32 | 2⅛ | 3½ | ⅜ | 8100 |
| -14 | GE-GEC |  |  |  | 283 | 779 |  | 1171 |  | 1682 |  | 451 | 180 |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 4¼ | 5/32 |  |
| -14-15 | 40 H.P., 60 H.P. | W. Ents. | 683 | 551 | 312 | 779 | 948 | 1055 | 1424 | 1682 | 1286 | 451 | 180 | 1580 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -14-15-16 | 30 H.P. | W. Ents. | 680 | 549 | 304 | 771 | 939 | 1054 | 1422 | 1674 | 1284 | 448 | 89 | 1572 | DC |  |  |  |  | 7½ | 8½ | ⅞ |  |  |  |  |  |  | 1⅝ |  |  |  |
|  | 45 H.P. |  |  |  | 312 |  | 948 |  |  | 1674 |  | 448 |  |  | DC | 180 | 92 | 72 | 92 | 9 | 10½ | ⅞ |  |  |  |  |  |  | 2½ |  |  |  |
| 7 | GM Series 1917 | Leece N. | 657 | 537 | 343 |  | 842 |  | 1414 | 1662 | 1260 | 501 | 181 | 1538 | DC | 180 | 62 | 72 | 92 |  | 8 | ⅞ |  |  |  |  |  |  | 2 | 4¼ | ¼ |  |
|  | 16 Valve |  |  | 537 |  | 798 |  |  |  |  |  | 501 |  |  | DC | 178 | 90 | 68 | 68 |  | 8 | ⅞ |  |  |  |  |  |  | 2¼ |  |  |  |
|  | GM-GMT |  |  |  |  |  |  |  |  | 1662 |  |  |  | 1538 | DC |  |  |  |  | 8⅛ | 8⅛ | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -14 | All Models |  |  |  | 282 |  | 886 | 1117 |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -16 |  |  | 572 | 520 | 320 |  | 982 | 996 | 1355 |  | 1146 | 373 | 22 | 1512 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  | 2½ |  |  |  |
|  |  |  |  |  |  |  |  | 1124 |  |  |  |  |  |  |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  | 2300-2400-1200-1247 |
|  | 69, 71 | U. S. L. |  |  |  |  | 849 | 1115 |  |  |  |  | 109 | 1581 | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -15 | K-17, K-19 | U. S. L. | 686 | 555 | 349 |  | 849 |  | 1427 |  | 1290 |  | 109 | 1581 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  | 4 | 5/16 |  |
| -17 | 84, 87, 88-4, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 4⅛ | ⅜ |  |
|  | 88-8 | A-L. | 596 | 521 | 327 | 722 | 834 | 1091 | 1364 | 1645 | 1198 | 490 | 182 | 1511 | SC |  |  |  |  |  | 9⅜ | ⅞ | 2¼ | ⅜ | 13 | 2¼ | ⅜ | 44⅛ |  | 3⅝ | ⅜ |  |
|  | 88-4, 88-8 | A-L. |  |  |  |  | 834 |  | 1364 |  |  |  | 182 | 1511 |  | 126 / 125 | 82 / 81 | 61 | 61 |  | 9¼ |  |  |  |  |  |  |  |  | 3⅜ | ⅜ |  |
|  | 88-4T | Auto-L. |  |  |  |  |  |  | 1364 |  |  |  |  |  | DC |  |  |  |  | 8⅝ | 9⅝ | ⅞ | 2½ | ⅜ | 52 | 2⅛ | ⅜ | 88 | 2⅝ | 4⅛ | 5/32 |  |
|  | 21 | Bijur | 625 | 530 | 294 | 704 | 898 | 1041 | 1374 | 1640 | 1220 | 430 | 183 | 1521 | SC |  |  |  |  |  | 10¼ | ⅞ L | 2½ |  | 42½ | 3 | 5/32 | 44½ | 2½ | 4½ | ⅜ |  |
| -16-17 | 21A, 22A | Bijur | 618 | 524 | 293 | 708 | 895 | 1036 | 1354 | 1638 | 2112 | 427 | 184 | 1515 | SC | 165 | 81 | 63 | 63 |  | 9⅛ | ⅞ L | 2½ | ⅜ | 40 | 2½ | ⅜ | 44 | 2½ | 3¼ | ¼ |  |
| -16 | 22 | Bijur | 625 | 530 | 294 | 704 | 895 | 1041 | 1374 | 1638 | 1220 | 427 | 183 | 1521 |  | 165 | 81 | 63 | 63 |  | 10⅛ | ⅞ L | 2½ | ⅜ | 44½ | 2½ | ⅜ | 48¼ | 3 | 4½ | ¼ |  |
|  | 22A | Bijur | 618 | 524 | 293 |  | 895 | 1036 | 1354 | 1638 | 1212 | 427 | 184 | 1515 | SC | 169 | 87 | 41 | 63 | 9½ | 10⅛ | ⅞ L | 2½ |  | 44½ | 2½ | ⅜ | 48¼ | 2½ | 3¼ | ¼ |  |
|  | 22 | Bijur | 625 | 524 | 294 |  | 899 | 1041 | 1374 | 1640 | 1220 | 435 | 183 | 1521 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ |  | 44½ | 2½ | ⅜ | 45¼ | 3 | 4½ | ¼ |  |
|  | 33 | Bijur |  | 524 |  | 703 | 896 |  |  | 1638 |  | 427 |  |  |  | 169 | 87 | 81 | 63 | 9½ | 10¼ |  |  |  |  |  |  |  |  | 3¼ | ¼ |  |
|  | 48 | Bijur |  | 524 |  | 705 |  |  |  | 1638 |  | 427 |  |  |  | 169 | 87 | 81 | 63 |  | 10¼ |  |  |  |  |  |  |  |  | 4½ | ¼ |  |
|  | 22 |  |  |  |  |  |  |  |  | 1638 |  |  |  | 1521 |  |  |  |  |  |  | 10¼ | ⅞ | 2½ | ⅜ | 44¾ | 2½ | ⅜ | 48¾ |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1516 |  | 125 |  | 61 | 61 |  |  |  |  |  |  |  |  |  |  | 3⅛ | ⅜ |  |
|  |  | West. | 575 | 521 |  |  | 893 | 1002 | 1360 |  | 1150 |  | 121 | 1513 |  |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -14 |  | North-E. |  | 547 |  |  |  | 1021 |  |  | 1280 |  |  |  | DC |  |  |  |  |  |  | ⅞ |  |  |  |  |  |  |  |  |  |  |
| -14 |  |  |  |  |  |  |  | 1117 |  |  |  |  |  |  | DC | 166 | 64 | 64 | 64 |  |  | ½ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 166-66 |  | 82 | 64 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 88-6T | Auto-L. |  |  |  |  |  |  |  |  |  |  |  |  | DC |  |  |  |  | 8⅝ | 9⅜ | ⅞ | 2⅛ | ⅜ | 40¾ | 2⅛ |  | 82 | 2¼ | 3⅝ | ⅜ |  |

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# Willard STORAGE BATTERY

Willard Threaded Rubber Insulation

## Two Years Ago and Today

*The story of a remarkable storage battery invention and what it is doing for Motorists*

In the fall of 1917 readers of national magazines read about a new Willard, a Still Better Willard, a Willard with an entirely new idea in battery construction—Threaded Rubber Insulation.

The Still Better Willard was not an experiment—for two years before the announcement a car builder put it on 35,000 cars. Many of those first Willard Batteries with Threaded Rubber Insulation are still in use after four years.

***What is the Secret of Threaded Rubber Success?***

Insulation had always been the big problem with any storage battery. Ordinary materials wore out before the battery plates did. Re-insulation was bound to come sooner or later, and when insulation began to break down the plates were injured.

But Willard, for the first time found a practical way to use *rubber*, the one ideal insulating material, by piercing each rubber insulator with 196,000 tiny threads to permit passage of the electrolyte.

You ought to be posted on batteries and battery insulation, so that when you need a new battery you'll be sure of the best your money can buy.

*Get the booklets "The Wick of the Willard" and "A Mark with a Meaning for You" from the nearest Willard Service Station.*

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# ist Price of Storage Batteries for Cars From 1912 to 1919

## REVISED MONTHLY

**TO USE THIS TABLE.**—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as created by us to enable you to find the right battery quickly. Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will mitted to manufacturers each month for revision. This compilation is for the benefit of the trade. We have used every care to give the latest, authentic information, but we guarantee the correctness of these prices and cannot be held liable for same.

THE FERGUSON PUBLISHING COMPANY

| ...RD and Part No., ...15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 253 | 6 | 142 | ... | $50.00 |
| 2 08 | 6 | 159.5 | 69 | 50.00 |
| 610 | 6 | 159.5 | 69 | 50.00 |
| 578 | 6 | 93.8 | 52 | 36.60 |
| 363 | 12 | 72.3 | 79 | 72.10 |
| 227 | 6 | 88 | 50 | 39.40 |
| 627 | 6 | 88 | ... | 36.85 |
| 6 15 | 12 | 45.5 | 62 | 48.68 |
| 441 | 12 | 45.5 | 62 | 48.68 |
| | 6 | | | 43.70 |
| 666 | 12 | 54.5 | ... | 55.00 |
| 668 | 12 | 54.5 | ... | 55.00 |
| 600 | 6 | 103.7 | 55 | 39.40 |
| 257 | 6 | 180 | 80 | 51.25 |
| 250 | 12 | 105.7 | 112 | 79.55 |
| 215 | 6 | 115 | 62 | ..... |
| 207 | 6 | 115 | 62 | ..... |
| 647 | 6 | 105.7 | ... | 41.40 |
| 428 | 6 | 159.5 | 69 | 50.00 |
| 347 | 12 | 51.4 | 67 | 50.50 |
| 652 | 6 | 142 | ... | 50.00 |
| 646 | 6 | 105.7 | ... | 41.40 |
| 625 | 6 | 71 | ... | 32.40 |
| 683 | 30 | 23.3 | ... | 81.70 |
| 585 | 6 | 83.2 | 48 | 34.90 |
| 601 | 6 | 103.7 | 55 | 39.40 |
| 614 | 6 | 124.3 | 61 | 44.25 |
| 403 | 6 | 103.7 | 55 | 39.40 |
| 613 | 6 | 103.7 | 55 | 39.40 |
| 634 | 6 | 88 | ... | 36.85 |
| 583 | 12 | 93.8 | 91 | 71.50 |
| 658 | 12 | 38.7 | ... | 45.90 |
| 234 | 12 | 38.7 | 58 | 45.90 |
| 662 | 12 | 38.7 | ... | 45.90 |
| 508 | 6 | 88 | ... | 36.85 |
| 663 | 12 | 38.7 | ... | 45.90 |
| 639 | 6 | 88 | ... | 36.85 |
| 640 | 6 | 88 | ... | 36.85 |
| 605 | 6 | 103.7 | 55 | 39.40 |
| 591 | 6 | 83.2 | 48 | 34.90 |
| 609 | 6 | 103.7 | 55 | 39.40 |
| 538 | 6 | 83.2 | 48 | 34.90 |
| 174 | 24 | 71.5 | 70 | 67.20 |
| 279 | 6 | 147.5 | 72 | ..... |
| 688 | 6 | 161 | ... | 59.80 |
| 689 | 6 | 161 | ... | 59.80 |
| 678 | 16 | 38.7 | ... | 60.35 |
| 236 | 6 | 105.7 | 59 | 41.40 |
| 235 | 6 | 88 | 50 | 36.90 |
| 516 | 6 | 71 | 42 | 32.40 |
| 629 | 6 | 88 | ... | 36.85 |
| 228 | 6 | 88 | 50 | 36.90 |
| 242 | 18 | 42.5 | 90 | 72.40 |
| 589 | 6 | 83.2 | 48 | 34.90 |
| 341 | 6 | 93.8 | 52 | 36.60 |
| 512 | 6 | 83.2 | 48 | 34.90 |
| 630 | 6 | 88 | ... | 36.85 |
| 641 | 6 | 88 | ... | 36.85 |
| 607 | 6 | 103.7 | 55 | 39.40 |
| 537 | 6 | 103.7 | 55 | 39.40 |
| 401 | 6 | 83.2 | 48 | 34.90 |
| 679 | 16 | 54.5 | ... | 73.35 |
| 624 | 6 | 71 | ... | 32.40 |
| 628 | 6 | 88 | ... | 36.85 |
| 686 | 12 | 42.6 | 57 | 41.15 |
| 360 | 6 | 139 | 67 | 57.30 |
| 677 | 16 | 38.7 | ... | 60.35 |
| 300 | 6 | 105.7 | 59 | 41.40 |
| 245 | 6 | 180 | 80 | ..... |
| 595 | 6 | 83.2 | 48 | 34.90 |
| 212 | 6 | 105.7 | 59 | 41.40 |
| 664 | 12 | 38.7 | ... | 45.90 |
| 576 | 6 | 93.8 | 52 | 36.60 |
| 452 | 6 | 88 | ... | 36.85 |
| 426 | 12 | 38.7 | 58 | 45.90 |
| 427 | 6 | 88 | 50 | 36.90 |
| 535 | 6 | 88 | 50 | 36.90 |
| 598 | 6 | 103.7 | 55 | 39.40 |
| 670 | 12 | 54.5 | ... | 55.00 |
| 638 | 6 | 88 | ... | 36.85 |
| 676 | 16 | 38.7 | ... | 60.35 |
| 618 | 12 | 64 | ... | 58.10 |
| 267 | 6 | 71 | 42 | 32.40 |

| Serial No. | WILLARD Type and Part No. March 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 84 | SSB-242 | 284 | 24 | 23.3 | 85 $68.70 |
| 85 | SM-26 | 660 | 12 | 38.7 | ... 45.90 |
| 86 | SM-26 | 661 | 12 | 38.7 | ... 45.90 |
| 87 | NSSB-125 | 293 | 24 | 54.5 | ... 55.00 |
| 88 | SM-76 | 682 | 24 | 23.3 | ... 68.70 |
| 89 | SSB-183½ | 238 | 18 | 38.7 | 85 66.30 |
| 90 | SSB-125 | 249 | 12 | 71.1 | 82 55.00 |
| 91 | SJR-26 | 419 | 12 | 51.4 | 67 58.80 |
| 92 | SM-4 | 635 | 6 | 88 | ... 36.85 |
| 93 | SJW-3 | 580 | 6 | 93.8 | 52 36.60 |
| 94 | SJW-3 | 577 | 6 | 93.8 | 52 36.60 |
| 95 | SM-4 | 626 | 6 | 88 | ... 36.85 |
| 96 | SM-5 | 645 | 6 | 105.7 | ... 53.95 |
| 97 | SM-28 | 672 | 12 | 71 | ... 63.15 |
| 98 | SSB-610 | 200 | 6 | 105-7 | 59 41.40 |
| 99 | SJW-26 | 581 | 12 | 51.4 | 67 50.50 |
| 100 | SL-26 | 616 | 12 | 45.5 | 62 48.68 |
| 101 | SL-26 | 617 | 12 | 45.5 | 62 48.68 |
| 102 | SM-4 | 633 | 6 | 88 | ... 36.85 |
| 103 | SL-4 | 608 | 6 | 103.7 | 55 39.40 |
| 104 | SL-4 | 539 | 6 | 103.7 | 55 39.40 |
| 105 | SM-27 | 667 | 12 | 54.5 | ... 55.00 |
| 106 | SL-3 | 587 | 6 | 83.2 | 48 34.90 |
| 107 | SM-4 | 631 | 6 | 88 | ... 36.85 |
| 108 | SM-4 | 642 | 6 | 88 | ... 36.85 |
| 109 | PDS-243 | 262 | 24 | 29 | 110 79.60 |
| 110 | SM-29 | 674 | 12 | 88 | ... 71.25 |
| 111 | SM-5 | 649 | 6 | 105.7 | ... 53.95 |
| 112 | SL-4 | 606 | 6 | 103.7 | 55 39.40 |
| 113 | SM-27 | 466 | 12 | 54.5 | ... 55.00 |
| 114 | SP-26 | 582 | 12 | 38.6 | 57 41.15 |
| 115 | SM-7 | 651 | 6 | 142 | ... 50.00 |
| 116 | SL-3 | 590 | 6 | 83.2 | 48 34.90 |
| 117 | SM-9 | 655 | 66 | 176.5 | ... 58.95 |
| 118 | SM-9 | 656 | 6 | 176.5 | ... 58.95 |
| 119 | SSB-123½ | 247 | 12 | 38.7 | 58 45.90 |
| 120 | SL-4 | 512 | 6 | 103.7 | 55 39.40 |
| 121 | SM-5 | 550 | 6 | 105.7 | ... 41.40 |
| 122 | SM-28 | 671 | 12 | 71 | ... 63.15 |
| 123 | SSB-612 | 269 | 6 | 159.5 | 69 50.00 |
| 124 | PSW-68 | 273 | 6 | 115 | 62 ..... |
| 125 | SL-4 | 611 | 6 | 103.7 | 55 39.40 |
| 126 | SM-5 | 648 | 6 | 105.7 | ... 41.40 |
| 127 | SM-4 | 636 | 6 | 88 | ... 36.85 |
| 128 | SM-26 | 447 | 12 | 38.7 | ... 45.90 |
| 129 | SSB-128 | 574 | 12 | 88 | 95 71.25 |
| 130 | SL-28 | 622 | 12 | 83.3 | 84 67.45 |
| 131 | SM-76 | 681 | 24 | 23.3 | ... 68.70 |
| 132 | PSW-412 | 258 | 12 | 87.5 | 100 ..... |
| 133 | SL-4 | 603 | 6 | 103.7 | 55 39.40 |
| 134 | SJW-3 | 579 | 6 | 93.8 | 52 36.60 |
| 135 | SJW-4 | 317 | 6 | 117.7 | 61 42.05 |
| 136 | SM-3 | 623 | 6 | 71 | ... 32.40 |
| 137 | SL-3 | 586 | 6 | 83.2 | 48 34.90 |
| 138 | SP-5 | 684 | 6 | 117.5 | 54 36.35 |
| 139 | SSB-66 | 572 | 6 | 71 | 42 32.40 |
| 140 | SM-4 | 637 | 6 | 88 | ... 36.85 |
| 141 | SL-4 | 610 | 6 | 103.7 | 55 39.40 |
| 142 | SM-4 | 632 | 6 | 88 | ... 36.85 |
| 143 | PSW-610 | 278 | 6 | 147.5 | 70 45.45 |
| 144 | SL-3 | 594 | 6 | 83.2 | 48 34.90 |
| 145 | SL-3 | 592 | 6 | 83.2 | 48 34.90 |
| 146 | SM-4 | 513 | 6 | 88 | ... 36.85 |
| 147 | SL-3 | 511 | 6 | 83.2 | 48 34.90 |
| 148 | SX-77 | 687 | 24 | 45 | ... 74.15 |
| 149 | SE-76 | 320 | 24 | 33.5 | ... 71.30 |
| 150 | SM-7 | 654 | 6 | 142 | ... 50.00 |
| 151 | SSB-123½ | 573 | 12 | 38.7 | 58 45.90 |
| 152 | SL-4 | 602 | 6 | 103.7 | 55 39.40 |
| 153 | SM-9 | 657 | 6 | 176.5 | ... 58.95 |
| 154 | SP-6 | 685 | 6 | 136.3 | 60 39.95 |
| 155 | SRJ-4 | 358 | 6 | 117.7 | 60 50.40 |
| 156 | SL-4 | 604 | 6 | 103.7 | 55 39.40 |
| 157 | SJR-6 | 340 | 6 | 162 | 76 64.05 |
| 158 | SM-26 | 665 | 12 | 38.7 | ... 45.90 |
| 159 | SSB-125 | 305 | 12 | 54.5 | 70 55.00 |
| 160 | SM-26 | 659 | 12 | 38.7 | ... 45.90 |
| 161 | SL-3 | 596 | 6 | 83.2 | 48 34.90 |
| 162 | SM-29 | 673 | 12 | 88 | ... 71.25 |
| 163 | SL-4 | 599 | 6 | 103.7 | 55 39.40 |
| 164 | SL-3 | 597 | 6 | 83.2 | 48 34.90 |
| 165 | SM-39 | 680 | 16 | 71 | ... 83.95 |
| 166 | SL-3 | 593 | 6 | 83.2 | 48 34.90 |

| Serial No. | WILLARD Type & Part No. March 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 167 | SL-3 | 540 | 6 | 83.2 | 48 $34.90 |
| 168 | SJR-4 | 357 | 6 | 117.7 | 61 50.40 |
| 169 | SSB-185 | 282 | 18 | 54.5 | 102 81.60 |
| 170 | SSB-123½ | 536 | 12 | 38.7 | 58 45.90 |
| 171 | SM-4 | 643 | 6 | 88 | ... 36.85 |
| 172 | SL-27 | 620 | 12 | 64 | 73 58.10 |
| 173 | SL-27 | 619 | 12 | 64 | 73 58.10 |
| 174 | SL-28 | 621 | 12 | 83.3 | 84 67.45 |
| 175 | SM-27 | 669 | 12 | 54.5 | ... 55.00 |
| 176 | SM-5 | 644 | 6 | 105.7 | ... 41.40 |
| 177 | SJR-4 | 545 | 6 | 117.7 | 61 50.40 |
| 178 | SJW-4 | 319 | 6 | 117.7 | 61 42.05 |
| 179 | SM-30 | 675 | 12 | 105.7 | ... 80.60 |
| 180 | SSB-186 | 240 | 18 | 71 | 122 92.55 |
| 181 | SX-28 | 554 | 12 | 82.7 | 86 ..... |
| 182 | SL-5 | 515 | 6 | 124.3 | 61 44.25 |
| 183 | SSB-612 | 325 | 6 | 159.5 | 69 50.00 |
| 184 | SSB-610 | 289 | 6 | 105.7 | 59 41.40 |

| Serial No. | EXIDE Type and Cat. No. Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 277 | 3SFS-5 452 | 6 | ... | ... | 29.65 |
| 278 | 3SR-7 455 | 6 | ... | ... | 30.60 |
| 279 | 3SFS-9 460 | 6 | ... | ... | 37.25 |
| 280 | 3S11Spec 463 | 6 | ... | ... | 39.55 |
| 281 | 3ZA-5 1405 | 6 | ... | ... | 18.54 |
| 282 | 3LX9-1 10671-61 | 6 | ... | 42 | 34.50 |
| 283 | 3LX13-1 10672-61 | 6 | 66 | 59 | 44.15 |
| 284 | 3LX5-1 10670-61 | 6 | 28 | 24 | 24.40 |
| 285 | 3JX11-1 3252-5 | 6 | ... | ... | 35.75 |
| 286 | 3JX13-1 3254-1 | 6 | ... | 51 | 38.00 |
| 287 | 3JX13-1 3254-5 | 6 | ... | 51 | 39.20 |
| 288 | 3JX13-1 3254-6 | 6 | ... | 51 | 38.50 |
| 289 | 3JX15-1 3256-1 | 6 | ... | ... | 41.70 |
| 290 | 3JX15-1 3256-5 | 6 | ... | ... | 42.90 |
| 291 | 3JX19-1 3260-1 | 6 | ... | ... | 48.70 |
| 292 | 3JX19-1 3260-5 | 6 | ... | ... | 50.00 |
| 293 | 3JX15-2 3328-54 | 6 | ... | ... | 43.10 |
| 294 | 3JX19-2 3332-54 | 6 | ... | ... | 50.00 |
| 295 | 6JX7-1 3339-05 | 12 | ... | ... | 48.70 |
| 296 | 6JX11-1 3341-3 | 12 | ... | ... | 64.20 |
| 297 | 6JX11-1 3341-12 | 12 | ... | ... | 65.15 |
| 298 | 6JX13-1 3342-5 | 12 | ... | ... | 73.45 |
| 299 | 6JX15-3 3352-05 | 12 | ... | ... | 80.10 |
| 300 | 3PHA13-23468 | 6 | ... | 82 | 64.50 |
| 301 | 3PHA13-23468-6 | 6 | ... | 82 | 66.20 |
| 302 | 3XC-19 4412-51 | 6 | ... | 63 | 50.43 |
| 303 | 3XC-13 4561-52 | 6 | ... | 45 | 39.20 |
| 304 | 9JX7-1 4587-058 | 18 | ... | ... | 73.60 |
| 305 | 3JX-15 4852-4 | 6 | ... | ... | 42.40 |
| 306 | 3XC19-1 5721-53 | 6 | ... | 63 | 52.00 |
| 307 | 6XC9-1 5792-7 | 12 | ... | 64 | 57.80 |
| 308 | 9XC7-1 5799-057 | 18 | ... | 75 | 74.20 |
| 309 | 15XC5-1 5930-60 | 30 | ... | ... | 102.60 |
| 310 | 3SX9-1 10674-61 | 6 | 51 | 35 | 31.75 |
| 311 | 3SX13-1 10675-61 | 6 | 84 | 49 | 41.40 |
| 312 | 9JX11-4 6101-064 | 18 | ... | 113 | 95.20 |
| 313 | 6XC9-1 6298-12 | 12 | ... | ... | 57.80 |
| 314 | 3XC11-1 6346 | 6 | ... | 39 | 33.35 |
| 315 | 3XC13-1 6347 | 6 | ... | 45 | 36.80 |
| 316 | 3XC13-1 6347-1 | 6 | ... | 45 | 38.00 |
| 317 | 3XC13-1 6347-5 | 6 | ... | 45 | 39.20 |
| 318 | 3XC15-1 6348 | 6 | ... | 51 | 40.50 |
| 319 | 3XC15-1 6348-1 | 6 | ... | 51 | 41.70 |
| 320 | 3XC15-1 6348-5 | 6 | ... | 51 | 42.90 |
| 321 | 3XC15-1 6348-6 | 6 | ... | 51 | 42.20 |
| 322 | 3XC19-1 6350-1 | 6 | ... | 63 | 48.80 |
| 323 | 3XC19-1 6350-5 | 6 | ... | 63 | 50.00 |
| 324 | 3XC13-2 6356 | 6 | ... | 45 | 37.50 |
| 325 | 3XC13-2 6356-5 | 6 | ... | 45 | 39.90 |
| 326 | 3XC15-2 6357-3 | 6 | ... | 51 | 42.40 |
| 327 | 3XC15-2 6357-5 | 6 | ... | 51 | 43.60 |
| 328 | 3XC15-2 6357-6 | 6 | ... | 51 | 42.90 |
| 329 | 3XC23-2 6361-5 | 6 | ... | 76 | 57.80 |
| 330 | 6XC7-1 6364-03 | 12 | ... | 47 | 48.50 |
| 331 | 6XC7-1 6364-5 | 12 | ... | 47 | 49.00 |
| 332 | 6XC7-1 6364-05 | 12 | ... | 47 | 49.35 |

| Serial No. | EXIDE Type and Cat. No. Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 333 | 6XC9-1 6365-03 | 12 | ..... | 64 | 57.20 |
| 334 | 6XC9-1 6365-5 | 12 | ..... | 64 | 58.05 |
| 335 | 6XC9-1 6365-05 | 12 | ..... | 64 | 58.40 |
| 336 | 6XC9-1 6365-12 | 12 | ..... | 64 | 57.80 |
| 337 | 6XC11-1 6366-3 | 12 | ..... | 76 | 64.20 |
| 338 | 6XC11-1 6366-03 | 12 | ..... | 76 | 64.50 |
| 339 | 6XC11-1 6366-05 | 12 | ..... | 76 | 65.65 |
| 340 | 6XC13-1 6367-05 | 12 | ..... | 89 | 73.45 |
| 341 | 6XC15-1 6368-03 | 12 | ..... | ... | 78.65 |
| 342 | 6XC11-3 6371-05 | 12 | ..... | 76 | 66.40 |
| 343 | 6XC11-3 6371-56 | 12 | ..... | 76 | 65.65 |
| 344 | 8XC7-1 6375-03 | 16 | ..... | 65 | 63.00 |
| 345 | 8XC7-1 6375-14 | 16 | ..... | 65 | 63.00 |
| 346 | 8XC9-1 6376-03 | 16 | ..... | 65 | 74.20 |
| 347 | 12XC-7 7494-059 | 24 | ..... | ... | 93.75 |
| 348 | 6XC13-1 7647-10 | 12 | ..... | 89 | 73.45 |
| 349 | 12XC7-1 7695-011 | 24 | ..... | ... | 92.60 |
| 150 | 12SD-3 7999 | 24 | ..... | 67 | 74.75 |
| 151 | 6XC7-1 10218-55 | 12 | ..... | 47 | 52.00 |
| 352 | 6XC9-1 10219-55 | 12 | ..... | 64 | 59.20 |
| 353 | 3MHA11 10249-16 | 6 | ..... | 82 | 65.15 |
| 354 | 3MHA11 10249-6 | 6 | ..... | 82 | 65.65 |
| 355 | 12XC7-1 10364-03 | 24 | ..... | ... | 92.00 |
| 356 | 3JX19-1 10365-5 | 6 | ..... | ... | 50.00 |
| 357 | 6XC111 10412-14 | 12 | ..... | 76 | 65.15 |

| Serial No. | VESTA Battery and Form No. Feb. 26 1919 Including Federal Tax | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 358 | 24A5Y-65 | 24 | ..... | 110 | 89.70 |
| 359 | 6LIIY-4 | 6 | ..... | 42 | 35.87 |
| 360 | 6L11W-140 | 6 | ..... | 42 | 35.85 |
| 361 | 6L11Y-161 | 6 | ..... | 42 | 34.99 |
| 362 | 6L13Y-5 | 6 | ..... | 50 | 39.20 |
| 363 | 6L13Y-11 | 6 | ..... | 50 | 40.05 |
| 364 | 6L13W-33 | 6 | ..... | 50 | 39.34 |
| 365 | 6L13W-35 | 6 | ..... | 50 | 39.25 |
| 366 | 6L13Y-71 | 6 | ..... | 50 | 39.22 |
| 367 | 6L13Y-79 | 6 | ..... | 50 | 39.22 |
| 368 | 6L13W-91 | 6 | ..... | 50 | 39.68 |
| 369 | 6L13Y-93 | 6 | ..... | 50 | 39.40 |
| 370 | 6L13Y-147 | 6 | ..... | 50 | 39.27 |
| 371 | 6L13Y-154 | 6 | ..... | 50 | 39.22 |
| 372 | 6L13Y-169 | 6 | ..... | 50 | 36.95 |
| 373 | 6L15Y-3 | 6 | ..... | 59 | 43.79 |
| 374 | 6L15Y-7 | 6 | ..... | 59 | 44.68 |
| 375 | 6L15Y-62 | 6 | ..... | 59 | 37.92 |
| 376 | 6L15Y-64 | 6 | ..... | 59 | 43.79 |
| 377 | 6L15W-67 | 6 | ..... | 59 | 44.75 |
| 378 | 6L15Y-75 | 6 | ..... | 59 | 44.37 |
| 379 | 6L15Y-85 | 6 | ..... | 59 | 43.77 |
| 380 | 6L15Y-134 | 6 | ..... | 59 | 43.79 |
| 381 | 6L19Y-1 | 6 | ..... | 69 | 53.75 |
| 382 | 6L19Y-6 | 6 | ..... | 69 | 52.87 |
| 383 | 6L19Y-54 | 6 | ..... | 69 | 52.87 |
| 384 | 6L19YP-59 | 6 | ..... | 69 | 52.71 |
| 385 | 6L19Y-141 | 6 | ..... | 69 | 51.59 |
| 386 | 6L23W-124 | 6 | ..... | ... | 63.13 |
| 387 | 12L7Y-22 | 12 | ..... | 58 | 49.47 |
| 388 | 12L7Y-24 | 12 | ..... | 58 | 49.37 |
| 389 | 12L7Y-25 | 12 | ..... | 58 | 48.46 |
| 390 | 12L7Y-27 | 12 | ..... | 58 | 48.48 |
| 391 | 12L7Y-96 | 12 | ..... | 58 | 50.35 |
| 392 | 12L7Y-97 | 12 | ..... | 58 | 48.45 |
| 393 | 12L7Y-104 | 12 | ..... | 58 | 49.63 |
| 394 | 12L7Y-113 | 12 | ..... | 58 | 49.02 |
| 395 | 12L9Y-13 | 12 | ..... | 70 | 59.28 |
| 396 | 12L9Y-26 | 12 | ..... | 70 | 57.97 |
| 397 | 12L9W-41 | 12 | ..... | 70 | 58.17 |
| 398 | 12L9Y-49 | 12 | ..... | 70 | 58.87 |
| 399 | 12L9Y-56 | 12 | ..... | 70 | 58.23 |
| 400 | 12L9Y-157 | 12 | ..... | 70 | 56 55 |
| 401 | 12L11Y-31 | 12 | ..... | 82 | 60.77 |
| 402 | 12L13Y-47 | 12 | ..... | 95 | 76.98 |
| 403 | 12L13Y-165 | 12 | ..... | 95 | 75.28 |
| 404 | 12L15Y-166 | ... | ..... | ... | 89.95 |
| 405 | 16L7Y-19 | 16 | ..... | 76 | 67.54 |
| 406 | 16L7Y-20 | 16 | ..... | 76 | 66.14 |

| Serial No. | VESTA Type & Form No. Feb. 26, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 407 | 16L7Y-23 | 16 | ..... | 76 | 65.9 |
| 408 | 16L9Y-18 | 16 | ..... | 90 | 79.2 |
| 409 | 24L5Y-63 | 24 | ..... | 85 | 76.4 |
| 410 | 6H11Y-9 | 6 | ..... | 62 | 41.1 |
| 411 | 6H11Y-17 | 6 | ..... | 62 | 41.0 |
| 412 | 6H11Y-76 | 6 | ..... | 62 | 40.8 |
| 413 | 6H15Y-48 | 6 | ..... | 80 | 51.1 |
| 414 | 6H15Y-60 | 6 | ..... | 80 | 50.7 |
| 415 | 6H15Z-81 | 6 | ..... | 80 | 50.6 |
| 416 | 6H15Z-82 | 6 | ..... | 80 | 53.0 |
| 417 | 12H9Y-61 | 12 | ..... | 104 | 42.7 |
| 418 | 6S11Z-70 | 6 | ..... | 42 | 35.7 |
| 419 | 6S11Y-143 | 6 | ..... | 42 | 49.1 |
| 420 | 6S13Y-29 | 6 | ..... | 50 | 39.3 |
| 421 | 6S13Y-30 | 6 | ..... | 50 | 40.1 |
| 422 | 6S13Y-37 | 6 | ..... | 50 | 39.0 |
| 423 | 6S13W-152 | 6 | ..... | 50 | 41.8 |
| 424 | 6S15Y-2 | 6 | ..... | 59 | 44.3 |
| 425 | 6S15Y-14 | 6 | ..... | 59 | 45.1 |
| 426 | 6S15Y-38 | 6 | ..... | 59 | 44.0 |
| 427 | 6S15W-94 | 6 | ..... | 59 | 44.2 |
| 428 | 6S15W-106 | 6 | ..... | 59 | 44.2 |
| 429 | 6S19Y-10 | 6 | ..... | 69 | 55.4 |
| 430 | 6S19Y-12 | 6 | ..... | 69 | 52.7 |
| 431 | 6S19Y-39 | 6 | ..... | 69 | 52.4 |
| 432 | 6S19Y-72 | 6 | ..... | 69 | 52.7 |
| 433 | 6S19W-73 | 6 | ..... | 69 | 54.9 |
| 434 | 6S19W-77 | 6 | ..... | 69 | 54.8 |
| 435 | 6S19W-168 | 6 | ..... | 69 | 54.7 |
| 436 | 8S15XD-129 | 8 | ..... | 78 | 59.6 |
| 437 | 12S7Y-36 | 12 | ..... | 58 | 48.6 |
| 438 | 12S7Y-50 | 12 | ..... | 58 | 49.4 |
| 439 | 12S7W-138 | 12 | ..... | 58 | 50.6 |
| 440 | 12S9X-98 | 12 | ..... | 70 | 57.9 |
| 441 | 12S9Y-99 | 12 | ..... | 70 | 57.9 |
| 442 | 12S9Y-116 | 12 | ..... | 70 | 59.6 |
| 443 | 12S11Y-52 | 12 | ..... | 82 | 66.3 |
| 444 | 12S11X-135 | 12 | ..... | 82 | 68.1 |
| 445 | 12S15W-53 | 12 | ..... | ... | 83.8 |
| 446 | 16S9X-136 | 16 | ..... | 90 | 76.2 |
| 447 | 16S9X-137 | 16 | ..... | 90 | 77.2 |
| 448 | 18S7W-46 | 18 | ..... | 85 | 70.8 |
| 449 | 18S9W-45 | 18 | ..... | 102 | 83.7 |
| 450 | 18S9W-170 | 18 | ..... | 102 | 84.2 |
| 451 | 18S11W-43 | 18 | ..... | ... | 96.9 |
| 452 | 24S5X-83 | 24 | ..... | 85 | 72.1 |
| 453 | 24S5X-88 | 24 | ..... | 85 | 73.0 |
| 454 | 6U11Y-15 | 6 | ..... | 47 | 36.4 |
| 455 | 6U11Y-89 | 6 | ..... | 47 | 35.8 |
| 456 | 6U11Y-102 | 6 | ..... | 47 | 36.3 |
| 457 | 6U11Y-105 | 6 | ..... | 47 | 36.3 |
| 458 | 6U11Y-110 | 6 | ..... | 47 | 36.3 |
| 459 | 6U11Y-114 | 6 | ..... | 47 | 35.5 |
| 460 | 6U11Y-115 | 6 | ..... | 47 | 36.3 |
| 461 | 6U11Y-117 | 6 | ..... | 47 | 36.3 |
| 462 | 6U11Y-118 | 6 | ..... | 47 | 36.3 |
| 463 | 6U11W-120 | 6 | ..... | 47 | 37.4 |
| 464 | 6U11Y-122 | 6 | ..... | 47 | 36.4 |
| 465 | 6U11Y-130 | 6 | ..... | 47 | 37.4 |
| 466 | 6U11W-140 | 6 | ..... | 47 | 36.4 |
| 467 | 6U11Y-150 | 6 | ..... | 47 | 35.4 |
| 468 | 6U11Y-155 | 6 | ..... | 47 | 36.3 |
| 469 | 6U11W-164 | 6 | ..... | 47 | 37.4 |
| 470 | 6U13Y-16 | 6 | ..... | 55 | 40.9 |
| 471 | 6U13Y-28 | 6 | ..... | 55 | 41.8 |
| 472 | 6U13Z-68 | 6 | ..... | 55 | 41.9 |
| 473 | 6U13Y-80 | 6 | ..... | 55 | 40.7 |
| 474 | 6U13W-84 | 6 | ..... | 55 | 41.2 |
| 475 | 6U13Y-92 | 6 | ..... | 55 | 40.9 |
| 476 | 6U13Y-119 | 6 | ..... | 55 | 41.2 |
| 477 | 6U13W-132 | 6 | ..... | 55 | 41.2 |
| 478 | 6U13W-133 | 6 | ..... | 55 | 39.7 |
| 479 | 6U13Y-145 | 6 | ..... | 55 | 40.0 |
| 480 | 6U13W-146 | 6 | ..... | 55 | 41.8 |
| 481 | 6U13Y-153 | 6 | ..... | 55 | 41.8 |
| 482 | 6U13Y-156 | 6 | ..... | 55 | 41.2 |
| 483 | 6U13W-158 | 6 | ..... | 55 | 40.9 |
| 484 | 6U13Y-160 | 6 | ..... | 55 | 41.2 |
| 485 | 6U13W-163 | 6 | ..... | 64 | 40.9 |
| 486 | 6U15Y-106 | 6 | ..... | 64 | 40.1 |
| 487 | 6U15Y-121 | 6 | ..... | 64 | 40.9 |
| 488 | 6U15Y-139 | 6 | ..... | 64 | 45.4 |
| 489 | 6U15W-151 | 6 | ..... | 64 | |

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# WITHERBEE
## STORAGE BATTERIES

**A dependable and guaranteed battery of correct size and shape for every make and model of car, and for starting and lighting systems of any manufacture in general use**

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***Sales and Service Station***
**1904 Broadway**

**New York City, N. Y.**


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| ESTA Form No. 26, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| -167 | 6 | ..... | 64 | 46.69 |
| 171 | 6 | ..... | ... | 51.64 |
| 111 | 12 | ..... | ... | 43.55 |
| 57 | 12 | ..... | 65 | 50.30 |
| 100 | 12 | ..... | 65 | 50.53 |
| 107 | 12 | ..... | 65 | 51.37 |
| 109 | 12 | ..... | 65 | 50.35 |
| 131 | 12 | ..... | 65 | 49.49 |
| 44 | 12 | ..... | 65 | 49.14 |
| -55 | 12 | ..... | 78 | 61.75 |
| -58 | 12 | ..... | 78 | 61.65 |
| -125 | 12 | ..... | 78 | 60.87 |
| -142 | 12 | ..... | 78 | 59.28 |
| V-123 | 12 | ..... | 92 | 69.74 |
| V-126 | 12 | ..... | 92 | 70.07 |
| (-148 | 12 | ..... | 92 | 70.03 |
| (-159 | 12 | ..... | 92 | 69.12 |
| -90 | 6 | ..... | 55 | 39.32 |

| EREADY k Stock No. 15, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| | 8070 | 6 | 70 | 48 | $33.50 |
| | 8076 | 6 | 70 | 48 | 33.50 |
| J | 8077 | 6 | 70 | 48 | 33.50 |
| RJ | 8079 | 6 | 95 | 58 | 36.96 |
| | 8080 | 6 | 95 | 56 | 36.96 |
| L | 8081 | 6 | 95 | 56 | 36.96 |
| R | 8082 | 6 | 95 | 58 | 36.96 |
| RL | 8083 | 6 | 95 | 58 | 36.96 |
| OS | 8084 | 6 | 105 | 63 | 43.89 |
| RH | 8085 | 6 | 95 | 58 | 36.96 |
| I | 8086 | 6 | 95 | 56 | 36.96 |
| RB | 8088 | 6 | 95 | 58 | 41.58 |
| R | 8090 | 6 | 110 | 63 | 41.58 |
| RL | 8091 | 6 | 110 | 63 | 41.58 |
| RJ | 8092 | 6 | 110 | 63 | 41.58 |
| H | 8096 | 6 | 110 | 63 | 41.58 |
| HL | 8097 | 6 | 110 | 63 | 41.58 |
| HE | 8099 | 8 | 110 | 82 | 55.44 |
| R | 8110 | 6 | 140 | 72 | 46.20 |
| 20S | 8114 | 6 | 150 | 24 | 48.51 |
| 20SE | 8115 | 6 | 150 | 74 | 50.82 |
| H | 8116 | 6 | 140 | 72 | 46.20 |
| HL | 8117 | 6 | 140 | 72 | 46.20 |
| RL | 8131 | 6 | 185 | 86 | 57.75 |
| HE | 8138 | 6 | 185 | 85 | 57.75 |
| R | 8140 | 12 | 35 | 64 | 45.05 |
| RF | 8142 | 12 | 35 | 64 | 45.0 |
| RFM | 8144 | 12 | 35 | 64 | 45.63 |
| | 8150 | 12 | 50 | 77 | 51.98 |
| RL | 8151 | 12 | 50 | 77 | 51.98 |
| RF | 8152 | 12 | 50 | 77 | 51.98 |
| RLF | 8153 | 12 | 50 | 77 | 51.98 |
| H | 8156 | 12 | 50 | 77 | 51.98 |
| HF | 8158 | 12 | 50 | 77 | 51.98 |
| R | 8160 | 12 | 70 | 94 | 60.06 |
| RL | 8161 | 12 | 70 | 94 | 60.06 |
| H | 8166 | 12 | 0 | 94 | 60.06 |
| RF | 8172 | 12 | 5 | 108 | 65.84 |
| HL | 8187 | 12 | 0 | 122 | 71.61 |
| R | 8190 | 16 | 5 | 83 | 57.75 |
| R | 8200 | 16 | 0 | 102 | 65.84 |
| H | 8236 | 18 | 5 | 90 | 63.53 |
| HU | 8245 | 18 | 0 | 112 | 69.30 |
| H | 8256 | 18 | 70 | 140 | 80.85 |
| R | 8270 | 24 | 20 | 93 | 65.26 |
| HL | 8277 | 24 | 20 | 94 | 65.26 |
| E | 8278 | 24 | 18 | 70 | 61.22 |
| HU | 8288 | 24 | 35 | 121 | 77.96 |
| R | 8295 | 30 | 20 | 115 | 80.85 |
| RF5 | 8192 | 16 | 35 | 64 | 57.75 |
| L | 8087 | 6 | 95 | 56 | 36.95 |
| RL | 8281 | 24 | 35 | 127 | 77.39 |
| R | 8210 | 16 | 70 | 123 | 73.92 |
| H | 8246 | 18 | 50 | 112 | 72.19 |
| L | 8071 | 6 | 70 | 48 | 33.50 |

| LUMBIA Type % Discount Consumer h 1,1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 1-AZ | 6 | 70 | 40 | $42.50 |
| 1-AY | 6 | 70 | 40 | 42.50 |
| 1-DZ | 6 | 70 | 40 | 45.00 |
| 3-AZ | 6 | 90 | 48 | 45.00 |
| 3-AY | 6 | 90 | 48 | 45.00 |
| 3-AV | 6 | 90 | 48 | 45.00 |
| 3-AT | 6 | 90 | 48 | 45.00 |
| 3-DZ | 6 | 90 | 48 | 45.00 |
| 3-DY | 6 | 90 | 48 | 45.00 |
| 5-AZ | 6 | 110 | 55 | 50.50 |
| 5-AY | 6 | 110 | 55 | 50.50 |
| 5-AW | 6 | 110 | 55 | 50.50 |
| 5-DZ | 6 | 110 | 55 | 54.50 |
| 9-AZ | 6 | 150 | 67 | 61.50 |
| 9-AY | 6 | 150 | 67 | 61.50 |
| 9-AW | 6 | 150 | 67 | 61.50 |
| 9-AV | 6 | 150 | 67 | 61.50 |

| Serial No. | COLUMBIA Type *20% Discount to Consumer March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 580 | SW-323-AZ | 6 | 195 | 76 | 61.50 |
| 581 | SW-323-AY | 6 | 195 | 76 | 61.50 |
| 582 | SW-323-DZ | 6 | 195 | 76 | 61.50 |
| 583 | SL-311-AZ | 6 | 85 | 48 | 42.50 |
| 584 | SL-311-AU | 6 | 85 | 48 | 42.50 |
| 585 | SL-311-AT | 6 | 85 | 48 | 42.50 |
| 586 | SL-311-AR | 6 | 85 | 48 | 42.50 |
| 587 | SL-311-DZ | 6 | 85 | 48 | 45.00 |
| 588 | SL-311-JZ | 6 | 85 | 49 | 42.50 |
| 589 | SL-313-AZ | 6 | 110 | 54 | 48.50 |
| 590 | SL-313-AX | 6 | 110 | 54 | 48.50 |
| 591 | SL-313-AT | 6 | 110 | 54 | 48.50 |
| 592 | SL-313-AP | 6 | 110 | 54 | 48.50 |
| 593 | SL-313-DZ | 6 | 110 | 54 | 48.50 |
| 594 | SL-313-DS | 6 | 110 | 54 | 48.50 |
| 595 | SL-315-AZ | 6 | 135 | 59 | 54.50 |
| 596 | SL-315-DZ | 6 | 135 | 59 | 54.50 |
| 597 | SL-315-DX | 6 | 135 | 59 | 54.50 |
| 598 | SE-313-AZ | 6 | 83 | 43 | 42.50 |
| 599 | SE-313-AU | 6 | 83 | 43 | 42.50 |
| 600 | SE-313-AS | 6 | ..... | 43 | 42.50 |
| 601 | SE-315-AZ | 6 | 100 | 50 | 48.50 |
| 602 | SE-315-AY | 6 | 100 | 50 | 48.50 |
| 603 | SE-315-AV | 6 | 100 | 50 | 48.50 |
| 604 | SE-315-AS | 6 | 100 | 50 | 48.50 |
| 605 | SE-315-DZ | 6 | 100 | 50 | 48.50 |
| 606 | SE-315-DX | 6 | 100 | 50 | 48.50 |
| 607 | SE-319-JZ | 6 | 135 | 62 | 57.00 |
| 608 | SH-311-AZ | 6 | 70 | 40 | 45.00 |
| 609 | SH-311-AY | 6 | 70 | 40 | 45.00 |
| 610 | SH-311-JZ | 6 | 70 | 41 | 39.50 |
| 611 | SH-313-AZ | 6 | 90 | 48 | 45.00 |
| 612 | SH-313-AY | 6 | 90 | 48 | 45.00 |
| 613 | SH-313-AX | 6 | 90 | 48 | 45.00 |
| 614 | SH-313-DZ | 6 | 90 | 48 | 45.0 |
| 615 | SH-315-AZ | 6 | 110 | 56 | 50.50 |
| 616 | SH-315-AY | 6 | 110 | 56 | 50.50 |
| 617 | SH-315-AX | 6 | 110 | 56 | 50.50 |
| 618 | SH-315-DZ | 6 | 110 | 56 | 50.50 |
| 619 | SH-315-DY | 6 | 110 | 56 | 50.50 |
| 620 | SH-319-AZ | 6 | 150 | 66 | 61.50 |
| 621 | SH-319-AY | 6 | 150 | 66 | 61.5 |
| 622 | SH-319-AX | 6 | 150 | 66 | 61.5 |
| 623 | SH-319-AW | 6 | 150 | 66 | 61.50 |
| 624 | SH-319-DZ | 6 | 150 | 66 | 61.50 |
| 625 | SH-319-DY | 6 | 150 | 66 | 61.50 |
| 626 | SH-319-DS | 6 | 150 | 66 | 61.50 |
| 627 | SP-311-AZ | 6 | 117 | 60 | 45.00 |
| 628 | SP-311-AY | 6 | 117 | 60 | 4 .00 |
| 629 | SP-313-JZ | 6 | 150 | 71 | 58.00 |
| 630 | SP-313-JY | 6 | 150 | 71 | 58.00 |
| 631 | SP-315-AZ | 6 | 175 | 76 | 58.00 |
| 632 | SP-315-AY | 6 | 175 | 76 | 58.0 |
| 633 | SH-415-EZ | 8 | 110 | 76 | 76.50 |
| 634 | SW-67-AZ | 12 | 35 | 55 | 56.50 |
| 635 | SW-67-AY | 12 | 35 | 55 | 56.50 |
| 636 | SW-67-AX | 12 | 35 | 55 | 56.50 |
| 637 | SW-67-AW | 12 | 35 | 55 | 56.50 |
| 638 | SW-67-AU | 12 | 35 | 55 | 56.50 |
| 639 | SW-67-AT | 12 | 35 | 55 | 56.50 |
| 640 | SW-69-AZ | 12 | 50 | 67 | 67.50 |
| 641 | SW-69-AY | 12 | 50 | 67 | 67.50 |
| 642 | SW-69-AX | 12 | 50 | 67 | 67.50 |
| 643 | SW-69-AW | 12 | 50 | 67 | 67.50 |
| 644 | SW-69-EZ | 12 | 50 | 67 | 74.00 |
| 645 | SW-611-AZ | 12 | 70 | 79 | 74.00 |
| 646 | SW-611-AY | 12 | 70 | 79 | 74.0 |
| 647 | SW-613-AZ | 12 | 90 | 90 | 83.00 |
| 648 | SW-613-AY | 12 | 90 | 90 | 83.00 |
| 649 | SW-615-AZ | 12 | 110 | 107 | 83.00 |
| 650 | SL-67-AZ | 12 | 40 | 59 | 60.00 |
| 651 | SL-67-AX | 12 | 40 | 59 | 56.50 |
| 652 | SL-67-AW | 12 | 40 | 59 | 56.50 |
| 653 | SL-67-AV | 12 | 40 | 59 | 60.00 |
| 654 | SL-69-AZ | 12 | 65 | 72 | 74.00 |
| 655 | SL-69-AX | 12 | 65 | 72 | 67.50 |
| 656 | SL-69-EZ | 12 | 65 | 72 | 74.00 |
| 657 | SL-69-EY | 12 | 65 | 72 | 74.00 |
| 658 | SL-611-AZ | 12 | 85 | 85 | 83.00 |
| 659 | SL-611-EZ | 12 | 85 | 85 | 74.00 |
| 660 | SE-67-AZ | 12 | 35 | 45 | 60.00 |
| 661 | SE-67-AY | 12 | 35 | 45 | 56.50 |
| 662 | SE-67-AX | 12 | 35 | 45 | 60.00 |
| 663 | SH-67-AZ | 12 | 35 | 55 | 56.5 |
| 664 | SH-67-AY | 12 | 35 | 55 | 56.5 |
| 665 | SH-67-EZ | 12 | 35 | 55 | 56.5 |
| 666 | SH-67-GZ | 12 | 35 | 55 | 56.50 |
| 667 | SH-69-AZ | 12 | 50 | 67 | 67.50 |
| 668 | SH-69-AY | 12 | 50 | 67 | 67.50 |
| 669 | SH-69-GZ | 12 | 50 | 67 | 67.50 |
| 670 | SH-611-AZ | 12 | 70 | 79 | 77.50 |
| 671 | SH-613-AZ | 12 | 90 | 90 | 77.50 |
| 672 | SH-615-EZ | 12 | 110 | 107 | 97.50 |
| 673 | SH-615-EY | 12 | 110 | 107 | 97.50 |
| 674 | SP-69-AZ | 12 | 90 | 72 | 74.00 |
| 675 | SW-87-AZ | 16 | 35 | 73 | 74.00 |
| 676 | SW-87-AY | 16 | 35 | 73 | 74.00 |
| 677 | SW-87-AX | 16 | 35 | 73 | 74.00 |
| 678 | SW-89-AZ | 16 | 50 | 87 | 90.00 |
| 679 | SW-811-AZ | 16 | 70 | 101 | 90.00 |
| 680 | SH-97-GZ | 18 | 35 | 82 | 81.00 |
| 681 | SH-99-GZ | 18 | 50 | 98 | 100.00 |
| 682 | SH-99-GY | 18 | 50 | 98 | 100.00 |
| 683 | SH-911-GZ | 18 | 70 | 117 | 100.00 |
| 684 | SW-125-AZ | 24 | 20 | 82 | 84.00 |
| 685 | SW-125-AY | 24 | 20 | 82 | 84.00 |
| 686 | SE-127-AZ | 24 | 35 | 92 | 105.00 |
| 687 | SE-127-AY | 24 | 50 | 92 | 105.00 |
| 688 | SE-127-LZ | 24 | 35 | 92 | 105.00 |
| 689 | SH-125HZ | 24 | 20 | 82 | 84.00 |
| 690 | SH-125-HY | 24 | 20 | 80 | 83.00 |
| 691 | SW-155-AZ | 30 | 20 | 105 | 100.00 |
| 692 | BW-35-AZ | 6 | 20 | 21 | 21.90 |

| Serial No. | GENERAL LEAD Types Assembled Type and Part No. June 12, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 693 | SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 | SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 | SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 | SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 | SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 | SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 | SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 | SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 | SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 | SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 | SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 | SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 | SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 | SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 | SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 | SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 | SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 | SR-6-160D | 6 | 195 | 80 | 60.50 |
| 713 | GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 | GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 | GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 | GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 | GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 | GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 | GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 | GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 | GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 | GLB-7-6D | 6 | 134 | 67 | 48.40 |
| 723 | GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 | GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 | SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 | SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 | GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 | SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 | SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 | SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 | SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 | SR-12-50A | 12 | 50 | 70 | 58.00 |
| 733 | SR-12-50E | 12 | 50 | 70 | 58.00 |
| 734 | SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 | SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 | SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 | SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 | SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 | SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 | SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 | SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 | SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 | SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 | SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 | SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 | SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 | SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 | GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 | GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 | GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 | GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 | GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 | GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 | GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 | GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 | SR-16-35A | 16 | 35 | 76 | 66.00 |
| 767 | SR-16-35F | 16 | 35 | 76 | 67.70 |
| 758 | SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 | SH-16-35F | 16 | 35 | 76 | 67.70 |
| 760 | SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 | SR-16-50F | 16 | 50 | 90 | 77.00 |
| 762 | SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 | SH-16-50F | 16 | 70 | 90 | 77.00 |
| 764 | SR-16-60A | 16 | 70 | 105 | 88.00 |
| 765 | SR-16-60F | 16 | 70 | 105 | 88.00 |
| 766 | SH-16-60A | 16 | 70 | 105 | 88.00 |
| 767 | SH-16-60F | 16 | 70 | 105 | 88.00 |
| 768 | SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 | SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 | SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 | SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 | SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 | SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 | SH-18-50A | 18 | 50 | 102 | 85.25 |
| 775 | SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 | SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 | SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 | SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 | SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 | SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 | SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 | SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 | SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 | SR-24-35A | 24 | 35 | 115 | 92.40 |
| 785 | SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 | SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 | SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 | 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 | 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 793 | 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 | 3GS-15 (Spc. Trm.) | 6 | 171 | 80 | 64.90 |
| 795 | 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 | PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 | PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 | 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 | 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 800 | 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 801 | SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 802 | STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 803 | STR-12-35A | 12 | 27 | 51 | 38.50 |
| 804 | 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 805 | 12-ES-3R | 12 | 15 | 70 | 68.20 |
| 806 | 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 807 | 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 808 | TWL-6-40 | 6 | 21 | 22 | 18.70 |
| 809 | TWL-6-60 | 6 | 40 | 29 | 23.30 |
| 810 | TWL-6-90 | 6 | 65 | 40 | 29.30 |

| Serial No. | GENERAL LEAD June 12, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 811 | TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 | TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 819 | STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 | GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 | 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 | 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 823 | ASL | 625 | 6 | 25 | 24 | $21.50 |
| 824 | AEL | 625 | 6 | 25 | 24 | 21.50 |
| 825 | ASL | 645 | 6 | 45 | 31 | 26.11 |
| 826 | AEL | 645 | 6 | 45 | 31 | 26.11 |
| 827 | ASL | 663 | 6 | 63 | 38 | 30.72 |
| 828 | AEL | 663 | 6 | 63 | 38 | 30.72 |
| 829 | ASL | 681 | 6 | 81 | 46 | 35.33 |
| 830 | AEL | 681 | 6 | 81 | 46 | 35.33 |
| 831 | ASL | 699 | 6 | 99 | 54 | 39.94 |
| 832 | AEL | 699 | 6 | 99 | 54 | 39.94 |
| 833 | ASL | 615 | 6 | 115 | 62 | 44.54 |
| 834 | AEL | 615 | 6 | 115 | 62 | 44.54 |
| 835 | ASL | 632 | 6 | 132 | 69 | 49.15 |
| 826 | AEL | 632 | 6 | 132 | 69 | 49.15 |
| 837 | ASL | ·1225 | 12 | 25 | 50 | on app |
| 838 | AEL | 1225 | 12 | 25 | 50 | on app |
| 839 | ASL | 1245 | 12 | 45 | 67 | 49.15 |
| 840 | AEL | 1245 | 12 | 45 | 67 | 49.15 |
| 841 | ASL | 1263 | 12 | 63 | 85 | 58.37 |
| 842 | AEL | 1263 | 12 | 63 | 85 | 58.37 |
| 843 | ASL | 1825 | 18 | 25 | 74 | on app |
| 844 | AEL | 1825 | 18 | 25 | 74 | on app |
| 845 | ASL | 1845 | 18 | 45 | 101 | on app |
| 846 | AEL | 1845 | 18 | 45 | 101 | on app |
| 847 | ASL | 1863 | 18 | ..... | ... | on app |
| 848 | AEL | 1863 | 18 | ..... | ... | on app |
| 849 | ASL | 2425 | 24 | 25 | 98 | 77.82 |
| 850 | ASL | 2445 | 24 | 45 | 134 | 93.03 |
| 851 | ASLR | 625 | 6 | ..... | ... | on app |
| 852 | AELR | 625 | 6 | ..... | ... | on app |
| 853 | ASLR | 645 | 6 | ..... | ... | on app |
| 854 | AELR | 645 | 6 | ..... | ... | on app |
| 855 | ASLR | 663 | 6 | ..... | ... | on app |
| 856 | AELR | 663 | 6 | ..... | ... | on app |
| 857 | ASLR | 681 | 6 | ..... | ... | on app |
| 858 | AELR | 681 | 6 | ..... | ... | on app |
| 859 | ASLR | 699 | 6 | ..... | ... | on app |
| 860 | AELR | 699 | 6 | ..... | ... | on app |
| 861 | ASLR | 615 | 6 | ..... | ... | on app |
| 862 | AELR | 615 | 6 | ..... | ... | on app |
| 863 | ASLR | 632 | 6 | 132 | ... | on app |
| 864 | AELR | 632 | 6 | ..... | ... | on app |
| 865 | ASLR | 1225 | 12 | ..... | ... | on app |
| 866 | AELR | 1225 | 12 | ..... | ... | on app |
| 867 | ASLR | 1245 | 12 | ..... | ... | on app |
| 868 | AELR | 1245 | 12 | ..... | ... | on app |
| 869 | ASLR | 1263 | 12 | ..... | ... | on app |
| 870 | AELR | 1263 | 12 | ..... | ... | on app |
| 871 | ASLR | 1825 | 18 | ..... | ... | on app |
| 872 | AELR | 1825 | 18 | ..... | ... | on app |
| 873 | AELR | 1845 | 18 | ..... | ... | on app |
| 874 | ASLR | 1863 | 18 | ..... | ... | on app |
| 875 | AELR | 1863 | 18 | ..... | ... | on app |
| 876 | ASLR | 2425 | 24 | ..... | ... | on app |
| 877 | ASLR | 2445 | 24 | ..... | ... | on app |
| 878 | BSL | 650 | 6 | 50 | 35 | 27.75 |
| 879 | BEL | 650 | 6 | 50 | 35 | 27.75 |
| 880 | BSH | 650 | 6 | 50 | 35 | 27.75 |
| 881 | BEH | 650 | 6 | 50 | 35 | 27.75 |
| 882 | BSL | 670 | 6 | 70 | 42 | 32.26 |
| 883 | BEL | 670 | 6 | 70 | 42 | 32.26 |
| 884 | BSH | 670 | 6 | 70 | 42 | 32.26 |
| 885 | BEH | 670 | 6 | 70 | 42 | 32.26 |
| 886 | BSL | 695 | 6 | 85 | 50 | 36.76 |
| 887 | BEL | 695 | 6 | 85 | 50 | 36.76 |
| 888 | BSH | 695 | 6 | 85 | 50 | 36.76 |
| 889 | BEH! | 695 | 6 | 85 | 50 | 36.75 |
| 890 | BSLA | 695 | 6 | 85 | 55 | on app |
| 891 | BELA | 695 | 6 | 85 | 55 | on app |
| 892 | BSL | 610 | 6 | 100 | 59 | 41.27 |
| 893 | BEL | 610 | 6 | 100 | 59 | 41.27 |
| 894 | BSH | 610 | 6 | 100 | 59 | 41.27 |
| 895 | BEH | 610 | 6 | 100 | 59 | 41.27 |
| 896 | BSL | 655 | 6 | 130 | 69 | 50.28 |
| 897 | BEL | 655 | 6 | 130 | 69 | 50.28 |
| 898 | BSH | 655 | 6 | 130 | 69 | 50.28 |
| 899 | BEH | 655 | 6 | 130 | 69 | 50.28 |
| 900 | BSHH | 610 | 6 | 100 | 62 | 41.98 |
| 901 | BEHH | 610 | 6 | 100 | 62 | 41.98 |
| 902 | BSHH | 675 | 6 | 145 | 80 | 51.20 |
| 903 | BEHH | 675 | 6 | 145 | 80 | 51.20 |
| 904 | BSL | 810 | 8 | 100 | 72 | on app |
| 905 | BEL | 810 | 8 | 100 | 72 | on app |
| 906 | GOULD | .... | 8 | 100 | 72 | on app |
| 907 | BEH | 810 | 8 | 100 | 72 | on app |
| 908 | BSL | 1235 | 12 | 35 | 58 | 46.08 |
| 909 | BEL | 1235 | 12 | 35 | 58 | 46.08 |
| 910 | BSH | 1235 | 12 | 35 | 58 | $46.08 |
| 911 | BEH | 1235 | 12 | 35 | 58 | 46.08 |
| 912 | BSL | 1250 | 12 | 50 | 70 | 54.78 |
| 913 | BEL | 1250 | 12 | 50 | 70 | 54.78 |
| 914 | BSH | 1250 | 12 | 50 | 70 | 54.78 |
| 915 | BEH | 1250 | 12 | 50 | 70 | 54.78 |
| 916 | BSL | 1270 | 12 | 70 | 82 | 63.49 |
| 917 | BEL | 1270 | 12 | 70 | 82 | 63.49 |
| 918 | BSH | 1270 | 12 | 70 | 82 | 63.49 |
| 919 | BEH | 1270 | 12 | 70 | 82 | 63.49 |
| 920 | BSL | 1295 | 12 | 85 | 95 | 72.19 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 921 | BEL | 1295 | 12 | 85 | 95 | 72.1 |
| 922 | BSH | 1295 | 12 | 85 | 95 | 72.1 |
| 923 | BEH | 1295 | 12 | 85 | 95 | 72.1 |
| 924 | BSL | 1635 | 16 | 35 | 76 | 61.9 |
| 925 | BEL | 1635 | 16 | 35 | 76 | 61.9 |
| 926 | BSH | 1635 | 16 | 35 | 76 | 61.9 |
| 927 | BEH | 1635 | 16 | 35 | 76 | 61.9 |
| 928 | BSL | 1650 | 16 | 50 | 90 | 72.7 |
| 929 | BEL | 1650 | 16 | 50 | 90 | 72.7 |
| 930 | BSH | 1650 | 16 | 50 | 90 | 72.7 |
| 931 | BEH | 1650 | 16 | 50 | 90 | 72.7 |
| 932 | BSL | 1670 | 16 | 70 | 105 | 84.9 |
| 933 | BEL | 1670 | 16 | 70 | 105 | 84.9 |
| 934 | BSH | 1670 | 16 | 70 | 105 | 84.9 |
| 935 | BEH | 1670 | 16 | 70 | 105 | 84.9 |
| 936 | BSL | 1835 | 18 | 35 | 85 | 66.5 |
| 937 | BEL | 1835 | 18 | 35 | 85 | 66.5 |
| 938 | BSH | 1835 | 18 | 35 | 85 | 66.5 |
| 939 | BEH | 1835 | 18 | 35 | 85 | 66.5 |
| 940 | BSL | 1850 | 18 | 50 | 102 | 80.3 |
| 941 | BEL | 1850 | 18 | 50 | 102 | 80.3 |
| 942 | BSH | 1850 | 18 | 50 | 102 | 80.3 |
| 943 | BEH | 1850 | 18 | 50 | 102 | 80.3 |
| 944 | BSL | 1870 | 18 | 70 | 122 | 94.2 |
| 946 | BEL | 1870 | 18 | 70 | 122 | 94.2 |
| 947 | BSH | 1870 | 18 | 70 | 122 | 94.2 |
| 948 | BEH | 1870 | 18 | 70 | 122 | 94.2 |
| 949 | BSL | 2421 | 24 | 20 | 85 | 69.6 |
| 950 | BEL | 2420 | 24 | 20 | 85 | 69.6 |
| 951 | BSH | 2420 | 24 | 20 | 85 | 63.6 |
| 952 | BEH | 2420 | 24 | 20 | 85 | 63.6 |
| 953 | BSL | 2435 | 24 | 35 | 120 | 84.4 |
| 954 | BEL | 2435 | 24 | 35 | 120 | 84.4 |
| 955 | BSH | 2435 | 24 | 35 | 120 | 84.4 |
| 956 | BEH | 2435 | 24 | 35 | 120 | 84.4 |
| 957 | BSL | 2450 | 24 | 50 | 146 | on ap |
| 958 | BEL | 2450 | 24 | 50 | 146 | on ap |
| 959 | BSH | 2450 | 24 | 50 | 146 | on ap |
| 960 | BEH | 2450 | 24 | 50 | 146 | on ap |
| 961 | ES | 692 | 6 | 100 | 48 | on ap |
| 962 | EE | 692 | 6 | 100 | 48 | on ap |
| 963 | ESK | 692 | 6 | 100 | 48 | 40.8 |
| 964 | EEK | 692 | 6 | 100 | 48 | 40.8 |
| 965 | ESJ | 692 | 6 | 100 | 48 | 40.1 |
| 966 | EEJ | 692 | 6 | 100 | 48 | 40.1 |
| 967 | ESJ | 678 | 6 | 84 | 44 | 36.1 |
| 968 | EEJ | 678 | 6 | 84 | 44 | 36.1 |
| 969 | F | 614 | 6 | 150 | 82 | 61.5 |
| 970 | G | 616 | 6 | 150 | 82 | 59.3 |
| 971 | GMV | 616 | 6 | 150 | 83 | 61.5 |
| 972 | I | 2413 | 24 | 13 | 67 | 66.5 |
| 973 | BSLP | 655 | 6 | 130 | 69 | 50.2 |
| 974 | BSPH | 810 | 8 | 100 | 72 | 56.1 |
| 975 | ACH | 1845 | 18 | 45 | 103 | 72.1 |
| 976 | ACHR | .... | ... | ..... | ... | ..... |
| 977 | ALG | 699 | 6 | 70 | 42 | 39.9 |
| 978 | BHG | 670 | 6 | 99 | 54 | 32.2 |
| 979 | BML | 595 | 6 | 85 | 50 | 37.0 |
| 980 | BML | 1235 | 12 | 35 | 45 | 46.0 |
| 981 | BEH | 1210 | 12 | 100 | ... | 80.9 |
| 982 | ASL | 3025 | 30 | 25 | ... | 90.9 |
| 983 | ASL | 1635 | 16 | 35 | ... | ....5 |
| 984 | AEL | 1281 | 12 | 81 | ... | 67.. |

| Serial No. | PHILADELPHIA DIAM'D GRID. Type & Patr No. August 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 985 | 116LL-A | 6 | 60 | 44 | 33.6 |
| 986 | 116LL-A-2 | 6 | 60 | 44 | 35.2 |
| 987 | 136LL-A | 6 | 77 | 50 | 38.1 |
| 988 | 136LL-A-5 | 6 | 77 | 50 | 38.1 |
| 989 | 136LL-A-8 | 6 | 77 | 50 | 39.6 |
| 990 | 136LL-A-11 | 6 | 77 | 50 | 38.1 |
| 991 | 136LL-A-2 | 6 | 77 | 50 | 38.8 |
| 992 | 136LL-D | 6 | 77 | 50 | 38.1 |
| 993 | 136LL-D-4 | 6 | 77 | 50 | 38.1 |
| 994 | 136LL-D-7 | 6 | 77 | 50 | 38.1 |
| 995 | 136LL-D-6 | 6 | 77 | 50 | 38.1 |
| 996 | 156LL-A | 6 | 95 | 56 | 42.1 |
| 997 | 156LL-A-7 | 6 | 95 | 56 | 43.2 |
| 998 | 156LL-A-9 | 6 | 95 | 56 | 42.1 |
| 999 | 156LL-A-11 | 6 | 95 | 56 | 42.1 |
| 1000 | 156LL-A-12 | 6 | 95 | 56 | 42.1 |
| 1001 | 156LL-A-10 | 6 | 95 | 56 | 42.1 |
| 1002 | 156LL-D | 6 | 95 | 56 | 42.1 |
| 1003 | 196LL-A | 6 | 130 | 70 | 49.6 |
| 1004 | 196LL-A-4 | 6 | 130 | 70 | 51.0 |
| 1005 | 196LL-A-1 | 6 | 130 | 70 | 49.6 |
| 1006 | 196LL-D | 6 | 130 | 70 | 49.6 |
| 1007 | 236LL-D | 6 | 165 | 84 | 56.7 |
| 1008 | 512LL-A-3 | 12 | 18 | 46 | 40.0 |
| 1009 | 712LL-A-4 | 12 | 30 | 58 | 47.5 |
| 1010 | 712LL-A-16 | 12 | 30 | 58 | 48.2 |
| 1011 | 712LL-A-1 6 & | 12 | 30 | 58 | 49.4 |
| 1012 | 712LL-A-15 6 & | 12 | 30 | 58 | 48.1 |
| 1013 | 712LL-A-9 6 & | 12 | 30 | 58 | 48.1 |
| 1014 | 912LL-A-2 | 12 | 44 | 70 | 55.2 |
| 1015 | 912LL-A-4 | 12 | 44 | 70 | 55.9 |
| 1016 | 912LL-E-1 | 12 | 44 | 70 | 55.2 |
| 1017 | 1112LL-A-4 | 12 | 60 | 82 | 62.5 |
| 1018 | 1312LL-A-1 6 & | 12 | 77 | 95 | 67.9 |
| 1019 | 1512LL-E | 12 | 95 | 112 | 72.3 |
| 1020 | 716LL-A-1 | 16 | 30 | 75 | 61.2 |
| 1021 | 716LL-A-4 | 16 | 30 | 75 | 63.3 |
| 1022 | 916LL-A-3 | 16 | 44 | 90 | 68.6 |
| 1023 | 1116LL-A-1 | 16 | 60 | 105 | 78.1 |
| 1024 | 524LL-A-1 | 24 | 18 | 90 | 70.5 |
| 1025 | 724LL-H-1 | 24 | 30 | 105 | 79.9 |

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| PHILADELPHIA DIAM'D GRID Type & Part No. August 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 116LH-A | 6 | 60 | 44 | 33.60 |
| 116LH-A-2 | 6 | 60 | 44 | 33.60 |
| 116LH-J | 6 | 60 | 44 | 33.60 |
| 136LH-A | 6 | 77 | 50 | 38.10 |
| 136LH-A-3 | 6 | 77 | 50 | 39.60 |
| 136LH-A-9 | 6 | 77 | 50 | 39.80 |
| 136LH-D-1 | 6 | 77 | 50 | 38.10 |
| 156LH-A | 6 | 95 | 56 | 42.10 |
| 156LH-A-4 | 6 | 95 | 56 | 43.60 |
| 156LH-A-5 | 6 | 95 | 56 | 43.90 |
| 156LH-D-1 | 6 | 95 | 56 | 42.10 |
| 196LH-A | 6 | 130 | 70 | 49.60 |
| 196LH-A-5 | 6 | 130 | 70 | 51.00 |
| 196LH-A-7 | 6 | 130 | 70 | 51.20 |
| 196LH-A-2 | 6 | 130 | 70 | 49.60 |
| 196LH-D-1 | 6 | 130 | 70 | 49.60 |
| 216LH-A-2 | 6 | 14 | 77 | ..... |
| 712LH-A-1 | 12 | 30 | 58 | 47.50 |
| 912LH-A | 12 | 44 | 70 | 55.20 |
| 912LH-A-4 | 12 | 44 | 70 | 55.90 |
| 912LH-A-5 | 12 | 44 | 70 | 56.90 |
| 912LH-E-1 | 12 | 44 | 70 | 56.20 |
| 912LH-G-1 | 12 | 44 | 70 | 56.10 |
| 1112LH-A-1 | 12 | 60 | 82 | 62.40 |
| 1312LH-A | 12 | 77 | 95 | 67.50 |
| 1512LH-E-3 | 12 | 95 | 112 | 72.60 |
| 716LH-A-1 | 16 | 30 | 75 | 61.20 |
| 916LH-F | 16 | 44 | 90 | 68.10 |
| 718LH-G-1 | 18 | 30 | 85 | 67.10 |
| 1118LH-G-1 | 18 | 60 | 125 | ..... |
| 524LH-H-2 | 24 | 18 | 90 | 70.30 |
| 724LH-H-2 | 24 | 30 | 105 | 79.50 |
| 724LH-H-1 | 24 | 30 | 105 | ..... |
| 724LH-Y-1 | 24 | 30 | 105 | 79.30 |
| 76LM-A-1 | 6 | 35 | 30 | 28.60 |
| 116LM-A | 6 | 70 | 48 | 37.00 |
| 116LM-A-1 | 6 | 70 | 48 | 37.00 |
| 116LM-A-2 | 6 | 70 | 48 | 37.00 |
| 116LM-A-4 | 6 | 70 | 48 | 37.00 |
| 116LM-A-5 | 6 | 70 | 48 | 37.00 |
| 116LM-A-10 | 6 | 70 | 48 | 37.00 |
| 116LM-A-14 | 6 | 70 | 48 | 37.00 |
| 116LM-A-15 | 6 | 70 | 48 | 37.00 |
| 116LM-A-16 | 6 | 70 | 48 | 37.00 |
| 116LM-A-7 | 6 | 70 | 48 | 37.00 |
| 116LM-D-3 | 6 | 70 | 48 | 37.00 |
| 116LM-D-2 | 6 | 70 | 48 | 37.00 |
| W 136LM-A | 6 | 90 | 57 | 40.80 |
| 136LM-A | 6 | 90 | 57 | 41.70 |
| 136LM-A-1 | 6 | 90 | 57 | 41.70 |
| 136LM-A-3 | 6 | 90 | 57 | 41.70 |
| 136LM-A-7 | 6 | 90 | 57 | 41.70 |
| 136LM-A-9 | 6 | 90 | 57 | 41.70 |
| 136LM-A-11 | 6 | 90 | 57 | 41.70 |
| 136LM-A-12 | 6 | 90 | 57 | 41.70 |
| 136LM-A-5 | 6 | 90 | 57 | 41.70 |
| 136LM-A-6 | 6 | 90 | 57 | 41.70 |
| 136LM-D | 6 | 90 | 57 | 41.70 |
| 136LM-D-1 | 6 | 90 | 57 | 41.70 |
| 136LM-D-2 | 6 | 90 | 57 | 41.70 |
| 136LM-D-4 | 6 | 90 | 57 | 41.70 |
| 136LM-D-3 | 6 | 90 | 57 | 41.70 |
| 136LM-J-1 | 6 | 90 | 57 | 41.70 |
| 156LM-A | 6 | 100 | 66 | 46.10 |
| 156LM-A-1 | 6 | 100 | 66 | 46.10 |
| 156LM-A-2 | 6 | 100 | 66 | 46.10 |
| 156LM-D-1 | 6 | 100 | 66 | 46.10 |
| 176LM-J-1 | 6 | 130 | 75 | 50.60 |
| 712LM-A-1 | 12 | 35 | 67 | 48.40 |
| 712LM-A-5 | 12 | 35 | 67 | 48.40 |
| 712LM-A-6 6 & | 12 | 35 | 67 | 48.70 |
| 712LM-E-1 | 12 | 35 | 67 | 48.40 |
| 912LM-A-1 6 & | 12 | 50 | 81 | 56.10 |
| 912LM-E-1 | 12 | 50 | 81 | 55.70 |
| 912LM-E-5 6 & | 12 | 50 | 81 | 56.10 |
| 1112LM-A-1 | 12 | 70 | 95 | 62.00 |
| 1112LM-A-2 | 12 | 70 | 95 | 62.00 |
| 1112LM-E-1 | 12 | 70 | 95 | 62.00 |
| 1112LM-E-2 | 12 | 70 | 95 | 62.00 |
| 116LG-A-1 | 6 | 100 | 42 | 43.90 |
| 116LG-A-6 | 6 | 100 | 42 | 43.10 |
| 116LG-A-8 | 6 | 100 | 42 | 43.70 |
| 156LG-A-1 | 6 | 150 | 80 | 53.90 |
| 156LG-A-4 | 6 | 150 | 80 | 52.10 |
| 156LG-J-1 | 6 | 150 | 80 | 52.10 |
| 156LG-J-2 | 6 | 150 | 80 | 55.90 |
| 912LG-A-1 6 & | 12 | 70 | 98 | 61.30 |
| 330A-A-1 | 30 | 15 | 100 | 78.70 |
| 524STD-H-2 | 24 | 15 | 68 | 65.70 |
| 718STH-4 | 18 | 40 | 96 | 71.40 |
| 524STH-A-1 12 & | 24 | 25 | 96 | 72.60 |
| 156LL-A-2 | 6 | 95 | 56 | 42.10 |
| 136LL-A-3 | 6 | 77 | 50 | 38.10 |
| X-116-LMD | 6 | 70 | 48 | 36.00 |
| V-216-LHA | 6 | 148 | 77 | ..... |
| 136-LSF-A-1 | 6 | 67 | 39 | 36.10 |
| 76-LSF-A-1 | 6 | 26 | 24 | 27.90 |
| 116-LL-A-1 | 6 | 60 | 44 | 33.60 |
| X-96LMA | 6 | 50 | 39 | 31.50 |
| 76-SH | 6 | 60 | 36 | 30.00 |
| 116LM-A-12 | 6 | 70 | 48 | 37.00 |
| 96-SH | 6 | 75 | 45 | 00.00 |
| 136LH-A-1 | 6 | 77 | 50 | 38.10 |
| W-116-LM-A | 6 | 70 | 48 | 36.00 |
| 116 STN-A-1 | 6 | 70 | 45 | 33.60 |
| 76-SPN | 6 | 39 | 23 | 24.40 |
| 196-LL-A-2 | 6 | 130 | 70 | 49.60 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1132 | AD-313B | 67 | 6 | 90 | 49 | $37.38 |
| 1133 | AD-313-B | 70C | 6 | 90 | 49 | 37.38 |
| 1134 | AD-313-B | 1C | 6 | 90 | 49 | 37.38 |
| 1135 | AD-313-B | 71C | 6 | 90 | 49 | 37.38 |
| 1136 | AD-313-B | 74 | 6 | 90 | 49 | 37.38 |
| 1137 | AD-313-B | 69 | 6 | 90 | 49 | 37.38 |
| 1138 | AD-313-B | 68 | 6 | 90 | 49 | 37.38 |
| 1139 | AD-313-B | 81D | 6 | 90 | 49 | 37.38 |
| 1140 | AD-313-D | 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D | 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D | 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D | 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D | 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B | 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B | 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B | 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A | 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B | 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B | 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B | 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J | 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B | 2C | ... | ..... | ... | ..... |
| 1157 | AD-323-B | 67 | ... | ..... | ... | ..... |
| 1158 | AD-327-A | 7C | ... | ..... | ... | ... |
| 1159 | CD-309-B | 81E | 6 | 63 | 39 | ... |
| 1160 | CD-311-C | 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C | 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C | 81E | 6 | 84 | 47 | 36.80 |
| 1163 | CD-311-C | 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C | 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C | 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C | 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C | 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C | 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C | 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C | 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A | 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A | 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F | 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E | 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B | 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B | 2C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B | 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B | 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B | 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B | 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B | 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B | 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B | 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B | 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B | 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B | 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B | 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B | 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B | 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B | 81E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A | 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A | 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A | 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A | 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B | 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B | 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B | 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D | 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D | 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E | 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B | 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B | 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B | 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H | 6A | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B | 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B | 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L | 115C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B | 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K | 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K | 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B | 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B | 85 | 6 | 144 | 69 | 48.30 |
| 1217 | F-319-B | 88C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A | 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A | 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K | 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L | 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B | 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B | 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B | 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L | 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L | 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G | 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G | 4 | 6 | 166 | 80 | 54.05 |
| 1229 | F-415-A | 52C | ... | ..... | ... | ..... |
| 1230 | AD-607-B | 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B | 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B | 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B | 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B | 63A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C | 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B | 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B | 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B | 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B | 116 D | 12 | 52½ | 70 | 54.05 |
| 1241 | AD-609-A | 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B | 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B | 96 | 12 | 70 | 84 | 60.38 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1244 | AD-613-B | 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C | 98A | 12 | 90 | 97 | ..... |
| 1246 | AD-615-H | 117 | 12 | 106 | 110 | ..... |
| 1247 | CD-607-B | 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B | 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B | 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B | 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B | 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B | 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C | 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C | 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A | 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B | 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G | 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A | 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A | 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E | 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B | 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A | 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A | 18A | 12 | 84 | 95 | 64.98 |
| 1266 | F-607-B | 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B | 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E | 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B | 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B | 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B | 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B | 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F | 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B | 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G | 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A | 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A | 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G | 99A | 12 | 85 | 104 | ..... |
| 1279 | EL-607-D | | 12 | .... | ... | 54.05 |
| 1280 | AD-807-B | 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B | 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B | 103 | 16 | ..... | ... | 68.42 |
| 1283 | AD-811-B | 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A | 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A | 105 | 18 | ..... | ... | 75.90 |
| 1286 | F105-911-A | | 18 | ..... | ... | 85.68 |
| 1287 | EDC-909 | | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A | 32A | 24 | ..... | ... | ..... |
| 1289 | F-1207-C | 33 | 24 | ..... | ... | ..... |
| 1290 | EL-1207 | | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | | 30 | ..... | ... | 77.68 |
| 1293 | AD-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L | 107 | 6 | 70 | 42 | 37.38 |
| 1295 | AD-311-B | 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B | 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B | 1C | 6 | 70 | 4. | 33.93 |

| Serial No. | PREST-O-LITE Type and Replacement No. August 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1300 | 611AH7 | 400 | 6 | 70 | 42 | 32.65 |
| 1301 | 611WHN | 405 | 6 | 70 | 42 | 32.65 |
| 1302 | 611WHN | 406 | 6 | 70 | 42 | 32.65 |
| 1303 | 611RHN | 411 | 6 | 85 | 51 | 36.3 |
| 1304 | 611RHN | 412 | 6 | 85 | 51 | 36.45 |
| 1305 | 611RHN | 413 | 6 | 85 | 51 | 36.45 |
| 1306 | 611RHN | 414 | 6 | 85 | 51 | 36.45 |
| 1307 | 611RHN | 415 | 6 | 85 | 51 | 36.45 |
| 1308 | 611RHN | 416 | 6 | 85 | 51 | 36.45 |
| 1309 | 611RHN | 417 | 6 | 85 | 51 | 36.45 |
| 1310 | 611RHN | 418 | 6 | 85 | 51 | 36.45 |
| 1311 | 611RHN | 419 | 6 | 85 | 51 | 36.45 |
| 1312 | 611RHN | 430 | 6 | 85 | 51 | 36.45 |
| 1313 | 611RHN2 | 431 | 6 | 85 | 51 | 36.45 |
| 1314 | 611JFN | 436 | 6 | 110 | 62 | 26.00 |
| 1315 | 611BHN | 440 | 6 | 110 | 62 | 43.20 |
| 1316 | 611BHN | 441 | 6 | 110 | 62 | 43.20 |
| 1317 | 611BHN | 442 | 6 | 110 | 62 | 43.20 |
| 1316 | 613AH | 447 | 6 | 85 | 50 | 37.10 |
| 1319 | 613AH | 448 | 6 | 85 | 50 | 37.10 |
| 1320 | 613AH | 449 | 6 | 85 | 50 | 37.10 |
| 1321 | 613AH | 450 | 6 | 85 | 50 | 37.10 |
| 1322 | 613AH2 | 455 | 6 | 85 | 50 | 37.10 |
| 1323 | 613WHN | 460 | 6 | 85 | 50 | 37.10 |
| 1324 | 613WHN | 461 | 6 | 85 | 50 | 37.10 |
| 1325 | 613WHN | 462 | 6 | 85 | 50 | 37.10 |
| 1326 | 613WHN | 463 | 6 | 85 | 50 | 37.10 |
| 1327 | 613WHN | 464 | 6 | 85 | 50 | 37.10 |
| 1328 | 613WHN | 465 | 6 | 85 | 50 | 37.10 |
| 1329 | 613WHN2 | 475 | 6 | 85 | 50 | 37.10 |
| 1330 | 613WHN2 | 476 | 6 | 85 | 50 | 37.10 |
| 1331 | 613WHN2 | 477 | 6 | 85 | 50 | 37.10 |
| 1332 | 613RHN | 485 | 6 | 105 | 56 | 40.90 |
| 1333 | 613RHN | 486 | 6 | 105 | 56 | 40.90 |
| 1334 | 613RHN | 487 | 6 | 105 | 56 | 40.90 |
| 1335 | 613RHN | 488 | 6 | 105 | 56 | 40.90 |
| 1336 | 613RHN | 489 | 6 | 105 | 56 | 40.90 |
| 1337 | 613RHN | 490 | 6 | 105 | 56 | 40.90 |
| 1338 | 613RHN | 491 | 6 | 105 | 56 | 40.90 |
| 1339 | 613RHN | 492 | 6 | 105 | 56 | 40.90 |
| 1340 | 613RHN | 493 | 6 | 105 | 56 | 40.90 |
| 1341 | 613RHN2 | 503 | 6 | 105 | 56 | 40.90 |
| 1342 | 613RHN2 | 504 | 6 | 105 | 56 | 40.90 |
| 1343 | 613RHN2 | 505 | 6 | 105 | 56 | 40.90 |
| 1344 | 613RHN7 | 510 | 6 | 105 | 56 | 40.90 |
| 1345 | 613JFN | 515 | 6 | 90 | 40 | 36.45 |
| 1346 | 613BHN | 520 | 6 | .... | ... | 48.55 |
| 1347 | 613BHN7 | 525 | 6 | .... | ... | 48.55 |
| 1348 | 613BHN7 | 526 | 6 | ..... | ... | 48.55 |
| 1349 | 613CM2 | 531 | 6 | ..... | .. | 65.20 |

| Serial No. | PREST-O-LITE Type and Replacement No August 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1350 | 613CM2 | 532 | 6 | .... | ... | 65.2 |
| 1351 | 615AH | 537 | 6 | 102 | 59 | 39.6 |
| 1352 | 615AH | 538 | 6 | 102 | 59 | 39.6 |
| 1353 | 615AH | 539 | 6 | 102 | 59 | 39.6 |
| 1354 | 615AH2 | 544 | 6 | 102 | 59 | 39.6 |
| 1355 | 615WHN | 550 | 6 | 102 | 59 | 39.6 |
| 1356 | 615WHN | 551 | 6 | 102 | 59 | 39.6 |
| 1357 | 615WHN | 552 | 6 | 102 | 59 | 39.6 |
| 1358 | 615WHN | 553 | 6 | 102 | 59 | 39.6 |
| 1359 | 615WHN | 554 | 6 | 102 | 59 | 39.6 |
| 1360 | 615WHN2 | 560 | 6 | 102 | 59 | 39.6 |
| 1361 | 615RHN | 568 | 6 | 125 | 65 | 46.2 |
| 1362 | 615RHN | 569 | 6 | 125 | 65 | 46.2 |
| 1863 | 615RHN | 570 | 6 | 125 | 65 | 46.2 |
| 1364 | 615RHN2 | 578 | 6 | 125 | 65 | 46.2 |
| 1365 | 615RHN2 | 579 | 6 | 125 | 65 | 46.2 |
| 1366 | 615RHN2 | 580 | 6 | 125 | 65 | 46.2 |
| 1367 | 615JFN | 585 | 6 | 110 | 46 | 39.6 |
| 1368 | 615JFN | 586 | 6 | 110 | 46 | 39.6 |
| 1369 | 615JFN2 | 592 | 6 | 110 | 46 | 39.6 |
| 1370 | 615BHN | 598 | 6 | 160 | 80 | 56.2 |
| 1371 | 615BHN | 599 | 6 | 160 | 80 | 56.2 |
| 1372 | 615BHN | 600 | 6 | 160 | 80 | 56.2 |
| 1373 | 619AH | 610 | 6 | 135 | 69 | 48.5 |
| 1374 | 619AH | 611 | 6 | 135 | 69 | 48.5 |
| 1375 | 619AH | 612 | 6 | 135 | 69 | 48.5 |
| 1376 | 619AH | 613 | 6 | 135 | 69 | 48.5 |
| 1377 | 619WHN | 623 | 6 | 135 | 69 | 48.55 |
| 1378 | 619WHN | 624 | 6 | 135 | 69 | 48.5 |
| 1379 | 619WHN | 625 | 6 | 135 | 69 | 48.5 |
| 1380 | 619WHN | 626 | 6 | 135 | 69 | 48.5 |
| 1381 | 619RHN | 631 | 6 | .... | ... | 56.9 |
| 1382 | 619RHN2 | 636 | 6 | ..... | ... | 56.9 |
| 1383 | 619JFN7 | 641 | 6 | ..... | ... | 49.9 |
| 1384 | 127AH | 646 | 12 | 37.5 | 51 | 35.4 |
| 1385 | 127AH | 647 | 12 | 37.5 | 51 | 35.4 |
| 1386 | 127AH | 648 | 12 | 37.5 | 51 | 35.4 |
| 1387 | 127WMN | 657 | 12 | 37.5 | 51 | 45.2 |
| 1388 | 127WHN | 658 | 12 | 37.5 | 57 | 45.2 |
| 1389 | 127WHN | 659 | 12 | 37.5 | 57 | 45.2 |
| 1390 | 127WHN | 660 | 12 | 37.5 | 57 | 45.2 |
| 1391 | 127WHN | 661 | 12 | 37.5 | 57 | 45.2 |
| 1392 | 127WHN | 662 | 12 | 37.5 | 57 | 45.2 |
| 1393 | 127WHN | 663 | 12 | 37.5 | 57 | 45.2 |
| 1394 | 127WHN | 664 | 12 | 37.5 | 57 | 45.2 |
| 1395 | 127WHN | 665 | 12 | 37.5 | 57 | 45.2 |
| 1396 | 127RHN | 675 | 12 | 47.5 | 69 | 45.6 |
| 1397 | 127RHN | 676 | 12 | 47.5 | 69 | 45.6 |
| 1398 | 127RHN | 677 | 12 | 47.5 | 69 | 45.6 |
| 1399 | 127RHN | 678 | 12 | 47.5 | 69 | 45.6 |
| 1400 | 127RHN | 679 | 12 | 47.5 | 69 | 45.6 |
| 1401 | 129AH | 688 | 12 | 54 | 70 | 41.2 |
| 1402 | 129WHN | 693 | 12 | 54 | 70 | 52.6 |
| 1403 | 129WHN | 694 | 12 | 54 | 70 | 52.6 |
| 1404 | 129WHN | 695 | 12 | 54 | 70 | 52.6 |
| 1405 | 129WHN | 696 | 12 | 54 | 70 | 52.6 |
| 1406 | 129WHN3 | 701 | 12 | 54 | 70 | 52.6 |
| 1407 | 129RHN | 706 | 12 | 66 | 83 | 58.8 |
| 1408 | 129RHN3 | 711 | 12 | 66 | 83 | 58.8 |
| 1409 | 129RHN3 | 712 | 12 | 66 | 83 | 58.8 |
| 1410 | 1211AH | 717 | 12 | 70 | 80 | 61.1 |
| 1411 | 1211WHN | 722 | 12 | 70 | 80 | 61.1 |
| 1412 | 1211RHN | 727 | 12 | 85 | 97 | 68.0 |
| 1413 | 1211RHN3 | 732 | 12 | 85 | 97 | 68.0 |
| 1414 | 1211RHN3 | 733 | 12 | 85 | 97 | 68.0 |
| 1415 | 1213AH | 738 | 12 | 85 | 92 | 68.3 |
| 1416 | 1213WHN | 743 | 12 | 85 | 92 | 76.9 |
| 1417 | 1215AH3 | 748 | 12 | 103 | 110 | 76.9 |
| 1418 | 167WHN | 753 | 16 | 37.5 | 75 | 60.1 |
| 1419 | 167WHN | 754 | 16 | 37.5 | 75 | 60.1 |
| 1420 | 169WHN | 759 | 16 | 54 | 90 | 68.0 |
| 1421 | 169WHN | 760 | 16 | 54 | 90 | 68.0 |
| 1422 | 187AH5 | 765 | 18 | 37.5 | 85 | 65.2 |
| 1423 | 167RHN7 | 770 | 16 | .... | ... | ... |
| 1424 | 1811AH5 | 775 | 18 | 70 | 115 | 68.0 |
| 1425 | 243GM6 | 780 | 24 | ..... | .. | 63.6 |
| 1426 | 245AH6 | 785 | 24 | 25 | 90 | 52.0 |
| 1427 | 247AH5 | 790 | 24 | 37.5 | 115 | 81.8 |
| 1428 | 305WHN | 795 | 30 | .... | .. | 79.2 |
| 1429 | 67WHP | 800 | 6 | ..... | .. | 21.4 |

| Serial No. | WITHERBEE May 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1500 | WRS | 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS | 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS | 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE | 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1509 | WHE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1510 | WLS | 6-80 | 6 | ..... | 55 | 41.50 |
| 1511 | WLE | 6-80 | 6 | ..... | 55 | 41.50 |
| 1512 | WRS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1513 | WRE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1514 | WHS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1515 | WHE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1516 | WLS | 6-100 | 6 | ..... | 65 | 46.00 |
| 1517 | WLE | 6-100 | 6 | ..... | 65 | 46.00 |
| 1518 | WRS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1519 | WRE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1520 | WHS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1521 | WHE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1522 | WGS | 80 | 6 | ..... | 62 | 43.00 |
| 1523 | WGE | 80 | 6 | ..... | 62 | 43.00 |

| Serial No. | WITHERBEE May 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. |
|---|---|---|---|---|---|
| 1524 | WGS | 120 | 6 | ..... | 80 |
| 1525 | WGE | 120 | 6 | ..... | 80 |
| 1526 | WGJ | 6-120 | 6 | ..... | 85 |
| 1527 | WRS | 12-35 | 12 | ..... | 58 |
| 1528 | WRE | 12-35 | 12 | ..... | 58 |
| 1529 | WHS | 12-35 | 12 | ..... | 58 |
| 1530 | WHE | 12-35 | 12 | ..... | 58 |
| 1531 | WLS | 12-35 | 12 | ..... | 62 |
| 1532 | WLE | 12-35 | 12 | ..... | 62 |
| 1533 | WRS | 12-50 | 12 | ..... | 70 |
| 1534 | WRE | 12-50 | 12 | ..... | 70 |
| 1535 | WHS | 12-50 | 12 | ..... | 70 |
| 1536 | WHE | 12-50 | 12 | ..... | 72 |
| 1537 | WLS | 12-50 | 12 | ..... | 78 |
| 1538 | WLE | 12-50 | 12 | ..... | 78 |
| 1539 | WRS | 12-60 | 12 | ..... | 82 |
| 1540 | WRE | 12-60 | 12 | ..... | 82 |
| 1541 | WHS | 12-60 | 12 | ..... | 82 |
| 1542 | WHE | 12-60 | 12 | ..... | 82 |
| 1543 | WLS | 12-60 | 12 | ..... | 90 |
| 1544 | WLE | 12-60 | 12 | ..... | 90 |
| 1545 | WRS | 12-80 | 12 | ..... | 95 |
| 1546 | WRE | 12-80 | 12 | ..... | 95 |
| 1547 | WHS | 12-80 | 12 | ..... | 95 |
| 1548 | WHE | 12-80 | 12 | ..... | 95 |
| 1549 | WLS | 12-80 | 12 | ..... | 102 |
| 1550 | WLE | 12-80 | 12 | ..... | 102 |
| 1551 | WRS | 12-100 | 12 | ..... | 112 |
| 1552 | WRE | 12-100 | 12 | ..... | 112 |
| 1553 | WHS | 12-100 | 12 | ..... | 112 |
| 1554 | WHE | 12-100 | 12 | ..... | 112 |
| 1555 | WLS | 12-100 | 12 | ..... | 120 |
| 1556 | WLE | 12-100 | 12 | ..... | 120 |
| 1557 | WRS | 16-35 | 16 | ..... | 76 |
| 1558 | WRE | 16-35 | 16 | ..... | 76 |
| 1559 | WHS | 16-35 | 16 | ..... | 76 |
| 1560 | WHE | 16-35 | 16 | ..... | 76 |
| 1561 | WRS | 16-50 | 16 | ..... | 90 |
| 1562 | WRE | 16-50 | 16 | ..... | 90 |
| 1563 | WHS | 16-50 | 16 | ..... | 90 |
| 1564 | WHE | 16-50 | 16 | ..... | 90 |
| 1565 | WRS | 16-60 | 16 | ..... | 105 |
| 1566 | WRE | 16-60 | 16 | ..... | 105 |
| 1567 | WHS | 16-60 | 16 | ..... | 105 |
| 1568 | WHE | 16-60 | 16 | ..... | 105 |
| 1569 | WRS | 18-35 | 18 | ..... | 85 |
| 1570 | WRE | 18-35 | 18 | ..... | 85 |
| 1571 | WHS | 18-35 | 18 | ..... | 85 |
| 1572 | WHE | 18-35 | 18 | ..... | 85 |
| 1573 | WRS | 18-50 | 18 | ..... | 102 |
| 1574 | WRE | 18-50 | 18 | ..... | 102 |
| 1575 | WHS | 18-50 | 18 | ..... | 102 |
| 1576 | WHE | 18-50 | 18 | ..... | 102 |
| 1577 | WRS | 18-60 | 18 | ..... | 122 |
| 1578 | WRE | 18-60 | 18 | ..... | 122 |
| 1579 | WHS | 18-60 | 18 | .. .. | 122 |
| 1580 | WHE | 18-60 | 18 | ..... | 122 |
| 1581 | WRS | 24-20 | 24 | ..... | 85 |
| 1582 | WRE | 24-20 | 24 | ..... | 85 |
| 1583 | WHS | 24-20 | 24 | ..... | 85 |
| 1585 | WRS | 24-35 | 24 | ..... | 120 |
| 1586 | WRE | 24-35 | 24 | ..... | 120 |
| 1587 | WHS | 24-35 | 24 | .... | 120 |
| 1588 | WHE | 24-35 | 24 | ..... | 120 |
| 1589 | WRS | 24-50 | 24 | ..... | [illegible] |
| 1590 | WRE | 24-50 | 24 | ..... | [illegible] |
| 1591 | WHS | 24-50 | 24 | ..... | [illegible] |
| 1592 | WHE | 24-50 | 24 | ..... | [illegible] |
| 1593 | WLS-T | 12-25 | 12 | ..... | ... |
| 1594 | WRS-T | 12-35 | 12 | ..... | ... |
| 1595 | WLJ | 6-80 | 6 | ..... | ... |
| 1596 | WRS-T | 16-50 | 16 | ..... | ... |
| 1597 | WIS | 12-20 | 12 | ..... | ... |
| 1598 | WRS-T | 16-35 | 16 | ..... | ... |
| 1599 | WHJ | 6-60 | 6 | ..... | ... |
| 1600 | WRS-T | 24-20 | 24 | ..... | ... |
| 1601 | WRS-T | 12-50 | 12 | ..... | ... |
| 1602 | WRS-T | 12-60 | 12 | ..... | ... |
| 1603 | WRJ | 6-100 | 6 | ..... | ... |
| 1604 | WLS | 24-50 | 24 | ..... | ... |
| 1605 | WHE | 8-100 | 8 | ..... | ... |
| 1606 | PWRS | 6-120 | 6 | ..... | ... |
| 1607 | WHS-T | 12-35 | 12 | ..... | ... |
| 1608 | WRS-T | 12-80 | 12 | ..... | ... |
| 1609 | WRS-T | 12-100 | 12 | ..... | ... |

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| Serial No. | UNIVERSAL Type and Assembly March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1625 | LS-611B | 6 | ..... | 42 | 32.00 |
| 1626 | LS-611N | 6 | ..... | 42 | 32.00 |
| 1627 | LS-613B | 6 | ..... | 50 | 36.00 |
| 1628 | LS-613N | 6 | ..... | 50 | 36.00 |
| 1629 | LS-615B | 6 | ..... | 59 | 40.00 |
| 1630 | LS-615N | 6 | ..... | 59 | 40.00 |
| 1631 | LS-619B | 6 | ..... | 69 | 47.00 |
| 1632 | LS-619N | 6 | ..... | 69 | 47.00 |
| 1633 | HS-611B | 6 | ..... | 42 | 32.00 |
| 1634 | HS-611N | 6 | ..... | 42 | 32.00 |
| 1635 | HS-613B | 6 | ..... | 50 | 36.00 |
| 1636 | HS-613N | 6 | ..... | 50 | 36.00 |
| 1637 | HS-615B | 6 | ..... | 59 | 40.00 |
| 1638 | HS-615N | 6 | ..... | 59 | 40.00 |
| 1639 | HS-619B | 6 | ..... | 69 | 47.00 |
| 1640 | HS-619N | 6 | ..... | 69 | 47.00 |
| 1641 | MS-611B | 6 | ..... | 49 | 34.00 |
| 1642 | MS-611N | 6 | ..... | 49 | 34.00 |
| 1643 | MS-613B | 6 | ..... | 58 | 38.00 |
| 1644 | MS-613N | 6 | ..... | 58 | 38.00 |
| 1645 | MS-615B | 6 | ..... | 67 | 41.00 |
| 1646 | MS-615N | 6 | ..... | 67 | 41.00 |
| 1647 | BS-611B | 6 | ..... | 50 | 39.00 |
| 1648 | BS-611N | 6 | ..... | 50 | 39.00 |
| 1649 | BS-613B | 6 | ..... | 59 | 45.00 |
| 1650 | BS-613N | 6 | ..... | 59 | 45.00 |
| 1651 | BS-615B | 6 | ..... | 64 | 49.00 |
| 1652 | BS-615N | 6 | ..... | 64 | 49.00 |
| 1653 | LS-127B | 12 | ..... | 58 | 45.00 |
| 1654 | LS-127N | 12 | ..... | 58 | 45.00 |
| 1655 | LS-129B | 12 | ..... | 70 | 54.00 |
| 1656 | LS-129N | 12 | ..... | 70 | 54.00 |
| 1657 | LS-1211B | 12 | ..... | 80 | 62.00 |
| 1658 | LS-1211N | 12 | ..... | 82 | 62.00 |
| 1659 | MS-127B | 12 | ..... | 68 | 48.00 |

| Serial No. | UNIVERSAL Type and Assembly March, 19.9 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1660 | MS-127N | 12 | ..... | 68 | 48.00 |
| 1661 | MS-129B | 12 | ..... | 82 | 57.00 |
| 1662 | MS-129N | 12 | ..... | 82 | 57.00 |
| 1663 | MS-1211B | 12 | ..... | 96 | 64.00 |
| 1664 | MS-1211N | 12 | ..... | 96 | 64.00 |
| 1665 | LS-167B | 16 | ..... | 76 | 63.00 |
| 1666 | LS-169B | 16 | ..... | 90 | 70.00 |
| 1667 | HS-127B | 12 | ..... | 58 | 46.00 |
| 1668 | HS-127N | 12 | ..... | 58 | 46.00 |
| 1669 | HS-129B | 12 | ..... | 70 | 54.00 |
| 1670 | HS-129N | 12 | ..... | 70 | 54.00 |
| 1671 | HS-1211B | 12 | ..... | 82 | 62.00 |
| 1672 | HS-1211N | 12 | ..... | 82 | 62.00 |
| 1673 | HS-187B | 18 | ..... | 95 | 70.00 |
| 1674 | HS-187N | 18 | ..... | 95 | 70.00 |
| 1675 | HS-245B | 24 | ..... | 85 | 73.00 |
| 1676 | HS-245N | 24 | ..... | 85 | 73.00 |
| 1677 | MS-613 Spec... | 6 | ..... | ... | ..... |
| 1678 | MS-617B | 6 | ..... | ... | ..... |
| 1679 | LS-245B | 24 | ..... | ... | ..... |
| 1680 | BS-129B | 12 | ..... | ... | ..... |
| 1681 | MS-245B | 24 | ..... | ... | ..... |
| 1682 | HS-1811N | 18 | ..... | ... | ..... |
| 1683 | ..... | ... | ..... | ... | ..... |

| Serial No. | MAC-LAR Type | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1700 | Master 6-S | 6 | ..... | 45 | $25.00 |
| 1701 | Master 6-D | 6 | ..... | 45 | 25.00 |
| 1702 | Master 12-S | 12 | ..... | 59 | 36.00 |
| 1703 | Master 12-D | 12 | ..... | 59 | 36.00 |

### Coast to Coast Service of Prest-O-Lite Increased

Twenty-three additional Service Stations have been appointed by the Prest-O-Lite Company, Inc., of New York. The stations appointed are: J. G. Currington, Macon, Ga.; Monon Auto Supply Co., Monon, Ind.; W. C. Long, Peru, Ind.; Lee Bond Motor Company, Panora, Iowa; Dixon Tire & Battery Sta., Great Bend, Kans.; Cull Ebling Company, Hopkinsville, Ky.; General Automobile Co., New Orleans, La.; Gloucester Garage Co., Gloucester, Mass.; Ivens & Frank, Sturgis, Mich.; Electric Serv. & Tire Co., Faribault, Minn.; Crescent Battery Company, Greenwood, Miss.; Schafer's Battery & Tire Sta., Scott's Bluff, Neb.; Auto Storage Battery Co., W. New York, N. J.; Fostoria Battery Company, Fostoria, Ohio; Garrett & McElwee, Charlotte, N. C.; Cline & Paterson Storage Battery Service Sta., Delaware, Ohio; John L. Wetherill, Chester, Pa.; W. L. Paul & Sons, Beaufort, N. C.; Goodman Hughes Garage Co., Union, S. C.; Electric Storage Battery & Ignition Co., Spokane, Wash.; Burge Tire & Battery Co., Tupelo, Miss.; Cox & Spice, Charlotte, Mich.; Penn. Automobile Company, Lancaster, Pa.

### Stutz to Expand

Directors of the Stutz Motor Car Co. of America have decided to call a stockholders' meeting to vote on their recommendation that the capital be increased by 25,000 shares of no par value, and that these be sold; present stockholders having the first opportunity to purchase, at $100 a share.

H. F. Harris has been appointed general manager of the Bethlehem Motors Corp., Allentown, Pa.

Clarence M. Baldwin, who served on the Motor Transport Advisory Committee of the National War Work Council of the Y. M. C. A. during the war, left the committee when its work decreased and rejoined the Packard Motor Car Co. in Brooklyn.

R. B. Bowman, for a number of years western representative of the White Co., and more recently connected with the Denby Motor Truck Co., has been appointed central sales manager of the Standard Motor Truck Co., Detroit.

# Association Items

## AUTOMOBILE CALENDAR

SPRINGFIELD, MASS.—Eastern State Exposition; J. O. Simpson, General Manager; September 15-20.

ALLENTOWN, PA.—Automotive Show, Lehigh County Agricultural Assn.; September 15-20.

PHILADELPHIA, PA.—Annual Convention, National Association of Purchasing Agents, the Bellevue-Stratford Hotel; September 22-25.

PUEBLO, COLO.—Car, Truck and Tractor Show; J. L. Beaman, Manager; September 22-27.

WATERLOO, IA.—Automobile Show, auspices Black Hawk Country Motor Trades Bureau; September 22-28.

KANSAS CITY, KAN.—Car, Truck and Tractor Show; September 24-October 4.

MUSKOGEE, OKLA.—Car, Truck and Tractor Show; September 29-October 4.

CHATTANOOGA, TENN.—Automotive Show, auspices Chattanooga Auto Dealers' Assn.; September 29-October 4.

MERIDIAN, MISS.—Car and Tractor Show; A. H. George, General Manager; September 29-October 4.

BROCKTON, MASS.—Car Show; September 30-October 3.

LANCASTER, PA.—Automotive Show, Auspices Lancaster Fair Asso.; September 30-October 4.

COLUMBIA, S. C.—Automotive Show, auspices Columbia Automobile Dealers' Assn.; October.

DALLAS, TEX.—Automobile Show, auspices Dallas Automobile Trades' Assn.; October.

DENVER, COLO.—Directors' Meeting, National Automobile Dealers' Assn.; October 1.

DETROIT, MICH.—Closed Car Show, auspices Detroit Automobile Dealers' Assn.; October 6-11.

OTTAWA, ONT., CANADA—Inter-Provincial Plowing Match and Tractor Demonstration—October 14-16.

### Louisiana and Mississippi Dealers Organize

George D. Wray of Shreveport, La., was elected president of the new Louisiana-Mississippi Automotive Trade Association, organized recently at New Orleans. M. R. Adams of Meridian, Miss., was named first vice-president; Ginder Abbott of New Orleans, second vice-president; T. L. Huber of Lake Charles, third vice-president, and A. H. Borden of New Orleans, fourth vice-president. Jackson, Miss., was chosen as the next convention city.

### Tilden Made Director of Ajax Rubber

The Board of Directors of the Ajax Rubber Company, Inc., at a meeting held on August 19, 1919, elected Averill Tilden, a prominent Chicago banker, as a director, to succeed Mr. H. L. McClaren, resigned.

At the same meeting a resolution was passed to issue 36,000 shares of capital stock completing the total authorized capital of 200,000 shares and to offer this stock for subscription to stockholders at $70.00 per share.

This action was decided by the directors in order to provide $2,500,000 additional working capital for the purpose of increasing its manufacturing facilities to take care of the demand made upon it for Ajax casings and tubes.

The company contemplates the construction of a new factory, and while the location has not definitely been decided, it is probable that this factory will be built in the middle West.

The directors have also declared the usual quarterly dividend of One Dollar and Fifty Cents, payable September 15, 1919, to stockholders of record at the close of business, August 30, 1919.

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# Dealers in Parts for Orphan Cars

## Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

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R. C. H.....8-24-64-114-118-122-148-149-158-178
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Rider-Lewis. 9-89-92-[illegible]
Royal Tourist..... 118-128-[illegible]
Russell .....8-158-[illegible]
Sampson .....8-118-[illegible] 149-158-[illegible]
Sandusky .....
Savoy .....
Saybrook .....
Schacht (Passenger) 8-62-118-[illegible] 5
Scripps Booth Cycle Car .....[illegible]
Selden (Passenger). 8-64-118-149-152-158-[illegible]
Silent Knight.....[illegible]
S. G. V..118-149-173-[illegible]
Southern ....118-136-[illegible]
Spaulding .....[illegible]
Speedwell .....8-67-[illegible] 152-155-158-[illegible]
Sphinx .....8-156-[illegible]
Springfield .....
Standard Six ....8-[illegible] 129-[illegible] 5
Star .....103-[illegible]
Staver .....8-118-[illegible] 148-152-158-[illegible]
Stearns-Knight .....[illegible] 5
Sterling (Passenger) 85-[illegible]
Stevens-Duryea 118-[illegible] 149-152-165-[illegible] 167-168-[illegible]
Stoddart-Dayton ..8-[illegible] 118-137-148-149-[illegible] 158-[illegible]
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Suburban .....8-118-[illegible]
Sultan .....64-118-[illegible]
Thomas ...8-81-118-127-140-148-149-152-153-[illegible]
Tincher .....
Tourine .....
Tourist .....
Traveler .....
Twombly .....52-[illegible]
Trumbull ...18-89-91-[illegible]
Van Dyke.....[illegible]
Victor Thomas Detroit .....5-118-[illegible]
Virginian .....8-[illegible]
Wagenhalls .....[illegible]
Wahl .....15-70-[illegible]
Walters .....8-[illegible]
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Warren ...8-64-118-[illegible] 152-158-[illegible]
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Welch-Pontiac .....[illegible]
Whiting ....8-32-118-[illegible]
Woodworth .....[illegible]
Yale .....
Yale "8".....[illegible]
Zimmerman ....8-47-[illegible]
Zip .....16-[illegible]

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2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Atlanta, Ga.
9 Auto Parts Co. of Amer., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
21 Boulevard Motor Co., Cambridge,
22 Brown-Lipe Gear Co., Syracuse. Mass.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Columbus Buggy Parts Co., Columbus, O.
42 Corbin Motor Vehicle Co., New Britain, Conn.
43 Crow-Elkhart Motor Co., Elkhart, Ind.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Empire Automobile Co., Indianapolis, Ind.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Kalamazoo, Mich.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Parts Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pullman Motor Car Co., York, Pa.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha.
146 Wayne Wks., Richmond, Ind.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Tex.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y.
159 Commonwealth Motors Co., 326 W. Madison St., Chicago.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 428 Grand River Ave., Detroit.
170 Chadick, DeLamater Corp., 159 W 24th St., N. Y. City.
171 Premier Motor Corp., Indianapolis, Ind.
172 Clyde Cars Co., Clyde, O.
173 Florence Motor Rep. Co., 250 W. 54th St., N. Y. City.
174 Campbell Motor Car Co., Kingston, N. Y.
175 Enger Motor Car Co., Indianapolis, Ind.
176 Zimmerman Mfg. Co., Auburn, Ind.
177 L. & D. Motors, Inc., 237 W. 58th St., N. Y. City.
178 Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
179 Wyckoff Auto Salvage Co., Sioux City, Iowa.
180 Knox Motors Associates, Springfield, Mass.
181 Hal Motor Car Co., Cleveland, O.
182 Newton Co., J. E., Fall River, Mass.
183 Rothschild, Maurice, Detroit.
184 Abbott Motor Car Co., Cleveland.
185 Wilco Co., Detroit.
186 Atlantic Refining Co., Phila., Pa.
187 Staver Co., Chicago.
188 Lozier Motor Car Co., Detroit.

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# SILVERTOWN CORDS 8,000 Miles

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THE B. F. GOODRICH RUBBER COMPANY
AKRON, OHIO

# GOODRICH TIRES

*Best in the Long Run*


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# List-Prices of all Makes of Tires and Tubes

## REVISED MONTHLY

**EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.**

**This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.**

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme Rubber Mfg. Co., | P. | 15.00 | 16.10 | †16.90 | 21.50 | †22.40 | 22.80 | 24.00 | †25.70 | †28.80 | †29.80 | 31.00 | 32.00 | 33.10 | 34.30 | 35.50 | †42.30 | 43.70 | 45.10 | 46.40 | 47.80 | 49.20 | 54.00 | 55.70 | 57.40 | †71.80 | †73.80 |
| Tranton, N. J. | Kam Thread N.S. | ..... | †16.70 | ..... | †22.60 | †23.50 | 24.00 | ..... | ..... | ..... | †31.40 | 32.70 | 33.70 | 34.90 | ..... | ..... | †44.40 | d45.80 | 47.40 | 48.70 | 50.20 | 51.70 | 56.70 | 58.60 | 60.10 | ..... | ..... |
| | Dimple Tread N.S. | 17.20 | 18.40 | †19.60 | 24.60 | †25.60 | 26.20 | 27.90 | †29.60 | †33.10 | †34.30 | 35.80 | 37.10 | 38.20 | 39.40 | 40.90 | †48.70 | 50.20 | 51.80 | 53.40 | 55.00 | 56.50 | 62.00 | 64.10 | 66.00 | †82.50 | †84.80 |
| May 10, 1919 | Hemisphere N.S. | ..... | †20.10 | ..... | 27.10 | ..... | 28.80 | 30.60 | ..... | ..... | †37.90 | 39.30 | 40.80 | 42.00 | 43.30 | †45.00 | †53.60 | ..... | 57.00 | 58.70 | 60.50 | 62.20 | 68.20 | †70.30 | 72.60 | ..... | ..... |
| (5000 miles) | G. & R. Tubes | 3.45 | 3.60 | 3.85 | 4.65 | 4.80 | 5.10 | 5.50 | 5.65 | 5.65 | 5.80 | 6.00 | 6.20 | 6.35 | 6.50 | 6.70 | 7.60 | 7.80 | 7.90 | 8.05 | 8.25 | 8.45 | 9.35 | 9.65 | 9.85 | 10.45 | 10.75 |
| Advance Rubber Co., (4000 m.) | P | †15.40 | †16.20 | ..... | †21.10 | †22.20 | 24.70 | †28.80 | ..... | ..... | †32.30 | 33.00 | 34.50 | 35.30 | 36.50 | 37.60 | ..... | †46.00 | 47.50 | 49.70 | 50.50 | 52.60 | †54.70 | †56.80 | †60.10 | †90.20 | ..... |
| 1717-8th Ave.(6000m.)TopNotch | N.S. | †16.20 | †17.05 | ..... | †22.10 | †23.40 | 25.90 | †30.20 | ..... | ..... | †33.90 | 34.60 | 36.10 | 37.10 | 38.10 | 39.40 | ..... | †48.25 | 50.00 | 52.10 | 53.10 | 55.20 | †57.35 | †59.50 | †63.10 | †94.60 | ..... |
| Brooklyn, N.Y. May 15, 1919 | R.T. | 3.74 | 3.90 | ..... | 4.65 | 5.28 | 5.36 | ..... | ..... | ..... | 6.33 | 6.55 | 6.71 | 6.93 | 7.10 | 7.26 | ..... | 8.53 | 8.69 | 8.97 | 9.13 | 9.30 | 10.25 | 10.56 | 10.78 | 11.66 | ..... |
| Aeonite Tire & Rubber Co., | N.S. | ..... | ..... | ..... | c33 00 | ..... | d37.50 | ..... | ..... | ..... | c45.25 | d47.00 | d49 75 | d52.50 | ..... | ..... | ..... | d59.50 | d61.75 | *65.25 | d71.00 | ..... | *80.75 | ..... | *86.00 | ..... | ..... |
| Trenton, N.J. Feb. 1 | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.65 | ..... | ..... | ..... | 6.60 | 6.75 | 7.00 | 7.30 | ..... | ..... | ..... | 8.90 | 9.10 | 9.30 | 9.65 | ..... | 11.00 | ..... | 11.60 | ..... | ..... |
| All Star—see Star | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ajax Rubber Co., | P. | ..... | 13.65 | ..... | 17.75 | ..... | 20.65 | ..... | ..... | ..... | 27.15 | 27.75 | 28.95 | 29.65 | ..... | ..... | ..... | ..... | 40.00 | 41.75 | 42.40 | ..... | 47.70 | ..... | 50.55 | ..... | ..... |
| 1796 Broadway, | Road King N.S. | ..... | 14.90 | ..... | 19.05 | ..... | 22.20 | ..... | ..... | ..... | 29.50 | 30.05 | 31.55 | 32.20 | ..... | ..... | 40.40 | 41.65 | 43.00 | 44.90 | 45.55 | ..... | 54.50 | ..... | 57.50 | ..... | ..... |
| N. Y. City | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 39.05 | ..... | ..... | ..... | ..... | 49.65 | 50.90 | 52.30 | ..... | ..... | 55.75 | 57.40 | 59.00 | 60.30 | 61.75 | ..... | 73.20 | ..... | 76.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| (5000 miles) | R.T. | 2.90 | 3.00 | ..... | 3.55 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.40 | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| Amazon Rubber Co., | N.S. | c16.30 | c17.25 | ..... | c22.25 | ..... | d26.30 | ..... | ..... | ..... | c32.60 | d33.40 | *35.85 | *36.50 | ..... | ..... | ..... | d47.20 | *48.60 | *50.65 | *51.45 | d53.85 | *60.70 | ..... | *62.75 | ..... | ..... |
| Akron, O. May 15, 1919 | Ribbed | ..... | c16.35 | ..... | c21.25 | ..... | d25.10 | ..... | ..... | ..... | ..... | d31.85 | *34.05 | *34.65 | ..... | ..... | ..... | ..... | *46.15 | *48.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (5000 miles) | Cord. N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.10 | *52.40 | *53.90 | ..... | ..... | d57.55 | ..... | *60.60 | *62.10 | *63.50 | d74.25 | *75.25 | ..... | *78.90 | ..... | ..... |
| | Tubes | 3 10 | 3.50 | ..... | 4.05 | ..... | 4.25 | ..... | ..... | ..... | 5.35 | 5.55 | 5.75 | 5.85 | 6.00 | 6.10 | 6.50 | 6.75 | 6.85 | 7.00 | 7.15 | 7.45 | 8.00 | 8.45 | 8.50 | 8.65 | 9.85 |
| American Rubber & | Ribbed T. | ..... | 15.40 | ..... | 19.70 | 21.25 | 24.00 | ..... | ..... | ..... | 30.00 | 30.85 | 32.45 | 33.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tire Co., Akron, O. | N.S. | 15.30 | 16.20 | ..... | 20.55 | 22.25 | 24.85 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| May 12, 1919 | G.T. | 2.85 | 2.95 | ..... | 3.60 | 3.65 | 3.70 | 3.80 | ..... | ..... | 4.55 | 4.65 | 4.80 | 4.95 | 5.05 | 5.20 | 5.80 | 5.95 | 6.10 | 6.15 | 6.40 | 6.60 | 7.50 | 7.60 | 7.75 | 8.85 | 9.05 |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | 4.00 | 4.25 | 4.50 | ..... | ..... | 5.00 | 5.10 | 5.30 | 5.45 | 5.60 | 5.80 | 6.35 | 6.55 | 6.70 | 6.90 | 7.20 | 7.40 | 8.30 | 8.45 | 8.60 | 9.80 | 9.95 |
| | Cord P. | ..... | ..... | ..... | c34.60 | ..... | d37.00 | ..... | ..... | ..... | ..... | d47.05 | d48.25 | d49.55 | ..... | ..... | d52.95 | d54.35 | d55.75 | d57.15 | d58.50 | ..... | *69.30 | ..... | *72.65 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c3 .45 | ..... | d38.95 | ..... | ..... | ..... | ..... | d49.50 | d50.15 | d52.15 | ..... | ..... | d55.75 | d57.20 | d58.70 | d60.15 | d61.55 | ..... | *73.00 | ..... | *76.70 | ..... | ..... |
| | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.85 | 7.20 | ..... | ..... | 8.25 | 8.45 | 8.60 | 8.80 | 9.00 | ..... | 10.15 | ..... | 10.35 | ..... | ..... |
| Anderson | Ex-ply Ribbed Tread | 19.80 | 20.60 | 23.85 | 26.90 | 28.45 | 29.85 | 35.00 | ..... | 33.50 | 34.00 | 44.90 | 46.30 | 47.50 | 49.50 | 52.00 | 61.00 | 62.00 | 63.00 | 65.50 | 68.00 | 70.50 | 66.10 | 71.40 | 71.90 | ..... | ..... |
| Rubber Works | Ex-ply Cog Tread | 19.80 | 20.60 | ..... | 26.90 | ..... | 28.95 | ..... | ..... | ..... | 34.00 | 44.90 | 46.30 | 47.50 | 55.70 | 58.50 | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 71.90 | ..... | ..... |
| Anderson, Ind. | Cord Ribbed Tread | 23.75 | 24.80 | 29.75 | 34.25 | 34.75 | 42.00 | ..... | 40.30 | 40.80 | 60.55 | 52.10 | 53.45 | ..... | ..... | ..... | ..... | ..... | ..... | 5.75 | 6.85 | 9.60 | d67.05 | *67.05 | 22.00 | ..... | ..... |
| (Chas. E. | Cord Ribbed Cog Tread | 23.75 | 24.80 | ..... | 32.25 | ..... | 34.75 | ..... | ..... | ..... | 40.80 | 50.55 | 52.10 | 53.45 | ..... | ..... | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 79.10 | ..... | ..... |
| Miller. Aug. 1, 1919 | G.T. | 3.35 | 3.50 | 3.75 | 4.00 | 4.25 | 4.90 | 5.60 | ..... | 5.15 | 5.25 | 5.50 | 5.75 | 6.00 | 6.25 | 6.50 | 7.00 | 7.25 | 7.50 | 7.85 | 8.10 | 8.40 | 9.00 | 9.30 | 9.60 | ..... | ..... |
| (5000 miles) | R.T. | 3.60 | 4.00 | 4.50 | 4.80 | 5.00 | 5.25 | 5.90 | ..... | 6.30 | 6.50 | 6.80 | 7.10 | 7.40 | 7.85 | 8.10 | 8.25 | 8.50 | 8.75 | 9.00 | 9.30 | 9.60 | 10.25 | 10.60 | 10.90 | ..... | ..... |
| Archer Cord Tire Sept. 1 | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | ..... | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| & Rubber Co., | Pyramid Tread | ..... | ..... | ..... | ..... | ..... | 37.00 | ..... | ..... | ..... | ..... | 47.90 | 48.10 | 49.50 | ..... | ..... | ..... | ..... | 55.80 | 57.10 | 58.40 | ..... | 69.25 | ..... | 72.50 | ..... | ..... |
| Minneapolis, Minn. | Fabric Casings P. | ..... | c12.90 | ..... | c16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Fabric Casings N.S. | ..... | c14.75 | ..... | c18.70 | ..... | 21.85 | ..... | ..... | ..... | c29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | ..... | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | Tubes | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tubes | ..... | 5.95 | ..... | 6.10 | ..... | 6.15 | ..... | ..... | ..... | 6.45 | 7.15 | 7.45 | 7.60 | ..... | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Armstrong Rubber Co., | Ribbed Tread | ..... | c26.35 | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | ..... | d51.00 | ..... | ..... | ..... | ..... | ..... | d61.80 | ..... | ..... | ..... | d80.90 | ..... | ..... | ..... | ..... |
| 2 W. 61st St., N. Y. | N.S. | ..... | ..... | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | d49.50 | d51.00 | *52.75 | ..... | ..... | d57.40 | d59.65 | *61.80 | d65.50 | *71.10 | ..... | *80.10 | ..... | *86.05 | ..... | ..... |
| | R.T. | ..... | 4.01 | ..... | 4.20 | ..... | 5.37 | ..... | ..... | ..... | 5.71 | 5.80 | 6.04 | 6.27 | ..... | ..... | 7.35 | 7.60 | 7.83 | 7.97 | 8.30 | ..... | 9.38 | ..... | 9.95 | ..... | ..... |
| (6000 miles) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | ..... | d4 .30 | ..... | ..... | ..... | ..... | ..... | d57.00 | ..... | ..... | ..... | d70.80 | ..... | ..... | ..... | ..... |
| July 15. 1919 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | *50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | *58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| Arrow—see Hood | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bailey—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Rubber | Concord | 18.86 | 19.30 | ..... | 23.44 | 25.99 | 27.58 | 29.99 | ..... | ..... | 32.23 | 33.13 | 34.33 | 35.55 | 36.91 | 38.11 | ..... | 42.75 | 44.16 | 45.52 | 48.03 | 49.34 | 55.72 | 58.40 | 60.89 | 80.61 | 87.43 |
| Mfg. Co. (6000 miles) | Box Tread | 20.75 | 21.70 | ..... | 27.21 | 28.08 | 31.06 | 33.74 | ..... | ..... | 37.54 | 38.78 | 39.91 | 41.34 | 42.69 | 44.12 | ..... | 46.75 | 48.44 | 51.32 | 55.74 | 56.87 | 63.36 | 65.82 | 67.36 | 83.83 | 97.50 |
| Orangeville, Maryland | Wil-Lox N.S. | ..... | 14.75 | ..... | 18.70 | 20.50 | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | 45.35 | ..... | ..... | ..... | 55.60 | ..... | ..... |
| May 12. 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# THE McGRAW PROPOSITION

*to*

# DISTRIBUTORS

***The values offered in the McGraw proposition are very definite. They are:***

1. **QUALITY OF TIRE**
2. **STABILITY OF MAKER**
3. **SERVICE FACILITIES**
4. **A COMPLETE LINE**
5. **PRICES AND PROFITS**

**Quality of Tire**

No effort or expense is spared to produce "the best tires that can be made from the best materials than can be bought." The McGraw inspection of raw materials is the most thorough in the industry. The entire plant is concentrated upon making quality goods.

**The Maker**

The Company is one of the "old established." Its tire experience goes back a full decade. Few makers have its financial strength. None have a better record of fair treatment. The plant is among the largest in the country. It has a steady capacity of 5000 tires per day.

**Service Facilities**

Branch facilities and service stations are established in trade centers and are being constantly extended to give distributors quick service.

**Complete Line**

McGraw Tires offer a well rounded opportunity for business expansion. They meet every need of cars and trucks. They include a fabric tire, a cord tire, a giant pneumatic, and solids in both Regular profile and the McGraw "HiTread." These are made in one quality only—**The Best.**

The McGraw HiTread deserves special mention. It combines all the advantages of 30% more rubber between rim and pavement than in the ordinary tire, with a sturdiness unexcelled by any type of tread.

**Prices and Profits**

McGraw distributors make money. They sell a product equal to the best, at a margin of profit which has always been attractive.

# THE McGRAW TIRE & RUBBER CO.

*Manufacturers of McGraw Cord and Fabric Tires, Regular and HiTread Truck Tires, Inner Tubes*

**CLEVELAND, OHIO**

*Factories:* EAST PALESTINE, OHIO

*Branches:*

**New York Chicago Cleveland Kansas City Atlanta Minneapolis Des Moines Dallas**
**Baltimore Boston Denver Memphis Detroit Indianapolis**


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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bar-Circle—see Pennsylvania** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Batavia Rubber Co., | P. | ..... | c15.80 | ..... | c20.05 | ..... | d23.50 | ..... | ..... | ..... | ..... | d31.95 | d33.50 | d34.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1928 Broadway, N.Y. | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | *26.05 | *29.60 | ..... | ..... | ..... | d35.55 | *37.30 | *38.05 | d39.80 | q40.40 | q47.45 | d49.00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | ..... | *65.80 | ..... | ..... |
| (4000 miles) | Security N.S. | c15.85 | c18.50 | ..... | c23.50 | c25.30 | *27.45 | *31.20 | ..... | ..... | c36.65 | *37.40 | *39.25 | *40.10 | *41.90 | *42.55 | q50.00 | d51.60 | *53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.95 | q108.90 |
| May 1 | G.T. | 3.25 | 3.35 | ..... | 3.80 | 4.00 | 4.20 | 4.50 | ..... | ..... | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9.25 | 10.10 | 10.40 |
| Beacon Tire Co., | "Rib Skid" | c14.50 | c14.75 | ..... | c18.70 | ..... | d21.85 | ..... | ..... | ..... | c29.20 | d29.70 | d31.20 | d31.85 | ..... | d35.50 | ..... | ..... | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | ..... | d55.60 | ..... | ..... |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | 6.60 | ..... | ..... | 6.85 | 6.90 | 7.25 | 8.35 | 8.45 | ..... | 8.70 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | ..... | ..... | d55.80 | d57.10 | ..... | ..... | ..... | ..... | d72.50 | ..... | ..... |
| **Beaw—see Cleveland Rubber Works** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P. | 16.75 | 17.60 | ..... | 21.75 | ..... | 25.40 | 28.85 | ..... | ..... | 31.75 | 34.00 | 34.80 | 36.15 | 37.90 | 39.65 | 40.95 | 41.75 | 43.60 | 46.15 | 48.90 | 51.80 | 56.80 | 58.80 | 60.45 | 73.80 | 79.70 |
| 49 West 64th St., N.Y. City | N.S. | 18.40 | 19.35 | ..... | 23.90 | ..... | 27.95 | 31.75 | ..... | ..... | 34.90 | 37.40 | 38.30 | 39.75 | 41.70 | 43.60 | 45.05 | 45.90 | 47.95 | 50.75 | 53.80 | 57.00 | 62.50 | 64.70 | 66.50 | 81.20 | 87.75 |
| | Cord Ribbed | ..... | ..... | ..... | 33.00 | ..... | 40.00 | ..... | ..... | ..... | ..... | 49.60 | 51.30 | 53.00 | ..... | ..... | 58.40 | 60.00 | 61.60 | 63.20 | 64.80 | ..... | 77.75 | ..... | 81.00 | ..... | ..... |
| Aug. 11, 1919 | R.T. | 3.40 | 3.55 | ..... | 4.05 | ..... | 4.35 | 4.75 | ..... | ..... | 5.25 | 5.45 | 5.65 | 5.85 | 6.05 | 6.25 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.85 | 8.50 | 8.70 | 8.95 | 10.00 | 10.25 |
| Bilt-On Tire Co., Cleveland, O. | N.S. | ..... | 10.50 | ..... | 12.70 | 12.50 | 14.75 | ..... | ..... | ..... | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | ..... | ..... | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 29.95 | ..... | ..... |
| Biltwell Tire & Rubber Co., | Ribbed | ..... | c17.99 | ..... | c22.12 | ..... | d25.89 | ..... | ..... | ..... | c32.73 | d34.92 | d35.97 | d37.02 | ..... | ..... | d42.37 | d43.93 | *45.49 | d47.43 | *50.14 | ..... | *57.15 | ..... | *60.27 | ..... | ..... |
| Akron, O. | N.S. | ..... | ..... | ..... | c26.90 | ..... | d30.99 | ..... | ..... | ..... | c37.18 | d39.98 | d41.04 | d42.57 | ..... | ..... | d48.93 | d50.87 | *52.82 | d53.79 | *56.75 | ..... | *65.53 | ..... | *68.74 | ..... | ..... |
| June 10, 1919 | G.T. | 3.55 | 3.70 | ..... | 4.75 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.20 | 6.35 | 6.60 | 6.70 | 6.85 | 7.80 | 8.00 | 8.30 | 8.40 | 8.65 | 9.10 | 9.75 | 10.15 | 10.45 | ..... | ..... |
| **Black Oak—see Marathon** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Bonner—see Story** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | ..... | c14.40 | ..... | c18.40 | d19.65 | d20.90 | ..... | ..... | ..... | c28.00 | d28.65 | d29.85 | d30.65 | ..... | d32.75 | d38.50 | ..... | d40.95 | d42.90 | d43.50 | ..... | d50.25 | ..... | d53.30 | ..... | ..... |
| Rubber Co., | Rib Tread | ..... | c15.80 | ..... | c20.20 | c21.60 | d23.00 | ..... | ..... | ..... | c30.80 | d31.55 | d32.85 | d33.70 | ..... | d36.05 | d42.25 | ..... | d45.05 | d47.10 | d48.00 | ..... | d55.25 | ..... | d58.75 | ..... | ..... |
| Sycamore, Ill. | (5000 miles) N.S. | ..... | c18.75 | ..... | c23.80 | c25.60 | d27.20 | ..... | ..... | ..... | c36.30 | d37.05 | d38.90 | d39.70 | ..... | d42.10 | d49.50 | ..... | d52.75 | d55.05 | d55.95 | ..... | d64.70 | ..... | d68.60 | ..... | ..... |
| June 1, 1919 | R.T. | ..... | 3.90 | ..... | 4.45 | 4.70 | 4.90 | ..... | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.90 | ..... | 7.15 | 8.35 | ..... | 8.55 | 8.75 | 8.85 | ..... | 10.40 | ..... | 10.85 | ..... | ..... |
| | B.T. | ..... | 3.40 | ..... | 3.80 | 4.00 | 4.20 | ..... | ..... | ..... | 5.35 | 5.50 | 5.70 | 5.85 | ..... | 6.10 | 7.05 | ..... | 7.25 | 7.35 | 7.50 | ..... | 8.85 | ..... | 9.20 | ..... | ..... |
| ‡Braender Rubber & Tire Co., | P. | ..... | c14.30 | ..... | §18.65 | ..... | §21.60 | ..... | ..... | ..... | §28.45 | §29.10 | §30.40 | §31.20 | ..... | ..... | §39.45 | §40.65 | 41.95 | 43.90 | 44.50 | ..... | 50.05 | ..... | 60.50 | ..... | ..... |
| Rutherford, N.J. | N.S. | c17.15 | c17.50 | ..... | §22.20 | ..... | §25.90 | ..... | ..... | ..... | §34.70 | §35.35 | §37.00 | §37.85 | ..... | ..... | §47.20 | §48.65 | 50.25 | 52.50 | 53.30 | ..... | 61.65 | ..... | 65.30 | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.55 | ..... | 4.10 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | ..... | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | ..... | 8.75 | ..... | 9.20 | ..... | ..... |
| | G.T. | 2.80 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.95 | ..... | ..... | ..... | c40.00 | d54.35 | d54.70 | d56.20 | ..... | ..... | d60.00 | d61.60 | d63.25 | d64.90 | d66.30 | ..... | d78.60 | ..... | d82.20 | ..... | ..... |
| **Brasilian Tubes—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 |
| May 1 (10,000 m.) | Tubes | 4.25 | 4.40 | ..... | 5.25 | 5.40 | 5.45 | 5.75 | ..... | ..... | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | ..... | 18.05 | ..... | 21.15 | ..... | ..... | ..... | 28.15 | 28.75 | 30.15 | 30.85 | ..... | ..... | 38.50 | 39.65 | 40.95 | 42.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. | Ribbed Tread | ..... | 16.20 | ..... | 20.60 | ..... | 24.00 | ..... | ..... | ..... | 32.10 | 32.80 | 34.40 | 35.10 | ..... | ..... | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | ..... | 57.15 | ..... | 60.55 | ..... | ..... |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | ..... | 21.15 | ..... | 24.70 | ..... | ..... | ..... | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | ..... | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | ..... | 58.80 | 59.70 | 62.35 | ..... | ..... |
| | Cord Driving Tread | ..... | ..... | ..... | ..... | ..... | 37.20 | ..... | ..... | ..... | ..... | 47.40 | 48.60 | 49.95 | ..... | ..... | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | ..... | 69.90 | ..... | 73.15 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 40.05 | ..... | ..... | ..... | ..... | 50.90 | 52.20 | 53.65 | ..... | ..... | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | ..... | 74.05 | ..... | 78.65 | ..... | ..... |
| | G.T. | 2.80 | 2.85 | ..... | 3.30 | ..... | 3.55 | ..... | ..... | ..... | 4.60 | 4.75 | 4.90 | 5.00 | ..... | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | ..... | 7.65 | 7.80 | 7.90 | ..... | ..... |
| | R.T. | 3.20 | 3.30 | ..... | 3.90 | ..... | 4.15 | ..... | ..... | ..... | 5.25 | 5.40 | 5.60 | 5.85 | ..... | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | ..... | 8.20 | 8.40 | 8.50 | ..... | ..... |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | ..... | 20.65 | 21.80 | 24.25 | 28.15 | ..... | ..... | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | ..... | ..... | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | ..... | ..... |
| Bucyrus, O. | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | 5.10 | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| Apr. 22 | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | 5.60 | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| | "Henderson" Cord | ..... | ..... | ..... | 41.65 | ..... | 44.50 | ..... | ..... | ..... | 54.60 | 56.55 | 58.00 | 59.60 | ..... | ..... | ..... | ..... | 67.05 | 68.75 | 70.35 | ..... | 79.55 | ..... | 87.40 | ..... | ..... |
| **Bull—see Kansas** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | ..... | c22.20 | ..... | c24.00 | ..... | d32.00 | ..... | ..... | ..... | c39.00 | d42.25 | d43.35 | d44.65 | ..... | ..... | d48.65 | d50.10 | d51.65 | d53.50 | d56.80 | ..... | d65.80 | ..... | †70.00 | ..... | ..... |
| Noblesville, Ind. | N.S. | ..... | c23.75 | ..... | c28.15 | ..... | d36.55 | ..... | ..... | ..... | c43.70 | d47.00 | d47.80 | d49.30 | ..... | ..... | d53.10 | 54.85 | d56.55 | d58.85 | d62.00 | ..... | d72.60 | ..... | †76.00 | ..... | ..... |
| (7500 miles) | R.T. | ..... | 4.25 | ..... | 4.45 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.40 | 6.85 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.50 | ..... | 10.55 | ..... | ..... |
| Butler Bros., | Ribbed | ..... | c16.45 | ..... | c21.20 | ..... | d25.55 | ..... | ..... | ..... | c32.90 | d34.85 | c36.30 | c38.40 | ..... | ..... | ..... | d47.30 | d49.00 | d51.05 | d52.20 | ..... | *59.00 | ..... | *64.15 | ..... | ..... |
| 426 Randolph St., Chicago | N.S. | ..... | c16.85 | ..... | c21.75 | ..... | d26.35 | ..... | ..... | ..... | c33.75 | d35.75 | d37.25 | d39.40 | ..... | ..... | ..... | d48.50 | d50.25 | d52.35 | d53.55 | ..... | *61.35 | ..... | *65.80 | ..... | ..... |
| May 12 (5000 miles) | "Sheridon" Tubes | ..... | 2.75 | ..... | 3.35 | ..... | 3.85 | ..... | ..... | ..... | 4.60 | 4.75 | 4.85 | 4.95 | ..... | ..... | ..... | 5.90 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| Canton-Blackstone Co., | Knight N.S. | ..... | c23.50 | ..... | c29.40 | ..... | d33.60 | ..... | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.15 | ..... | ..... | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | ..... | q72.25 | ..... | q76.80 | .. .. | ..... |
| Youngstown, O. | Knight Ribbed T. | ..... | c22.35 | ..... | d27.95 | ..... | d31.90 | ..... | ..... | ..... | d38.50 | d42.00 | d43.25 | d44.80 | ..... | ..... | c48.70 | d50.60 | c52.45 | d55.55 | ..... | ..... | d68.65 | ..... | ..... | ..... | ..... |
| May 12, 1919 | Knight R.T. | ..... | 3.85 | ..... | 4.80 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 |
| | Canton Cord | ..... | ..... | ..... | ..... | ..... | d46.30 | ..... | ..... | ..... | ..... | d59.45 | d60.95 | d62.55 | ..... | ..... | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | ..... | d87.45 | ..... | q88.95 | ..... | ..... |
| | Canton Tubes | ..... | ..... | ..... | ..... | ..... | 5.60 | ..... | ..... | ..... | ..... | 7.20 | 7.30 | 7.40 | ..... | ..... | 8.50 | 8.65 | 8.75 | 9.00 | 9.15 | ..... | 9.55 | ..... | 9.95 | ..... | ..... |
| **Capitol—see National** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlisle Cord Tire Co., Lightning Tread | | ..... | ..... | ..... | ..... | ..... | d38.00 | ..... | ..... | ..... | ..... | d49.00 | d49.50 | d50.75 | ..... | ..... | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | ..... | d71.00 | ..... | d74.00 | ..... | ..... |
| Andover, Mass. May 20, 1919 | R.T. | ..... | 4.00 | ..... | 4.50 | ..... | 4.75 | ..... | ..... | ..... | 5.20 | 5.50 | 5.65 | 5.90 | ..... | ..... | 6.80 | 7.00 | 7.20 | 7.40 | 7.75 | ..... | 8.75 | ..... | 9.00 | ..... | 11.00 |
| **Carspring—see New Jersey** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | ..... | 19.15 | ..... | 23.35 | ..... | 26.50 | ..... | ..... | ..... | 34.75 | 36.05 | 37.60 | 38.50 | ..... | ..... | 45.90 | 47.15 | 48.45 | 50.15 | 51.40 | ..... | 59.50 | 61.60 | 62.05 | ..... | ..... |
| Plainfield, N.J. | N.S. | 18.90 | 19.95 | ..... | 24.25 | ..... | ..... | ..... | ..... | ..... | 35.70 | 37.90 | 39.10 | 39.50 | ..... | ..... | 47.60 | 49.30 | 51.00 | 52.70 | 54.40 | ..... | 61.20 | 64.60 | 65.45 | 82.65 | 84.55 |
| July 5, 1919 | Tubes | 3.30 | 3.50 | ..... | 4.25 | 4.35 | 4.50 | 5.00 | ..... | ..... | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 |

**Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.**

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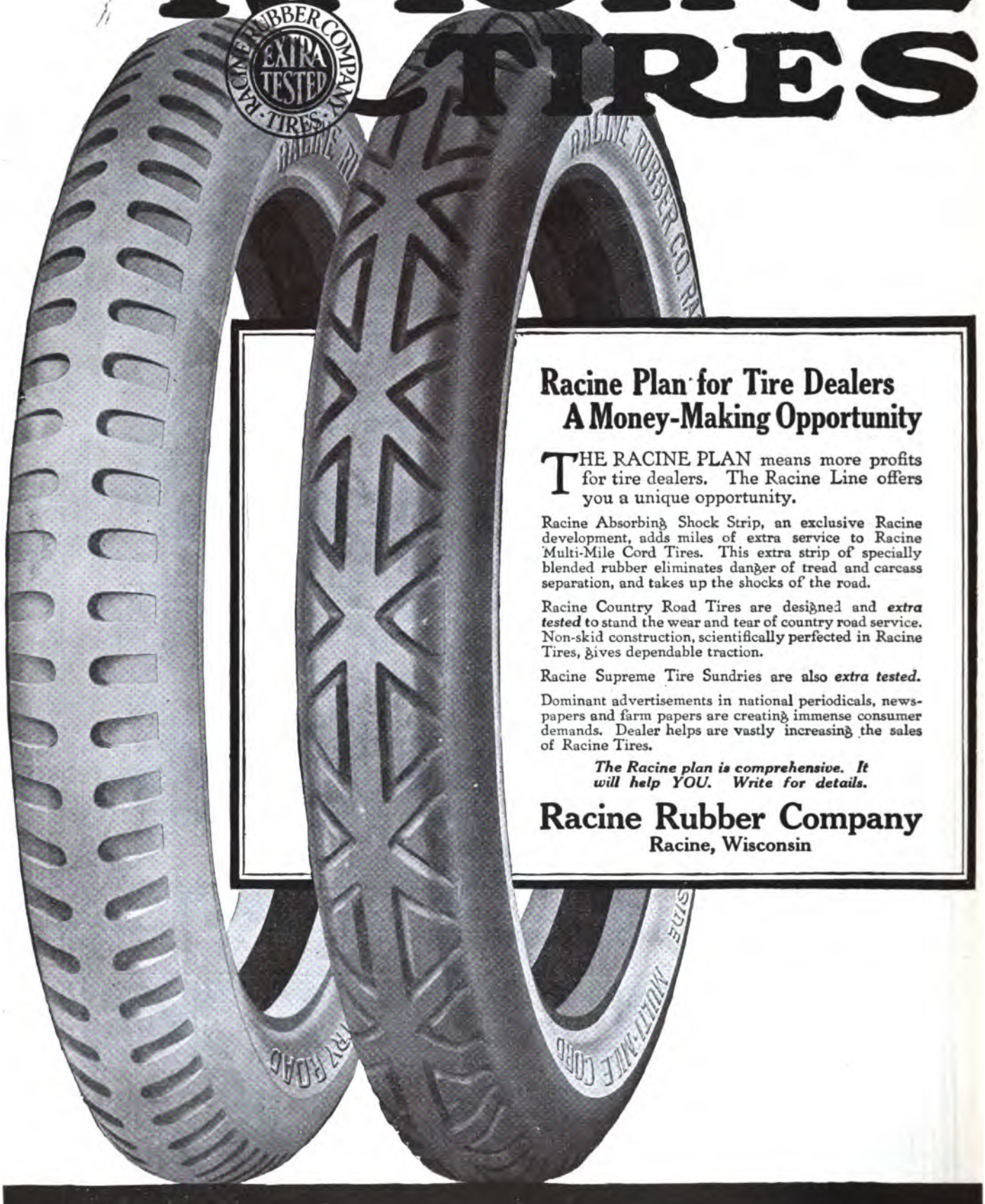
# RACINE TIRES




## Racine Plan for Tire Dealers A Money-Making Opportunity

THE RACINE PLAN means more profits for tire dealers. The Racine Line offers you a unique opportunity.

Racine Absorbing Shock Strip, an exclusive Racine development, adds miles of extra service to Racine Multi-Mile Cord Tires. This extra strip of specially blended rubber eliminates danger of tread and carcass separation, and takes up the shocks of the road.

Racine Country Road Tires are designed and ***extra tested*** to stand the wear and tear of country road service. Non-skid construction, scientifically perfected in Racine Tires, gives dependable traction.

Racine Supreme Tire Sundries are also ***extra tested.***

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***The Racine plan is comprehensive. It will help YOU. Write for details.***

**Racine Rubber Company**
**Racine, Wisconsin**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Chain—see U. S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Century Rubber Works,** | P. | | 12.90 | | 16.80 | | | | | | | | | | | | | | | | | | | | | | | | |
| **Chicago, Ill.** | Ribbed | | 13.65 | | 17.60 | | | | | | | | | | | | | | | | | | | | | | | | |
| **May 12, 1919** | N. S. | | 14.75 | | 18.70 | | | | | | | | | | | | | | | | | | | | | | | | |
| **Champion Tube—see Essex** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Channon Company, H.** | Ribbed | c17.20 | c17.75 | | c23.80 | | d27.80 | | | | c36.50 | d37.80 | d39.60 | d41.40 | | | d50.10 | d51.90 | d54.20 | d56.50 | d57.80 | | *67.70 | | *71.60 | | | | |
| **"Gripwell" Chicago, Ill. Triangle** | N.S. | c18.15 | c18.65 | | c25.10 | | d29.40 | | | | 38.50 | d39.90 | d41.80 | d43.60 | | | d52.80 | d54.70 | d57.10 | d59.50 | d60.80 | | *71.40 | | *75.40 | | | | |
| **June 15, 1916** | Garnet T. | 3.60 | 3.65 | | 4.60 | | 4.75 | | | | 5.90 | 6.10 | 6.40 | 6.60 | | | 7.25 | 7.85 | 8.10 | 8.25 | 8.35 | | 9.85 | | 10.35 | | | | |
| **(6000 miles)** | G.T. | 3.20 | 3.25 | | 4.00 | | 4.30 | | | | 5.05 | 5.30 | 5.45 | 5.60 | | | 6.25 | 6.90 | 7.15 | 7.25 | 7.40 | | 8.85 | | 9.30 | | | | |
| **Cleveland Rubber Corp.** | | | §13.40 | | 16.80 | | 20.55 | | | | 25.30 | 25.85 | 26.75 | 27.15 | | | | | 33.60 | 36.10 | 36.90 | | 44.45 | 45.00 | 45.45 | | | | |
| **Cleveland, O., June 10, 1919 "Beeaw"** | T. | | 2.65 | | 2.95 | | 3.10 | | | | 3.80 | 3.85 | 3.95 | 4.05 | | | | | 4.75 | 4.90 | 5.00 | | 5.80 | 5.85 | 5.90 | | | | |
| **Cleveland Standard—see Standard** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Climax—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Clipper—see Krohn.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Columbia Tire & Rubber Co.,** | P | | c14.44 | d21.76 | c18.77 | | | | | | c28.67 | d29.79 | d30.63 | d31.30 | | | | | | d44.08 | | | | | | | | | |
| **Columbiana, O.** | N.S. | | c15.11 | d22.79 | c19.54 | | | | | | c30.21 | d30.73 | d32.12 | d32.89 | | | | | d44.29 | §46.30 | d47.02 | | §52.80 | | §55.99 | | | | |
| **May 12, 1919** | G.T. | | 2.88 | 3.80 | 3.44 | | | | | | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | | 7.86 | | | | |
| | R.T | | 3.31 | 4.26 | 4.00 | | | | | | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | | 8.72 | | | | |
| **Combination Rubber "Viking" 5000 P.** | | 19.15 | 18.80 | | 24.50 | 27.10 | 27.85 | 30.30 | | | 33.20 | 33.60 | 35.20 | 36.95 | 37.30 | 38.10 | 42.10 | 43.90 | 45.45 | 46.85 | 48.20 | 49.55 | 55.65 | 57.45 | 58.80 | 76.50 | 78.05 | | |
| **Mfg. Co., (6000) Hold-On** | N.S. | 21.55 | 21.40 | | 26.25 | 29.60 | 31.25 | 34.85 | | | 36.65 | 37.30 | 38.95 | 39.65 | 41.30 | 41.60 | 45.70 | 48.90 | 51.05 | 54.05 | 57.30 | 59.30 | 64.00 | 65.30 | 69.85 | 87.25 | 93.60 | | |
| **Bloomfield, N. J. May 15, 1919** | R.T. | 3.25 | 3.40 | 3.70 | 3.95 | 4.15 | 4.20 | 4.40 | | 5.50 | 5.55 | 5.75 | 5.95 | 6.10 | 6.15 | 6.40 | 7.25 | 7.35 | 7.50 | 7.55 | 7.80 | 7.95 | 8.90 | 9.20 | 9.25 | 10.30 | 10.45 | | |
| **Continental Rubber Works,** | P. | | c14.25 | | c18.45 | | | | | | | | | | | | | | | | | | | | | | | | |
| **Erie, Pa.** | N.S. | | c14.90 | | c19.40 | | §22.85 | | | | c29.75 | d30.30 | 31.65 | *32.50 | | | | | | *45.75 | *46.50 | *48.40 | | | *55.30 | | | | |
| **May 1, 1919 "Vitalic"** | G.T. | 3.70 | 3.90 | 4.20 | 4.70 | 4.80 | 4.85 | 5.15 | 5.50 | 5.70 | 5.90 | 6.15 | 6.25 | 6.50 | 6.70 | 6.85 | 7.75 | 7.85 | 7.95 | 8.20 | 8.50 | 8.70 | 9.75 | 10.00 | 10.20 | 10.55 | 10.75 | | |
| | R.T. | 3.90 | 4.05 | 4.50 | 4.85 | 4.95 | 5.15 | 5.50 | 5.75 | 5.95 | 6.15 | 6.50 | 6.60 | 6.80 | 6.95 | 7.20 | 8.15 | 8.20 | 8.30 | 8.70 | 8.85 | 9.10 | 10.20 | 10.55 | 10.75 | 11.10 | 11.30 | | |
| **Extra Heavy** | G.T. | 4.20 | 4.50 | 4.85 | 5.35 | 5.50 | 5.60 | 5.95 | 6.25 | 6.60 | 6.80 | 7.05 | 7.15 | 7.50 | 7.65 | 7.85 | 8.95 | 9.05 | 9.10 | 9.50 | 9.75 | 9.95 | 11.20 | 11.55 | 11.75 | 12.10 | 12.30 | | |
| **Converse Rubber Shoe Co.,** | P. | | 19.10 | | 24.90 | | 28.60 | | | | 33.60 | 34.25 | 35.75 | 36.50 | 40.50 | 41.50 | 44.50 | 45.65 | 46.80 | 48.65 | 50.50 | 52.50 | 56.50 | 58.50 | 60.50 | | | | |
| **Malden, Mass.** | N.S. | | | | 26.55 | 32.90 | 31.95 | | | | 38.00 | 40.25 | 41.10 | 41.95 | 45.95 | 46.95 | 49.35 | 50.50 | 52.60 | 54.90 | 56.80 | 59.90 | 64.50 | 66.50 | 68.50 | | | | |
| **May 21, 1919 "Triple Tread"** | G.T. | | 3.15 | | 3.70 | | 3.90 | | | | 4.20 | 4.90 | 5.05 | 5.35 | | | 6.25 | 6.45 | 6.65 | 6.80 | 7.00 | | 7.75 | 7.90 | 8.20 | | | | |
| **(6000 miles)** | R.T. | | 3.50 | | 4.10 | | 4.35 | | | | 4.65 | 5.45 | 5.70 | 5.95 | | | 6.95 | 7.15 | 7.40 | 7.55 | 7.80 | | 8.60 | 8.80 | 9.10 | | | | |
| **Cortland Tire & Rubber** | "Yankee" P. | | 16.95 | | 21.90 | | 25.85 | | | | 31.90 | 32.65 | [illegible]45 | 35.25 | | | 42.75 | | 45.50 | 47.75 | 48.75 | 52.75 | 60.75 | 61.75 | 64.00 | | | | |
| **Co.,** | "Yankee N.S. | | 17.95 | | 22.90 | | 26.85 | | | | 33.15 | 33.90 | [illegible]70 | 36.50 | | | 46.00 | | 48.00 | 50.25 | 51.25 | 54.75 | 62.50 | 63.50 | 65.75 | | | | |
| **Belleville, N. J.** | Supersise Fabric | | | | 26.80 | | 31.20 | | | | 39.05 | 41.50 | [illegible]65 | 43.90 | | | | | 55.40 | 57.50 | | | 71.75 | | 74.50 | | | | |
| **May 12, 1919** | Supersise Cord | | | | 29.80 | | 36.00 | | | | 45.85 | 47.45 | 49.15 | 50.90 | | | | | 62.50 | 64.00 | | | 78.50 | | 81.25 | | | | |
| **Country Road—see Racine** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Crown—see Great Eastern** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Cupples Co.,** | P. | | c15.90 | | c19.90 | | | | | | | | | | | | | | | | | | | | | | | | |
| **St. Louis, Mo.** | N.S. | | c18.80 | | c23.85 | | d28.00 | | | | c36.50 | d38.10 | d39.10 | d39.90 | | | d50.80 | d52.10 | d54.20 | d56.50 | d57.20 | | d65.90 | | q70.50 | | | | |
| **May 12, 1919** | R.T. | | 3.40 | | 3.95 | | 4.35 | | | | 4.75 | 5.00 | 5.25 | 5.45 | | | 6.55 | 6.70 | 6.85 | 7.00 | 7.25 | | 8.25 | | 8.60 | | | | |
| **Curtis Tire & Rubber Co.,** | P. | 13.30 | 14.80 | | 18.85 | | 20.90 | | | | 26.25 | 26.85 | 28.10 | 28.80 | | | | 37.50 | 38.75 | 40.55 | 41.25 | | 46.20 | | 51.65 | | | | |
| **Muskegon, Mich.** | N.S. | 15.50 | 16.55 | | 21.00 | | 24.45 | | | | 32.05 | 32.65 | 34.20 | 34.95 | | | | 44.95 | 46.40 | 48.50 | 49.20 | | 56.95 | | 60.30 | | | | |
| **May 12, 1919** | G.T. | 2.65 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | | | |
| | R.T | 3.25 | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | | | |
| | Cord | | | | | | d37.80 | | | | | d48.95 | d49.30 | d50.65 | | | | d55.50 | *52.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | | | |
| **Dayton Rubber Mfg. (5000 miles)** | P. | | c20.70 | | c25.20 | c30.75 | 32.60 | | | †49.15 | c38.20 | | 41.15 | 42.55 | | 45.20 | †61.55 | | 52.45 | 54.05 | 55.55 | 57.05 | 64.55 | | 68.10 | | | | |
| **Co., "Thoroughbred" (6000 m.)** | N.S. | | c24.75 | | c31.05 | | 39.00 | | | | c47.20 | 48.75 | 50.20 | 51.95 | 53.70 | 56.70 | | | 60.95 | 64.65 | 70.20 | 71.65 | 79.85 | †82.95 | 84.90 | †105.70 | †123.00 | | |
| **Dayton, O. June 1** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Daisy—see Portage.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Delion Tire & Rubber Co.,** | P. | 17.50 | 18.55 | | 22.40 | | 27.40 | 30.70 | | | 33.45 | 35.10 | 36.65 | 37.25 | 39.85 | 41.70 | 42.25 | 43.90 | 46.30 | 48.25 | 52.38 | 55.60 | 59.30 | 61.00 | 62.60 | | | | |
| **Trenton, N. J. (5000 miles)** | N.S. | 19.25 | 20.40 | | 24.75 | | 30.15 | 33.75 | | | 36.75 | 38.50 | 40.30 | 41.10 | 43.90 | 45.90 | 46.50 | 48.35 | 50.95 | 53.05 | 57.60 | 61.20 | 65.25 | 67.05 | 68.85 | | | | |
| **May 15, 1919** | Tubes | 3.60 | 3.65 | | 4.25 | | 4.50 | 4.85 | | | 5.55 | 5.70 | 6.05 | 6.30 | 6.55 | 6.90 | 7.40 | 7.65 | 7.90 | 8.10 | 8.35 | 8.60 | 8.90 | 9.15 | 9.35 | | | | |
| | Eureka P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Eureka N.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **De Luxe—see Thermoid** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Diamond Rubber Co.,** | P. | | c13.20 | | c17.20 | | d19.95 | | | | c26.30 | d26.85 | d28.10 | d28.80 | | | d36.45 | d37.50 | d38.75 | d40.55 | d41.10 | | d46.25 | | d48.95 | | | | |
| **Akron, O.** | Squeegee N.S. | | c15.10 | | c19.15 | | §22.40 | | | | c29.95 | d30.45 | *32.00 | *32.65 | | | d41.15 | d42.50 | *43.80 | *45.80 | *46.50 | | *53.80 | | *57.00 | | | | |
| **(see also Goodrich & Co. B.F.)** | G.T. | | 2.80 | | 3.35 | | 3.80 | | | | 4.50 | 4.65 | 4.85 | 5.05 | | | 5.95 | 6.10 | 6.25 | 6.30 | 6.60 | | §7.65 | | 7.95 | | | | |
| **May 12, 1919** | R.T. | | 3.40 | | 4.00 | | 4.45 | | | | 5.05 | 5.25 | 5.50 | 5.70 | | | 6.70 | 6.85 | 7.00 | 7.05 | 7.45 | | 8.60 | | 8.90 | | | | |
| | Cord Ribbed | | | | | | d37.00 | | | | | d46.90 | d48.10 | d49.50 | | | d52.70 | d54.25 | d55.80 | d57.10 | d58.35 | | d69.25 | | d72.50 | | | | |
| | Cord Squeegee Tread | | | | | | d38.85 | | | | | d49.30 | d50.50 | d52.00 | | | d55.35 | d56.95 | d58.60 | d59.95 | d61.25 | | d72.70 | | d76.15 | | | | |
| **Double Fabric (5000 miles)** | Xtra Pli | c16.55 | c17.65 | | c23.30 | c25.10 | *27.50 | | | | c33.90 | d35.90 | *38.40 | *39.25 | | *41.75 | | | *48.65 | *50.45 | *52.05 | *54.50 | *63.90 | | *67.60 | | | | |
| **Tire Co., (6000 miles)** | Duo Cord | | c22.00 | | c26.25 | | d28.95 | | | | | d48.70 | d49.30 | d50.50 | | | d53.45 | d54.95 | d56.95 | d58.25 | | | *70.30 | | *73.55 | | | | |
| **Auburn, Ind. May 27, 1919** | Brasil G.T. | 3.00 | 3.25 | | 3.65 | 3.70 | 3.90 | 4.00 | 4.20 | | 4.95 | 5.15 | 5.25 | 5.35 | 5.60 | 5.70 | 6.60 | 6.70 | 6.80 | 6.85 | 7.00 | 7.10 | 8.20 | 8.30 | 8.55 | 9.40 | 9.65 | | |

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# AJAX TIRES

**JUDGED by any standard, Ajax Tires more than measure up. Thousands of dealers agree that Ajax Tires have built successful money-making business for them. They have profited by the splendid reputation Ajax Tires enjoy—and their profits will continue, for that good reputation is founded on the fact that Ajax Tires yield *real* service.**

## AJAX DEALER'S FRANCHISE

**The Ajax Dealer's Franchise puts the tire dealer on a better business basis. It is an in-writing agreement by which zone protection and sales co-operation are assured. The Franchised dealer receives the benefit of the great Ajax National Advertising Campaign in The Saturday Evening Post, the Literary Digest, the Farm Journal and the leading state farm papers.**

**Remember—Ajax Tires are the tires careful buyers choose.** 97% of our entire output is sold, through Ajax dealers, to individual car owners. 97% Owner's Choice! It's a record to be proud of. And Ajax Tires are featured by Ajax Shoulders of Strength—those supple buttresses of rubber that brace both sides of the Ajax tread. They give more strength where strength is needed—more wear—longer life.

The Ajax opportunity is inviting. Write for complete details.

AJAX RUBBER COMPANY, INC., NEW YORK

Factories: Trenton, N. J. Branches in Leading Cities

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | ½x | 5x35 | 5x36 | 5x37 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dreadnaught Tire & | Ribbed Tread | ..... | c17.75 | ..... | c22.30 | c24.25 | *26.20 | ..... | ..... | ..... | c34.25 | *34.85 | *36.25 | *37.55 | ..... | q40.60 | ..... | d47.75 | *48.55 | *49.65 | *51.85 | q54.85 | *60.15 | q61.75 | *63.00 | ..... | ..... |
| Rubber Co. (6000 m.) | Vacuum Tread | ..... | c18.75 | ..... | c22.90 | c24.90 | *26.90 | ..... | ..... | ..... | c35.15 | *35.75 | *37.20 | *38.50 | ..... | q41.65 | ..... | d48.95 | *49.80 | *50.95 | *52.90 | q56.25 | *61.70 | q63.35 | *64.65 | ..... | ..... |
| Baltimore, Md. | G.T. | ..... | 3.05 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | ..... | 5.70 | ..... | 6.40 | 6.50 | 6.60 | 6.80 | 7.10 | 8.00 | 8.15 | 8.30 | ..... | ..... |
| May 12, 1919 | R.T. | ..... | 3.35 | ..... | 4.15 | 4.20 | 4.35 | ..... | ..... | ..... | 5.35 | 5.55 | 5.70 | 5.80 | ..... | 6.25 | ..... | 7.00 | 7.15 | 7.30 | 7.55 | 7.80 | 8.85 | 9.10 | 9.15 | ..... | ..... |
| Dry Climate Tire & | "Victory" P. | ..... | 12.90 | ..... | 16.80 | ..... | *19.45 | ..... | ..... | ..... | 25.65 | d26.20 | *27.40 | *28.10 | ..... | ..... | ..... | ..... | *37.80 | q39.55 | q41.10 | ..... | d45.10 | q48.20 | q50.30 | ..... | ..... |
| Rubber Co., Arvada, Colo. | N.S. | ..... | ..... | ..... | 20.00 | ..... | *23.35 | ..... | ..... | ..... | 31.25 | d31.85 | *33.35 | *34.10 | ..... | ..... | ..... | d43.85 | d45.25 | q47.30 | q48.00 | ..... | d55.55 | q56.40 | q58.85 | ..... | ..... |
| (5000 miles) | G.T. | 2.70 | 2.75 | ..... | 3.25 | 3.50 | 3.70 | 4.00 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | 7.60 | 7.75 | ..... | ..... |
| May 12, 1919. | R.T. | 3.30 | 3.40 | ..... | 3.90 | 4.10 | 4.25 | 4.50 | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.90 | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | 8.55 | 8.85 | ..... | ..... |
| Dunlop Tire Sales Co., | Cross Groove | ..... | 22.90 | ..... | 26.10 | 27.75 | 29.50 | 31.50 | ..... | ..... | 36.25 | 39.65 | 40.90 | 43.95 | 45.55 | 48.10 | 49.55 | 50.40 | 51.45 | 54.00 | 55.25 | 56.60 | 60.30 | 63.55 | 65.95 | 73.50 | ..... |
| New York | Traction N.S. | ..... | ..... | ..... | 27.10 | 29.30 | 30.25 | 32.60 | ..... | ..... | 38.95 | 40.35 | 44.60 | 46.70 | 48.65 | 50.00 | 50.65 | 51.35 | 54.10 | 55.65 | 57.70 | 59.55 | 66.80 | 69.80 | 70.90 | 77.60 | 80.20 |
| June 1, 1919 | Tubes | ..... | 4.55 | ..... | 5.45 | 5.50 | 5.70 | 6.00 | ..... | ..... | 7.00 | 7.15 | 7.25 | 7.60 | 7.85 | 8.00 | 8.85 | 8.95 | 9.05 | 9.25 | 9.55 | 9.70 | 10.75 | 10.95 | 11.20 | 12.10 | 13.40 |
| Duplex Tire Co., Inc., | N.S. | ..... | 18.00 | ..... | 23.00 | ..... | 26.50 | ..... | ..... | ..... | 36.90 | 48.50 | 51.00 | 52.45 | ..... | ..... | ..... | ..... | 60.80 | 61.70 | 64.65 | ..... | 73.60 | ..... | 82.80 | ..... | ..... |
| 106 W. 52nd St., N. Y. | R.T. | ..... | 4.50 | ..... | 6.15 | ..... | 6.50 | ..... | ..... | ..... | 8.95 | 8.30 | 8.50 | 8.75 | ..... | ..... | 10.15 | ..... | 10.60 | 10.90 | 11.15 | ..... | 12.55 | ..... | 13.05 | ..... | ..... |
| June 20, 1919 (6000 miles) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dural Rubber Corp., | G.T. | 3.25 | 3.35 | 3.75 | 3.95 | 4.15 | 4.20 | 4.55 | 4.85 | 5.5 | 5.20 | 5.35 | 5.50 | 5.70 | 6.05 | 6.25 | 6.90 | 7.00 | 7.10 | 7.30 | 7.50 | 7.75 | 8.55 | 8.70 | 8.80 | 10.30 | 10.60 |
| Flemington, N.J. May 12 1919, | R.T. | 2.90 | 3.10 | 3.35 | 3.55 | 3.75 | 3.80 | 4.10 | 4.35 | 4.75 | 4.70 | 4.80 | 4.95 | 5.15 | 5.45 | 5.60 | 6.20 | 6.30 | 6.40 | 6.55 | 6.75 | 6.95 | 7.70 | 7.85 | 7.90 | 9.25 | 9.55 |
| East Palestine Rubber Co. | P. | c19.95 | c20.95 | ..... | †25.45 | c28.20 | 29.90 | *32.50 | ..... | ..... | †35.00 | *36.30 | *37.65 | *38.95 | *40.10 | *41.35 | ..... | *46.35 | *47.95 | *49.40 | *50.75 | *52.10 | *58.95 | *60.65 | *62.15 | *81.05 | q93.10 |
| Pittsburgh, "Nabob" (6000 m.) | N.S. | ..... | c25.00 | ..... | †31.30 | c32.30 | 35.70 | *38.80 | ..... | ..... | †43.15 | *44.55 | *45.90 | *47.50 | *49.05 | *51.80 | ..... | *53.70 | *55.65 | *59.60 | *64.05 | *65.40 | *72.85 | *75.65 | *77.45 | *93.35 | q112.05 |
| Pa. Feb. 4, 1919 | T. | 3.65 | 3.75 | ..... | 4.60 | 4.95 | 5.15 | 5.45 | ..... | ..... | 6.10 | 6.20 | 6.40 | 6.65 | 6.75 | 6.90 | ..... | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.15 | 10.55 | 12.05 | 12.25 |
| Ehman Tire & Rubber Co., | Track Tread | ..... | 16.55 | ..... | 21.00 | ..... | 24.55 | ..... | ..... | ..... | 32.85 | 33.45 | 35.00 | 35.85 | ..... | ..... | 44.65 | 46.05 | 47.50 | 49.70 | ..... | ..... | 58.30 | ..... | 61.80 | ..... | ....M |
| 176 N. Mich. Ave., | Worm Drive Trd. | ..... | 16.55 | ..... | 21.00 | ..... | 24.55 | ..... | ..... | ..... | ..... | 33.45 | 35.00 | 35.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. May 12, 1919 | G. & R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.60 | ..... | ..... | ..... | 5.20 | 5.35 | 5.65 | 5.85 | ..... | ..... | 6.90 | 7.05 | 7.20 | 7.25 | 7.65 | ..... | 8.85 | ..... | 9.15 | ..... | ..... |
| Empire Rubber & Tire Co., | Grey N.S. | ..... | ..... | ..... | *22.20 | c23.30 | †25.90 | 29.40 | 30.65 | ..... | *34.40 | †35.00 | †36.55 | †37.25 | 38.75 | 39.00 | c47.55 | †48.75 | †50.35 | c52.55 | †53.40 | 55.70 | c61.70 | 62.70 | c65.40 | ..... | ..... |
| Trenton, N. J. | Grey N.S. | ..... | c15.70 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c30.95 | d31.50 | d32.90 | d33.50 | ..... | ..... | d42.50 | d43.85 | d45.15 | *47.30 | d48.00 | ..... | *55.55 | ..... | *58.85 | ..... | ..... |
| May 12, 1919 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.55 | d49.30 | d50.50 | ..... | ..... | d54.05 | d55.45 | d57.00 | d58.35 | d59.70 | ..... | d70.80 | ..... | d74.00 | ..... | ..... |
| | G.T. | 2.70 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.35 | ..... | 3.95 | ..... | 4.20 | ..... | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | ..... | 8.80 | ..... | ..... |
| Eurake—see Delion | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Everlaster—see Kokomo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excello Tire & Rubber Co., | P. | ..... | †26.45 | ..... | 30.55 | †31.60 | 32.80 | 33.85 | ..... | †36.50 | †38.45 | 39.20 | 39.80 | 40.90 | 41.60 | 42.80 | 50.20 | 47.65 | 50.25 | 50.95 | 51.85 | 53.25 | 58.85 | 59.20 | 60.60 | 70.50 | 72.25 |
| 15th St., Phila., Pa. | Multi-grip N.S. | ..... | †28.00 | ..... | 32.85 | †33.40 | 36.05 | 37.30 | ..... | †41.25 | †42.95 | 43.90 | 44.75 | 45.70 | 46.85 | 47.80 | 54.90 | 52.30 | 54.15 | 58.20 | 62.00 | 63.75 | 67.25 | 68.90 | 71.60 | 81.40 | 85.50 |
| May 19, 1919 (6000 miles) | R.T. | ..... | 3.80 | ..... | 4.75 | 4.95 | 5.20 | 5.40 | ..... | 5.80 | 6.05 | 6.15 | 6.35 | 6.50 | 6.60 | 6.70 | 7.75 | 8.00 | 8.25 | 8.45 | 8.70 | 8.75 | 9.65 | 9.90 | 10.40 | 11.25 | 11.40 |
| Falls Rubber Co., | Ribbed | ..... | c18.75 | ..... | c24.00 | ..... | d27.00 | ..... | ..... | ..... | c34.25 | d35.50 | d37.00 | †38.00 | ..... | ..... | ..... | ..... | d46.50 | d49.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cuyahoga Falls, O. | Neverslip N.S. | ..... | c20.25 | ..... | c25.25 | ..... | d29.75 | ..... | ..... | ..... | c36.75 | d38.00 | d39.25 | d40.50 | ..... | ..... | d45.50 | d66.50 | d48.00 | d50.50 | *53.00 | ..... | *64.00 | q65.50 | *67.00 | q84.00 | ..... |
| May 12, 1919 | "Evergreen" Tubes | ..... | 3.50 | ..... | 4.15 | ..... | 4.40 | ..... | ..... | ..... | 5.20 | 5.40 | 5.60 | 5.80 | ..... | ..... | 7.00 | 7.15 | 7.30 | 7.50 | 7.65 | ..... | 8.95 | 9.15 | 9.35 | 10.75 | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.50 | ..... | ..... | ..... | ..... | d51.25 | d52.75 | d54.00 | ..... | ..... | d59.50 | d41.25 | d63.00 | d65.00 | *67.00 | ..... | *80.50 | ..... | *83.50 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d52.75 | d54.25 | f56.00 | ..... | ..... | d61.50 | d63.25 | d65.00 | d67.00 | *69.00 | ..... | *83.50 | ..... | *86.50 | ..... | ..... |
| Faure, A., May12,1919, | Neverskid, N.S. | ..... | c22.70 | ..... | c29.00 | ..... | ..... | ..... | ..... | ..... | c45.15 | c47.40 | ..... | c54.25 | ..... | ..... | c68.75 | ..... | c73.10 | c46.20 | d77.40 | ..... | ..... | c89.55 | c89.80 | ..... | c133.40 |
| 153 W. 56th St., | Neverskid S.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d48.30 | d49.40 | ..... | ..... | d62.05 | d64.35 | d66.50 | d69.65 | d70.60 | ..... | d81.65 | ..... | d86.60 | ..... | ..... |
| N.Y. City | R.T. | ..... | 4.20 | ..... | 4.80 | ..... | ..... | ..... | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.35 | ..... | ..... | 8.40 | 8.60 | 8.75 | 8.95 | 9.30 | ..... | 10.65 | 12.60 | 11.20 | ..... | 13.90 |
| Federal Rubber Co., | P. | ..... | 13.50 | ..... | 17.40 | ..... | 20.25 | ..... | ..... | ..... | 26.70 | 27.35 | 28.50 | 29.20 | ..... | ..... | ..... | 38.10 | 39.40 | 41.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cudahy, Wis. | Traffik | ..... | 14.15 | ..... | 18.25 | ..... | 21.25 | ..... | ..... | ..... | 28.05 | 28.70 | 29.95 | 30.65 | ..... | ..... | ..... | 40.00 | 41.35 | 43.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Rugged | ..... | 16.30 | ..... | 22.30 | ..... | 25.50 | ..... | ..... | ..... | 32.75 | 33.50 | 34.95 | 35.75 | ..... | ..... | ..... | 46.65 | 48.25 | 50.40 | 51.20 | ..... | 55.40 | ..... | 61.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 38.40 | ..... | ..... | ..... | ..... | 48.90 | 50.10 | 51.45 | ..... | ..... | 54.85 | 56.50 | 58.05 | 59.40 | 60.80 | ..... | 72.05 | ..... | 75.35 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.40 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.95 | 6.10 | 6.25 | 6.40 | 7.15 | ..... | 7.50 | ..... | 7.85 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 4.50 | ..... | 5.00 | ..... | ..... | ..... | 5.90 | 6.15 | 6.40 | 6.65 | ..... | ..... | 8.35 | 8.55 | 8.75 | 8.95 | 10.00 | ..... | 10.50 | ..... | 11.00 | ..... | ..... |
| Fellsen Tires, Inc., | P. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | ..... | c37.05 | *37.15 | *38.20 | *39.25 | ..... | ..... | *43.75 | *45.45 | *47.15 | *49.35 | *54.35 | ..... | *61.40 | ..... | *65.40 | ..... | ..... |
| New York City | N.S. | ..... | c24.00 | ..... | c28.00 | ..... | 35.00 | ..... | ..... | ..... | c41.90 | *43.10 | *44.35 | *45.85 | ..... | ..... | 49.80 | *51.70 | *53.55 | 56.70 | 62.45 | ..... | *69.75 | ..... | *74.15 | ..... | ..... |
| May 15, 1919 (6000 miles) | Tubes | ..... | 4.25 | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.49 | 6.65 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Firestone Tire & Rubber Co., | P. | ..... | c12.90 | ..... | c16.80 | c17.65 | d19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | d28.10 | ..... | ..... | d35.55 | d36.60 | d37.80 | d39.55 | ..... | ..... | *45.10 | ..... | ..... | ..... | ..... |
| Akron, O. | N.S. | ..... | c15.75 | ..... | c20.00 | c21.50 | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | d35.60 | ..... | d42.50 | d43.85 | d45.25 | d47.30 | *48.00 | d50.15 | *55.55 | ..... | *58.85 | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | 3.50 | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | 4.10 | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.70 | 8.35 | ..... | 8.75 | ..... | ..... |
| Fisk Rubber Co., | P. | ..... | c12.90 | ..... | c16.80 | ..... | d19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | d28.10 | ..... | ..... | ..... | d36.60 | d37.80 | d39.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicopee Falls, Mass. | N.S. | c15.00 | c15.10 | ..... | 19.15 | ..... | d22.40 | ..... | ..... | ..... | c29.50 | d30.55 | d31.95 | d32.70 | ..... | ..... | d40.75 | d42.05 | *43.35 | d45.35 | *46.00 | ..... | *53.25 | d54.05 | *56.40 | ..... | ..... |
| | Red Top, N.S. | ..... | c18.15 | ..... | c25.75 | ..... | d28.90 | ..... | ..... | ..... | c34.30 | d36.00 | d37.75 | d38.75 | ..... | ..... | ..... | ..... | d48.65 | d50.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d35.20 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d36.90 | ..... | ..... | ..... | ..... | d46.85 | d48.05 | d49.45 | ..... | ..... | d52.65 | d54.20 | d55.70 | d57.05 | d58.35 | ..... | *69.15 | d71.50 | *72.40 | ..... | ..... |
| May 12, 1919 | G.T. | 2.90 | 2.95 | ..... | 3.65 | ..... | 3.95 | ..... | ..... | ..... | 4.50 | 4.80 | 4.80 | 5.10 | ..... | ..... | 6.25 | 6.25 | 6.60 | 6.60 | 6.95 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| G. & J. Tire Co., | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 45.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| 1790 Broadway, N.Y. City | "G" N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| May 12, 1919 | Stalwart N.S. | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.25 | 3.40 | 3.70 | ..... | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | ..... | ..... | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | ..... | 7.50 | ..... | 7.70 | ..... | ..... |
| | R.T. | ..... | 3.55 | ..... | 4.25 | 4.35 | 4.55 | ..... | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | ..... | ..... | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | ..... | 8.75 | ..... | 9.10 | ..... | ..... |
| G. & J.—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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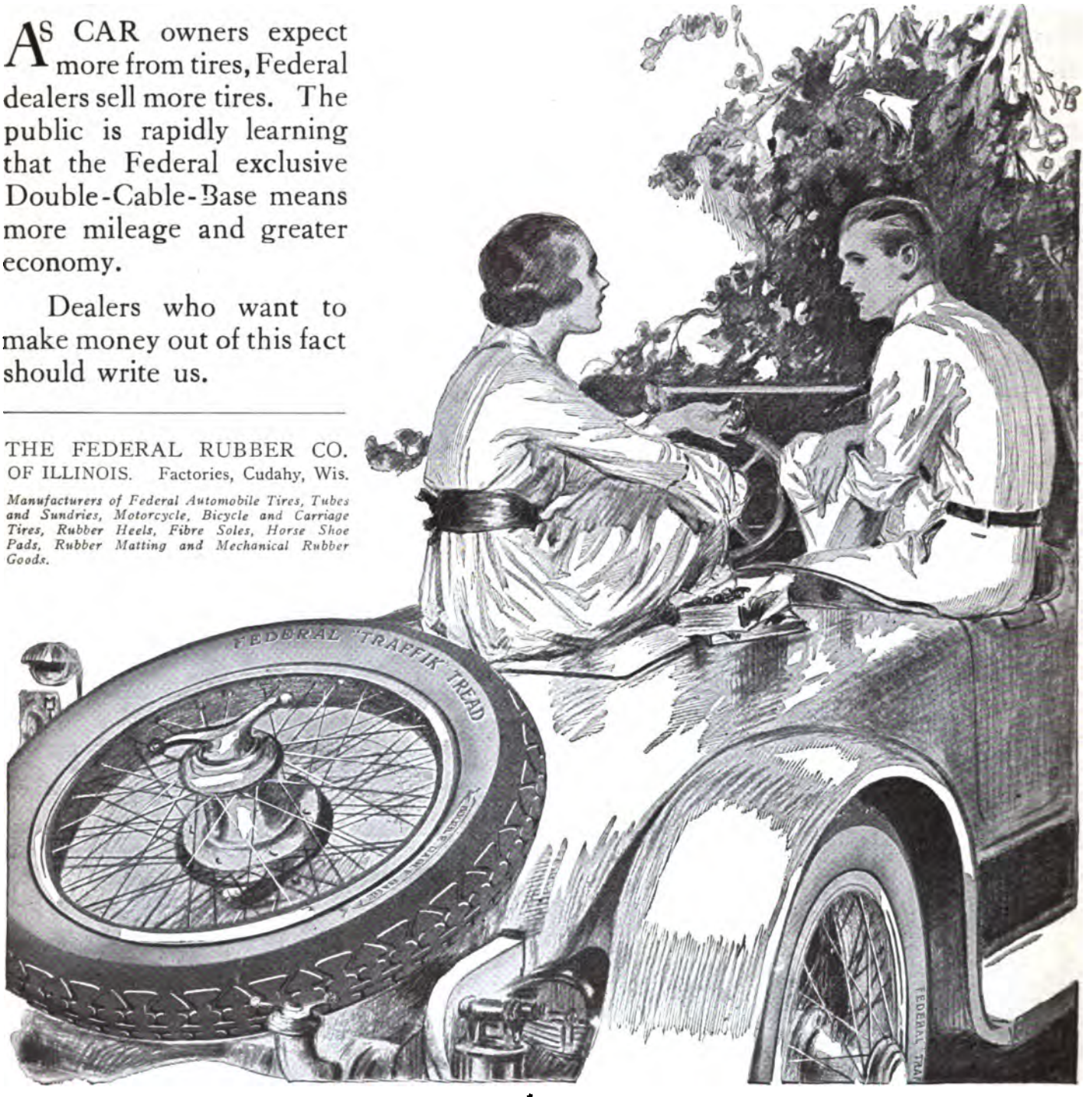


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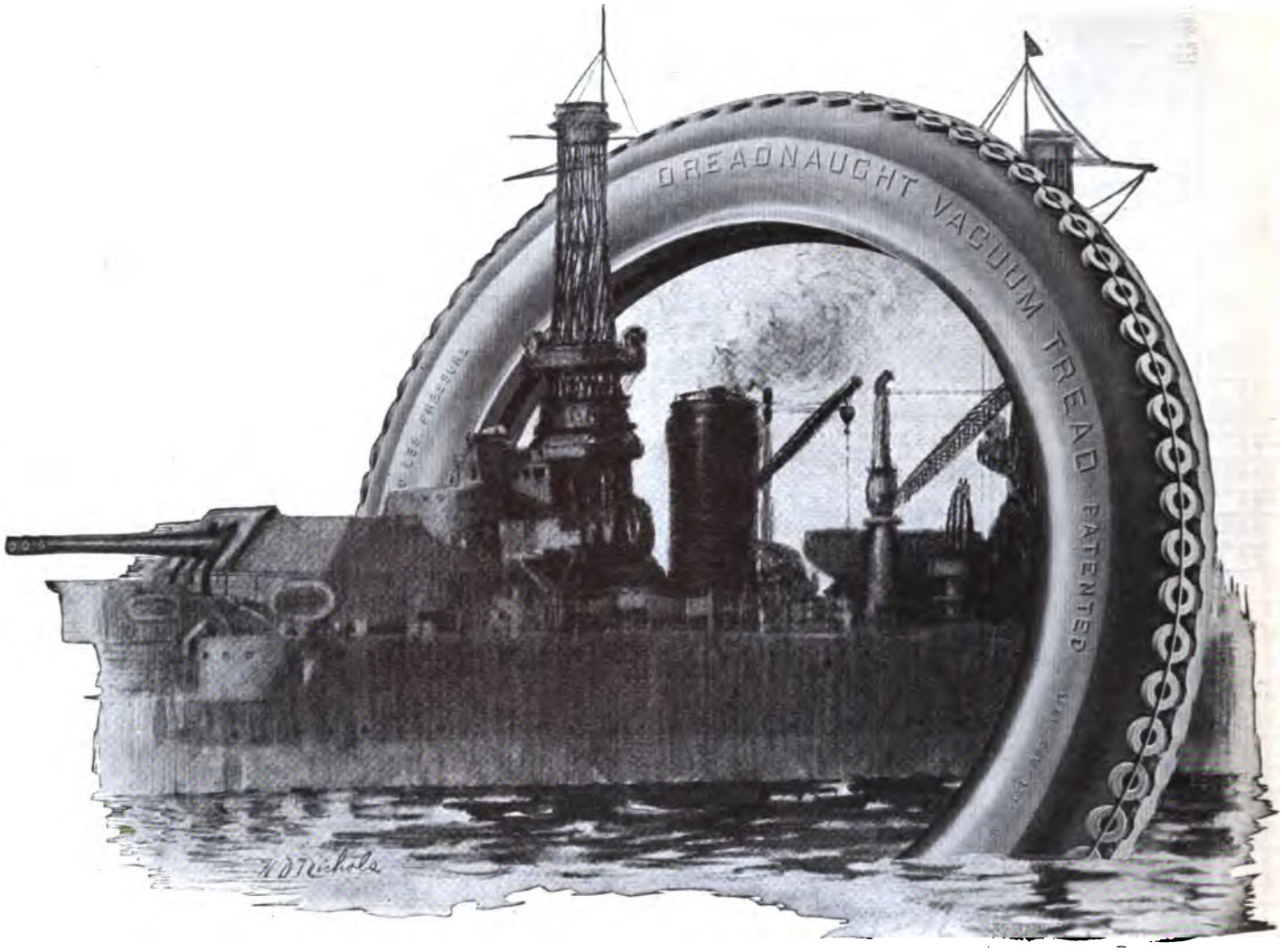


# DREADNAUGHT TIRES

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*Manufactured by*

**THE DREADNAUGHT TIRE & RUBBER Co**
BALTIMORE, MARYLAND

DEALERS who consider that they are entitled to share in the benefits of selling DREADNAUGHT TIRES are invited to wire or write for terms.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hendrie Rubber Co.,** | P. | 15.95 | 16.10 | ..... | 19.45 | 20.85 | 22.65 | 25.65 | ..... | ..... | 30.20 | 30.80 | 32.35 | 33.10 | 34.55 | 35.05 | 41.25 | 42.55 | 43.90 | 45.95 | 46.65 | 48.65 | 53.95 | 54.70 | 57.00 | ..... | ..... |
| Los Angeles, Cal. | N.S. | 17.70 | 17.90 | ..... | 21.60 | 23.15 | 25.15 | 28.50 | ..... | ..... | 33.55 | 34.20 | 35.95 | 36.80 | 38.40 | 38.95 | 45.85 | 47.30 | 48.80 | 51.05 | 51.85 | 54.05 | ‖59.95 | 60.80 | 63.35 | ..... | ..... |
| June 25, 1919 | G.T. | 2.95 | 3.15 | 3.40 | 3.85 | 3.95 | 4.15 | 4.30 | ..... | ..... | 5.15 | 5.40 | 5.50 | 5.70 | 5.95 | 6.05 | 6.80 | 7.00 | 7.10 | 7.20 | 7.45 | 7.60 | 8.55 | 8.75 | 8.90 | ..... | ..... |
| | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
| **Hewitt Rubber Co.,** | Ribbed | c15.75 | c16.75 | ..... | c20.85 | ..... | d26.50 | ..... | ..... | ..... | c32.60 | d33.15 | d34.85 | d35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| Buffalo, N.Y. | N.S. | c16.50 | c17.60 | ..... | c21.90 | ..... | d27.90 | ..... | ..... | ..... | c34.20 | d34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.55 | ..... | *66.30 | ..... | ..... |
| May 12, 1919 | G.T. | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.20 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T. | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | 6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |
| **Highway—see National Tire & R. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hold-Tite—see Tyer** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hood Tire Co.,** | P. | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| Watertown, Mass. | Ribbed Tread | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| May 12, 1919 | Arrow | 23.90 | 24.50 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| **Horse Shoe—see Racine** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Howe Rubber Co.,** | Ribbed | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Brunswick, N. J. | N.S. | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| May 12, 1919 (5000 miles) | R.T. | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| **Ideal Tire & Rubber Co.,** | Ribbed | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| Cleveland, O. | "Greyhound" N.S | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| | (6000 miles) G.T. | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| May 19, 1919 | R.T. | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| "Greyhound" Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | ..... | 50.25 | 51.80 | 52.65 | ..... | ..... | 55.70 | 57.00 | 59.85 | 62.50 | 63.65 | ..... | 71.85 | ..... | 77.55 | ..... | ..... |
| July 1, 1919 | N.S. | ..... | ..... | ..... | 32.25 | ..... | 42.80 | ..... | ..... | ..... | ..... | 54.00 | 55.10 | 56.75 | ..... | ..... | 60.50 | 62.10 | 64.75 | 66.25 | 68.50 | ..... | 76.35 | ..... | 83.85 | ..... | ..... |
| **India Tire & Rubber Co.,** | Ribbed | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | N.S. | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| June 1, 1919 | Cord N.S. | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | d65.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T. | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| **Indiana Rubber & Ins. Wire Co.,** | P. | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| Jonesboro, Ind. Button & Trac. | N.S. | c16.90 | §18.00 | ..... | §23.00 | §24.60 | §27.15 | 29.65 | ..... | ..... | 36.20 | §37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| April 22 (3500 miles) | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| **Indian Tubes—see Vulcan** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **International India Rubber** | Ribbed | c16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| Corp., So. Bend, Ind. (7000 m.) | Rough | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| May 12, 1919 South Bend | R.T. | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| **Iowa Cord Tire Co.,** (5000 miles) | P. | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| Des Moines, Iowa | N.S. | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| | Cord P. | ..... | c19.50 | ..... | c20.50 | ..... | d34.50 | ..... | ..... | ..... | §42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | d68.50 | ..... | ..... |
| April 1 (7500 miles) | Cord N.S. | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | §44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | d55.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.10 | ..... | ..... |
| **Jaco—see Johnstown** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **J. & D. Tire Co.,** | Ribbed Tread | ..... | 16.20 | ..... | 19.70 | ..... | 23.20 | ..... | ..... | ..... | 30.40 | 31.05 | 32.55 | 33.20 | ..... | ..... | ..... | ..... | 43.65 | 45.90 | 46.70 | ..... | 55.80 | ..... | 58.50 | ..... | ..... |
| Charlotte, N. C. | N.S. | ..... | ..... | ..... | 21.15 | ..... | 24.75 | ..... | ..... | ..... | 32.85 | 33.75 | 35.35 | 36.00 | ..... | ..... | ..... | ..... | 47.70 | 49.95 | 50.85 | ..... | 58.95 | ..... | 62.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.95 | 3.05 | ..... | 3.50 | 3.60 | 3.80 | 4.15 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.30 | 5.40 | 5.55 | ..... | 6.50 | 6.55 | 6.70 | 6.95 | 7.05 | 7.80 | 7.95 | 8.10 | ..... | 8.65 |
| | R.T. | 3.20 | 3.30 | ..... | 4.05 | 4.15 | 4.30 | 4.40 | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | 5.95 | 6.10 | ..... | 7.00 | 7.15 | 7.30 | 7.45 | 7.55 | 8.50 | 8.70 | 8.80 | ..... | 9.35 |
| **Johnstown Automobile Co.,** "Jaco" T. | | 2.95 | 3 05 | ..... | 3.45 | 3.65 | 3.80 | 4.10 | ..... | ..... | 4.90 | 5.05 | 5.25 | 5.35 | 5.45 | 5.55 | 6.50 | 6.60 | 6.65 | 6.75 | 6.90 | 7.10 | 8.10 | 8.25 | 8.40 | ..... | ..... |
| Johnstown, Pa. April 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Johnston Tire & Rubber Co.,** | P | ..... | 15.55 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.50 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| La Porte, Ind. March 12, 1919 | N.S. | ..... | 18.00 | ..... | 23.00 | 24.60 | 27.15 | 29.65 | ..... | ..... | 20 | 37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.00 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| **Kant Slip—see Kelly** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Keaton—see Mohawk** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †**Keaton Tire & Rubber Co.,** | Ribbed | ..... | 15.70 | ..... | 20.00 | ..... | 23.00 | ..... | ..... | ..... | 31.20 | 31.80 | 33.30 | 34.10 | ..... | ..... | 42.50 | 43.80 | 45.20 | 47.30 | 48.00 | ..... | 55.50 | ..... | 58.80 | ..... | ..... |
| San Francisco, Cal. | N.S. | ..... | ..... | ..... | 22.00 | ..... | 25.65 | ..... | ..... | ..... | 34.40 | 35.00 | 36.70 | 37.50 | ..... | ..... | 46.75 | 48.25 | 49.75 | 51.90 | 52.90 | ..... | 51.10 | ..... | 64.70 | ..... | 79.80 |
| June 16, 1919 (5000 miles) | R.T. | ..... | 3.75 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.30 | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | 10.90 |
| Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49.10 | 50.45 | 51.90 | ..... | ..... | 55.45 | 56.80 | 58.40 | 59.75 | 61.15 | ..... | 72.60 | ..... | 75.90 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58.85 | 54.25 | 55.70 | ..... | ..... | 59.45 | 61.00 | 62.70 | 64.30 | 65.75 | ..... | 77.90 | ..... | 81.40 | ..... | ..... |
| | R.T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | ..... |
| **Kelly Springfield Tire (5000 miles)** | P. | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ‡44.60 | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | q94.90 |
| Co., | Bailey T. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | ..... | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | d43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| New York (6000 m.) | Kant Slip T | c25.10 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q10205 | q10580 |
| May 15, 1919 (6000 m.) | R.T. | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | *8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| | Grooved Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| | Block & Button Tread Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |

Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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# BILTWELL TIRES

"MASTER OF THE ROAD"

## LONG SERVICE
of
## BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

Digitized by

| Name | Trade Name and Trade | 3x25 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kendall Tire & Rubber Co., (6000 miles) Nov. 20 | Akron, O. Ribbed Tread | ..... | c24.20 | ..... | c29.15 | c31.25 | q33.90 | ..... | ..... | ..... | §41.25 | d43.10 | d44.55 | *45.90 | ..... | ..... | *53.80 | d55.55 | *57.30 | *59.00 | *60.85 | ..... | *70.25 | d72.65 | *75.10 | g94.60 | ..... |
| | N.S. | ..... | c27.40 | ..... | c31.90 | ..... | q35.30 | ..... | ..... | ..... | §43.65 | d45.10 | d46.50 | *48.10 | ..... | *51.00 | *55.45 | d57.00 | *58.85 | *60.50 | *62.25 | 64.00 | *72.60 | d75.00 | *77.45 | g97.35 | g108.04 |
| | Wrapped Tread | ..... | ..... | ..... | ..... | ..... | q33.90 | ..... | ..... | ..... | ..... | ..... | g44.55 | *45.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | g75.10 | ..... | ..... |
| | R.T. | ..... | 3.65 | ..... | 4.70 | 4.90 | 5.10 | 5.40 | ..... | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 |
| Keystone Rubber Mfg. Co. | G.T. | 3.15 | 2.90 | 3.50 | 3.50 | 4.10 | 3.70 | 4.35 | 4.50 | 5.00 | 4.55 | 4.65 | 4.75 | 4.85 | 5.65 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.10 | 7.00 | 7.00 | 8.10 | 7.40 | 9.00 | 9.25 |
| Erie, Pa. May 15, 1919 | R.T. | 3.50 | 3.25 | 3.85 | 3.90 | 4.55 | 4.10 | 4.80 | 5.00 | 5.55 | 5.05 | 5.20 | 5.25 | 5.40 | 6.25 | 6.35 | 6.10 | 6.25 | 6.45 | 6.60 | 6.80 | 7.80 | 7.75 | 8.95 | 8.15 | 9.95 | 10.20 |
| "Moomy" Extra Heavy | T. | 3.75 | 3.75 | 4.20 | 4.60 | 5.00 | 4.80 | 5.25 | 5.50 | 6.20 | 5.95 | 6.10 | 6.25 | 6.45 | 6.95 | 7.15 | 7.25 | 7.45 | 7.65 | 7.95 | 8.10 | 8.80 | 9.35 | 10.20 | 9.85 | 11.30 | 11.55 |
| Keystone Tire & Rubber Co., New York City, N. Y. May 12, 1919 | N.S. | ..... | *17.68 | ..... | *22.79 | ..... | †26.27 | ..... | ..... | ..... | *35.20 | d35.73 | †37.49 | †38.50 | ..... | ..... | ..... | ..... | †51.13 | d53.46 | d54.21 | ..... | †60.98 | ..... | †64.46 | ..... | ..... |
| | R.T. | ..... | 3.48 | ..... | 4.05 | ..... | 4.40 | ..... | ..... | ..... | 5.50 | 5.63 | 5.85 | 5.98 | ..... | ..... | ..... | ..... | 7.70 | 7.92 | 8.14 | ..... | 8.71 | ..... | 9.11 | ..... | ..... |
| Kimball Tire & Rubber Co. Ribbed | N.S. | ..... | §15.20 | ..... | §19.74 | §20.92 | §23.84 | §27.00 | ..... | ..... | §31.75 | §30.91 | §32.48 | §33.16 | §34.62 | §35.20 | ..... | ..... | †44.00 | §45.98 | §46.70 | §48.78 | ..... | §55.70 | §58.28 | ..... | ..... |
| Chicago, Ill. Feb. 1 | G.T. | ..... | 2.85 | ..... | 3.25 | 3.35 | 3.40 | 3.60 | ..... | ..... | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.00 | ..... | ..... | 6.05 | 6.15 | 6.25 | 6.45 | ..... | .750 | 7.65 | ..... | ..... |
| Kokomo Rubber Co., | P | c14.75 | c14.95 | ..... | c19.00 | ..... | d22.20 | ..... | ..... | ..... | c29.70 | d30.25 | d31.70 | d32.40 | ..... | ..... | ..... | ..... | d53.00 | d44.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kokomo, Ind. | N.S | c15.10 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | d45.25 | *47.30 | d48.00 | ..... | d55.55 | ..... | *58.85 | ..... | ..... |
| May 12, 1919 Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | ..... | ..... | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | ..... |
| Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | ..... | ..... | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | ..... |
| The Krohn Co., Inc., 227 W. 51st St., N.Y.C., June 5, "Clipper" | N.S. | ..... | c12.90 | ..... | c16.90 | ..... | §19.40 | ..... | ..... | ..... | c24.70 | §25.30 | *26.00 | *26.50 | ..... | ..... | ..... | ..... | *35.50 | *38.00 | *38.50 | ..... | *46.00 | ..... | *48.00 | ..... | ..... |
| | R.T. | ..... | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.35 | 4.50 | 4.75 | 4.90 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.65 | ..... | 7.90 | ..... | 8.20 | ..... | ..... |
| Lambert Tire & Rubber Co., Cord Rib. | | ..... | ..... | ..... | 40.00 | ..... | 52.00 | ..... | ..... | ..... | 54.50 | 58.00 | ..... | 62.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron O., (7000 m.) Jly. 31 Cord | N.S. | ..... | ..... | ..... | 42.00 | ..... | 55.00 | ..... | ..... | ..... | 57.50 | 62.00 | ..... | 66.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lancaster Tire (3500 m.) Crescent | N.S. | 12.55 | 13.70 | . | 17.95 | 18.45 | 20.65 | ..... | ..... | ..... | 27.00 | 27.50 | 28.65 | 29.40 | ..... | ..... | ..... | ..... | 39.60 | 41.35 | 42.00 | ..... | 47.25 | ..... | 50.00 | ..... | ..... |
| & Rubber (6000 m.) Wiregrip | N.S. | ..... | 22.35 | ..... | 27.95 | 28.80 | 31.90 | ..... | ..... | ..... | 38.50 | 39.80 | 41.00 | 42.45 | ..... | ..... | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | ..... | 65.00 | ..... | 69.15 | ..... | ..... |
| Co., Columbus, O. May 12, 1919 | T. | 2.60 | 2.95 | ..... | 3.20 | 3.50 | 3.60 | ..... | ..... | ..... | 4.40 | 4.50 | 4.70 | 4.80 | ..... | ..... | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | ..... | 7.30 | ..... | 7.50 | ..... | ..... |
| Lee Tire & Rubber Co., | Ribbed Tread | ..... | 13.75 | ..... | c17.45 | ..... | d21.00 | ..... | ..... | ..... | c26.65 | d27.55 | d28.50 | d29.60 | ..... | ..... | ..... | d38.40 | d39.65 | d41.55 | d42.20 | ..... | d48.90 | ..... | d51.80 | ..... | ..... |
| Conshohocken, Pa. | N.S. | c15.15 | ..... | ..... | c20.15 | ..... | d23.10 | ..... | ..... | ..... | c30.45 | d31.45 | d32.45 | d33.20 | ..... | d37.05 | §44.10 | §43.35 | §44.80 | §46.90 | §48.00 | ..... | §54.95 | §58.10 | §58.10 | ..... | ..... |
| May 12, 1919 Puncture | P | ..... | c25.25 | ..... | c31.65 | ..... | §33.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Proof | N.S | ..... | c27.75 | ..... | c34.65 | ..... | §36.90 | ..... | ..... | ..... | c44.15 | §48.25 | §49.95 | §51.60 | ..... | ..... | §61.65 | §61.70 | §64.35 | §66.80 | §68.15 | ..... | §73.75 | ..... | §75.80 | ..... | ..... |
| Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.55 | ..... | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | G.T. | 3.00 | 3.00 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 4.95 | 5.00 | 5.15 | 5.35 | ..... | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| L. & M. Rubber Co., | P | †13.35 | †14.00 | ..... | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | ..... | ..... | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 |
| Carrollton, Ohio | N.S | †15.20 | †16.20 | ..... | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | †32.60 | 33.30 | 35.10 | 36.00 | 37.15 | 38.25 | ..... | §46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.85 | 62.10 | †79.95 | †81.70 |
| May 15, 1919 | G.T. | 3.25 | 3.35 | ..... | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | ..... | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 |
| "L. & M. Buckskin" | R.T | 3.95 | 4.10 | ..... | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | ..... | 8.80 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 |
| Lewis Tire Co., May 12, 1919, | N.S. | ..... | 16.05 | ..... | 20.10 | ..... | 24.05 | ..... | ..... | ..... | 32.20 | 33.00 | 34.45 | 35.15 | 36.40 | 37.90 | ..... | ..... | 46.80 | 47.95 | 48.95 | ..... | 56.10 | 58.40 | 59.95 | ..... | ..... |
| Allentown, Pa. (5000 m.) "Mack" | R.T. | ..... | 3.15 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 5.10 | 5.20 | 5.30 | 5.60 | 6.20 | 6.50 | ..... | ..... | 6.95 | 7.10 | 7.25 | ..... | 8.40 | 8.50 | 8.65 | ..... | ..... |
| Liberty Tire & Rubber Co., | P | ..... | c19.50 | ..... | c25.00 | ..... | *29.50 | ..... | ..... | ..... | c39.25 | *40.00 | *42.00 | *42.70 | ..... | ..... | ..... | ..... | *57.50 | *60.25 | *61.25 | ..... | ..... | ..... | *73.00 | ..... | ..... |
| Green Bay, Wisc. | N.S | ..... | c22.50 | ..... | c28.50 | ..... | *36.25 | ..... | ..... | ..... | c45.00 | *45.75 | *48.20 | *49.25 | ..... | ..... | ..... | ..... | *65.20 | *68.50 | *69.60 | ..... | ..... | ..... | *85.40 | ..... | ..... |
| June 1 | G.T | ..... | 3.35 | ..... | 3.90 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.40 | 7.50 | 7.65 | ..... | ..... | ..... | 9.30 | ..... | ..... |
| (5000 miles) | R.T | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.75 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... |
| Lion Tire & Rubber Corp., | Ribbed | ..... | c19.60 | ..... | c24.20 | ..... | d27.45 | ..... | ..... | ..... | c36.55 | d38.00 | d39.15 | d40.05 | ..... | ..... | ..... | ..... | d53.20 | d55.50 | d56.40 | ..... | d66.30 | ..... | c71.45 | ..... | ..... |
| Lafayette, Ind. | N.S. | ..... | ..... | ..... | ..... | ..... | *28.90 | ..... | ..... | ..... | ..... | d39.30 | *41.25 | *42.10 | d44.00 | ..... | ..... | d54.20 | *55.90 | *58.45 | q59.50 | *62.00 | *69.85 | ..... | *75.20 | ..... | ..... |
| July 1, 1918 (5000 miles) | G.T. | ..... | 4.00 | ..... | 4.40 | 4.65 | 4.90 | ..... | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.85 | 6.95 | ..... | ..... | 8.10 | 8.40 | 8.65 | 8.95 | 9.25 | 10.30 | ..... | 10.70 | ..... | ..... |
| Long-Wear Rubber Co., | Ribbed Tread | ..... | c21.00 | ..... | c25.40 | ..... | d29.60 | ..... | ..... | ..... | c36.50 | d37.20 | d38.80 | d39.20 | ..... | ..... | d47.09 | d49.40 | d50.75 | d53.00 | d54.00 | ..... | *62.50 | ..... | *66.20 | ..... | ..... |
| Elyria, O. | N.S | ..... | ..... | ..... | c26.00 | ..... | d30.50 | ..... | ..... | ..... | c37.25 | d38.00 | d39.50 | d40.00 | ..... | ..... | d48.50 | 50.00 | d51.50 | d54.00 | d55.50 | ..... | *63.00 | ..... | *67.00 | ..... | ..... |
| (5000 miles) May 13, 1919 | G. & R.T. | 2.80 | 3.35 | ..... | 4.15 | ..... | 4.50 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.50 | ..... | ..... | 6.50 | 6.70 | 7.00 | 7.20 | 7.40 | ..... | 8.40 | ..... | 8.80 | ..... | ..... |
| McCreary Tire & Rubber Co., | P | 17.65 | 18.75 | ..... | 22.45 | ..... | 28.25 | ..... | ..... | ..... | 35.65 | 37.30 | 38.20 | 39.25 | ..... | 40.20 | ..... | 50.50 | ..... | 55.05 | 56.50 | 57.00 | 65.85 | ..... | 67.20 | ..... | ..... |
| Indiana, Pa. (6000 miles) | N.S. | 17.90 | 19.00 | ..... | 23.50 | ..... | 29.75 | ..... | ..... | ..... | 36.90 | 39.30 | 40.30 | 41.25 | ..... | 42.20 | 50.15 | 52.00 | 54.00 | 57.25 | 58.75 | 59.35 | 69.15 | ..... | 70.55 | ..... | ..... |
| May 20, 1919 | R.T. | 3.40 | 3.50 | ..... | 4.25 | ..... | 4.50 | ..... | ..... | ..... | 5.35 | 5.45 | 5.80 | 6.00 | ..... | 6.30 | 6.75 | 6.95 | 7.15 | 7.35 | 7.55 | 7.80 | 8.45 | ..... | 9.35 | ..... | ..... |
| McGraw Tire & Rubber Co., | Ribbed | c15.20 | c15.65 | ..... | c20.75 | ..... | d24.15 | ..... | ..... | ..... | c31.40 | d32.50 | d34.00 | d35.50 | ..... | ..... | d42.75 | d44.25 | d46.15 | d48.10 | d49.20 | ..... | *57.50 | ..... | *60.70 | ..... | ..... |
| Cleveland, O. | N.S. | c16.00 | c16.45 | ..... | c21.85 | ..... | d25.45 | ..... | ..... | ..... | c33.10 | d34.20 | d35.80 | d37.35 | ..... | ..... | d45.00 | d46.60 | d48.60 | d50.65 | d51.75 | ..... | *60.55 | ..... | *63.90 | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.60 | ..... | 4.30 | ..... | 4.65 | ..... | ..... | ..... | 5.40 | 5.60 | 5.70 | 5.85 | ..... | ..... | 7.10 | 7.25 | 7.40 | 7.50 | 7.60 | ..... | 8.90 | ..... | 9.50 | ..... | ..... |
| | G.T. | 2.75 | 2.85 | ..... | 3.50 | ..... | 3.90 | ..... | ..... | ..... | 4.80 | 4.95 | 5.05 | 5.15 | ..... | ..... | 6.00 | 6.25 | 6.35 | 6.45 | 6.55 | ..... | 7.80 | ..... | 8.25 | ..... | ..... |
| Cord Ribbed | | ..... | ..... | ..... | c26.50 | ..... | ..... | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... |
| Cord | N.S. | ..... | ..... | ..... | c28.50 | ..... | ..... | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| McLean Tire & Rubber Co., | N.S. | .... | c17.50 | ..... | c23.00 | ..... | d27.00 | ..... | ..... | ..... | c36.00 | d37.00 | d38.00 | d39.00 | ..... | ..... | ..... | d47.00 | d49.00 | d51.00 | d53.00 | ..... | *59.00 | ..... | *63.00 | ..... | ..... |
| East Liverpool, O. | G.T. | .... | 3.45 | ..... | 4.20 | ..... | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | ..... | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | ..... | ..... |
| May 12, 1919 | R.T. | .... | 3.80 | ..... | 4.60 | ..... | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | ..... | ..... | ..... | 7.60 | 7.75 | 8.00 | 8.25 | ..... | 9.70 | ..... | 10.00 | ..... | ..... |
| McNaull Tire Co., Toledo, O. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 1 (6000 miles) | Heavy Duty | ..... | ..... | ..... | 44.50 | ..... | 45.50 | ..... | ..... | ..... | ..... | 51.10 | ..... | 54.95 | ..... | 56.25 | ..... | ..... | 67.55 | ..... | 72.65 | ..... | ..... | ..... | ..... | ..... | 84.75 |
| McTal Rubber Co., | G.T. | ..... | 3.35 | ..... | 4.15 | 4.25 | 4.40 | 5.20 | ..... | ..... | 5.40 | 5.55 | 5.70 | 5.85 | 6.25 | 6.30 | ..... | 7.10 | 7.20 | 7.35 | 7.55 | 7.85 | 8.90 | 9.05 | 9.20 | 10.55 | 10.75 |
| West Haven, Conn. Apr. 22 | R.T. | ..... | 3.70 | ..... | 4.60 | 4.65 | 4.80 | 5.75 | ..... | ..... | 5.95 | 6.15 | 6.30 | 6.45 | 6.90 | 6.95 | ..... | 7.75 | 7.95 | 8.10 | 8.35 | 8.65 | 9.80 | 10.10 | 10.15 | 11.60 | 11.85 |
| Mansfield Tire & Rubber Co., | P. | 15.20 | 15.60 | 19.00 | 20.30 | 21.40 | 23.65 | 30.70 | 34.30 | 32.85 | 31.10 | 31.70 | 33.15 | 33.90 | 40.90 | 36.10 | ..... | ..... | 45.75 | 47.80 | 48.60 | 50.50 | 54.50 | 63.65 | 57.80 | ..... | ..... |
| Mansfield, O. (4000 miles) | N.S. | 15.95 | 16.40 | ..... | 21.25 | 22.40 | 24.70 | 32.15 | ..... | ..... | 32.65 | 33.20 | 34.80 | 35.65 | 42.90 | 37.95 | ..... | 46.55 | 48.00 | 50.20 | 51.10 | 53.10 | 57.25 | 66.80 | 60.70 | ..... | ..... |
| April 22 | G.T. | 3.25 | 3.30 | 3.75 | 4.15 | 4.20 | 4.25 | 5.00 | 5.30 | 5.45 | 5.25 | 5.35 | 5.50 | 5.65 | 6.35 | 6.05 | ..... | 6.75 | 6.90 | 7.10 | 7.30 | 7.55 | 8.60 | 9.45 | 8.90 | ..... | ..... |
| | R.T. | 3.65 | 3.70 | 4.20 | 4.60 | 4.70 | 4.75 | 5.55 | 5.90 | 6.06 | 5.85 | 5.90 | 6.10 | 6.25 | 7.10 | 6.70 | ..... | 7.50 | 7.70 | 7.85 | 8.10 | 8.40 | 9.55 | 10.45 | 9.85 | ..... | ..... |

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IT IS easier to pump up an advertisement to ninety pounds pressure and give it across-the-continent mileage than it is to do the same thing with a tire. The most effective publicity Kelly-Springfield Cords receive is the commendation of satisfied users.

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Marathon Tire & Rubber Co., | Runner | | c21.50 | | c24.40 | c25.35 | †28.80 | *30.55 | | | c35.30 | *36.70 | *37.90 | *39.00 | *41.20 | *42.15 | d47.90 | | *50.85 | *52.25 | *53.90 | *56.60 | *63.30 | *65.00 | *66.80 | | |
| Cuyahoga Falls, O. | Angle Ats. | c21.00 | c22.00 | | c25.00 | c26.00 | †29.50 | *31.35 | | | c36.20 | *37.65 | *38.85 | *40.00 | *42.25 | *43.30 | d49.15 | *50.60 | *52.20 | *53.65 | *55.25 | *58.05 | *64.80 | *66.70 | *68.50 | | |
| May 15, 1919 | R.T. | 3.30 | 3.50 | | 4.30 | 4.45 | 4.60 | 4.90 | | | 5.50 | 5.65 | 5.85 | 6.00 | 6.20 | 6.40 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.90 | 8.90 | 9.15 | 9.40 | 10.60 | 10.95 |
| | G.T. | 2.85 | 3.05 | | 3.80 | 3.95 | 4.05 | 4.35 | | | 4.85 | 5.00 | 5.15 | 5.30 | 5.45 | 5.65 | 6.05 | 6.20 | 6.40 | 6.60 | 6.80 | 7.00 | 8.00 | 8.25 | 8.45 | 9.60 | 9.90 |
| | Angle Tread Cord | | | | | | d43.20 | | | | | d54.50 | d56.25 | d57.95 | | | d61.30 | | d66.05 | d67.00 | d68.80 | | *81.00 | | *85.60 | | |
| Marion Tire & Rubber Co., | P. | c13.20 | c14.20 | | c18.50 | | | | | | | | | | | | | | | | | | | | | | |
| Marion, O. (4000 miles) | N.S. | c16.25 | c17.35 | | c22.00 | | *25.70 | | | | c34.40 | *35.05 | *36.70 | *37.50 | *39.60 | *41.80 | | | *49.75 | *52.05 | *52.80 | *57.20 | *61.10 | | *64.75 | | |
| May 12, 1919 | G.T. | 2.95 | 3.05 | | 3.60 | 3.85 | 4.10 | | | | 4.85 | 5.00 | 5.25 | 5.45 | 6.05 | 6.20 | | | 6.70 | 6.80 | 7.10 | 7.55 | 8.20 | | 8.50 | | |
| | R.T. | | 4.05 | | 4.70 | 5.15 | 5.40 | | | | 6.40 | 6.55 | 6.85 | 7.00 | 7.35 | 7.55 | | | 8.40 | 9.15 | 9.35 | 10.15 | 10.45 | | 10.95 | | |
| | Ribbed Tread | | c16.50 | | c21.20 | *22.00 | *24.20 | | | | c32.45 | *33.00 | d34.65 | d35.75 | | | | | d47.85 | d50.40 | d51.15 | | d59.40 | | d62.70 | | |
| Mason Tire & Rubber Co., | P. | 16.25 | 17.20 | | 21.65 | | 26.40 | | | | 33.45 | 34.05 | 36.05 | 36.65 | | | 44.95 | | 45.95 | 47.60 | 48.35 | | 56.00 | | 59.00 | | |
| Kent, O. | Ribbed | 17.20 | 18.50 | | 22.40 | | 27.15 | | | | 34.75 | 35.30 | 37.50 | 38.05 | | | 46.95 | 48.95 | 49.55 | 52.50 | 53.20 | | 61.70 | | 65.95 | | |
| | N.S. | | 20.20 | | 24.65 | | 29.20 | | | | 36.25 | 36.85 | 39.00 | 39.70 | | | 49.00 | 51.00 | 52.45 | 54.45 | 55.05 | | 64.95 | | 68.85 | | |
| May 12, 1919 | G.T. | 3.10 | 3.40 | | 3.80 | | 4.05 | | | | 4.85 | 5.00 | 5.20 | 5.45 | | | 6.10 | 6.25 | 6.45 | 6.55 | 6.80 | | 7.45 | | 7.75 | | |
| | R.T. | 3.25 | 3.70 | | 3.90 | | 4.25 | | | | 5.10 | 5.25 | 5.45 | 5.70 | | | 6.60 | 6.80 | 7.00 | 7.10 | 7.35 | | 8.10 | | 8.45 | | |
| | Cord | | | | c32.80 | | d39.80 | | | | | d51.50 | d51.90 | d53.35 | | | d56.90 | d58.40 | *60.00 | d61.55 | *62.90 | | *74.55 | | *77.95 | | |
| Meyer Rubber Co., | N.S. | | | | c20.60 | | d24.25 | | | | c31.75 | d32.30 | d33.70 | d34.55 | | | | | | | | | | | | | |
| Columbiana, Ohio | Runner T. | | c15.20 | | c19.00 | | d23.05 | | | | c30.25 | d30.80 | d32.15 | d32.95 | | | | | | | | | | | | | |
| July 1 | Extra Heavy T. | | 2.95 | | 3.40 | | 3.67 | | | | 4.60 | 4.80 | 4.93 | 5.06 | | 5.27 | | | 6.33 | 6.47 | 6.60 | 6.80 | 7.73 | 7.87 | 8.00 | | |
| | Special T. | | 2.64 | | 2.95 | | 3.35 | | | | 4.20 | 4.29 | 4.43 | 4.56 | | 4.85 | | | 5.43 | 5.60 | 5.77 | 5.98 | 6.76 | 6.89 | 7.03 | | |
| Michelin Tire Co., | P. | | | | c21.50 | | | | | | | | | | | | | | | | | | | | | | |
| Milltown, N.J. | Universal | | c16.10 | | d20.50 | c22.80 | d24.50 | | | | c27.90 | d33.25 | d34.50 | d35.75 | | | | | | | | | | | | | |
| May 12, 1919 | Cord | | | | | | | | | | | d48.25 | d49.50 | d51.25 | | | d55.25 | | d58.00 | | d60.75 | | d68.00 | | d72.00 | | |
| | Tube | 3.30 | 3.35 | | 3.95 | 3.35 | 4.20 | *4.60 | | | 4.50 | 5.25 | 5.50 | 5.70 | | | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | | 8.30 | 8.50 | 8.80 | 9.75 | 9.75 |
| Mid-Contitent Tire Mfg. Co., | Ribbed C'd | | c21.15 | | c26.45 | | d30.25 | | | | c37.95 | d39.00 | d40.10 | d41.25 | | | *45.60 | d48.10 | d49.50 | d51.80 | *53.15 | | *64.45 | | *68.65 | | |
| Wichita, Kan. "Mdico" (2500 m.) | N.S. | | c23.50 | | c27.90 | | d33.60 | | | | c40.55 | d44.20 | d45.50 | d47.50 | | | *51.25 | d53.25 | *55.15 | d58.50 | *59.10 | | *72.20 | | *76.80 | | |
| June 2 Ford sizes (10000 m.) | Cord | | | | c39.85 | | d45.50 | | | | | d57.95 | d58.90 | d60.90 | | | d65.25 | d66.40 | d68.65 | d70.40 | d71.90 | | d84.15 | | d85.50 | | |
| | Tubes | | 3.80 | | 4.90 | | 5.10 | | | | 6.00 | 6.15 | 6.35 | 6.60 | | | 7.70 | 8.00 | 8.25 | 8.40 | 8.70 | | 9.85 | | 10.45 | | |
| | Midco G.T. | | 2.85 | | 3.35 | | 3.80 | | | | 4.50 | 4.75 | 4.95 | 5.10 | | | 6.00 | 6.20 | 6.35 | 6.45 | 6.65 | | 7.75 | | 7.95 | | |
| Miller Rubber Co., | Cord Ribbed | | | | c29.75 | | d37.05 | | | | | d47.00 | d48.25 | d49.75 | | | d53.05 | d54.45 | d55.90 | d57.20 | d58.60 | | *69.50 | | *72.60 | | |
| Akron, O. | N.S. | | | | c32.10 | | d39.75 | | | | | d51.55 | d51.90 | d53.35 | | | d56.90 | d58.45 | d60.00 | d61.50 | d62.90 | | *74.55 | | *78.00 | | |
| May 12, 1919 | Black Tread N.S. | c15.20 | c15.75 | | c20.00 | | d23.35 | | | | c31.25 | d31.85 | d33.35 | d34.10 | | | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | | d55.55 | | d58.85 | | |
| | Wrapped P. | c15.20 | d16.20 | | c20.60 | | d24.10 | | | | c31.25 | d31.90 | d33.50 | d34.20 | | | d40.65 | d41.85 | d43.25 | d45.30 | | | *53.05 | | | | |
| | Wrapped N.S. | c17.60 | c18.90 | | c24.10 | | d28.15 | | | | c36.55 | d37.35 | d39.20 | d40.00 | | | d47.50 | d49.05 | d50.60 | d52.90 | d53.70 | | *63.70 | | *67.55 | | |
| | CT.T. | 2.65 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | |
| | R.T. | 3.30 | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | | 8.75 | | |
| Midland Tire & Rubber | P. | | | | 23.95 | 25.85 | 28.05 | 28.85 | | | 34.10 | 34.65 | 36.30 | 37.40 | | 39.05 | | | | 52.25 | 53.45 | | 61.60 | 62.70 | 64.90 | | |
| McClure Co., Coshocton, O., (5000 mis.) | N.S | 19.80 | 22.00 | | 27.50 | | 29.85 | 32.65 | | | 39.85 | 40.70 | 42.90 | 44.00 | | 46.75 | 55.00 | | 58.30 | 60.50 | 62.15 | 64.90 | 71.50 | 73.15 | 75.90 | 105.15 | 116.60 |
| Oct 1 Peerless | P. | | 15.20 | | 19.60 | 20.70 | 23.05 | 26.90 | | | 30.25 | 30.80 | 32.15 | 33.95 | | 38.60 | | | 44.35 | 46.40 | 47.10 | 53.90 | 52.90 | | | | |
| | N.S | 16.40 | 15.85 | | 20.65 | | 24.25 | 28.15 | | | 31.75 | 32.30 | 33.70 | 34.55 | | 40.50 | 43.85 | | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | | | | |
| Monarch—see Perfection | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mohawk Rubber Co., | N.S. | c20.80 | c21.85 | | §26.85 | c27.85 | §30.80 | *33.60 | | | c37.40 | 39.80 | 40.85 | 42.40 | *43.85 | 46.35 | *48.90 | *49.95 | 52.15 | 54.40 | 57.15 | *58.50 | *65.00 | †67.80 | 69.30 | q80.35 | q82.90 |
| Akron, O. | Ribbed | | c19.45 | | c23.20 | | d27.15 | | | | 34.35 | d36.65 | d37.75 | *38.85 | | | *44.45 | | *47.75 | d49.75 | *52.60 | | *59.95 | | *63.25 | | |
| May 12, 1919 | Keaton, N.S. | | | | c28.20 | | d32.50 | | | | c39.00 | d41.95 | d43.05 | d44.65 | | | *51.35 | | *55.40 | d56.45 | *59.55 | | *68.75 | q71.25 | *72.10 | q84.60 | q87.20 |
| | Tubes | 3.15 | 3.30 | | 4.20 | 4.35 | 4.50 | 4.80 | | | 5.30 | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.80 | 7.05 | 7.20 | 7.35 | 7.60 | 7.90 | 8.60 | 8.90 | 9.20 | 10.50 | 10.80 |
| | Cord N.S. | | | | | | | | | | | d58.50 | d59.75 | d61.55 | | | d69.05 | d70.65 | d72.25 | d74.05 | d76.75 | | *88.55 | | *90.00 | | |
| | Cord Ribbed | | | | | | | | | | | d55.55 | d56.80 | d58.50 | | | d65.95 | d67.30 | d69.05 | d70.85 | d72.90 | | *83.90 | | *85.50 | | |
| Monarch Rubber Co., | N.S. | | 19.00 | | 23.10 | | 29.05 | | | | 36.90 | 38.10 | 39.80 | 41.10 | | | | 49.50 | 51.80 | 54.00 | 57.10 | | 64.10 | | 69.70 | | |
| Hartsville, O. (4000 miles) | G.T | | 3.30 | | 3.90 | | 4.55 | | | | 5.40 | 5.50 | 5.65 | 5.85 | | | | 6.80 | 6.95 | 7.15 | 7.40 | | 8.65 | | 8.95 | | |
| June 25, 1919 | R.T. | | 3.75 | | 4.40 | | 5.05 | | | | 6.10 | 6.25 | 6.50 | 6.60 | | | | 7.70 | 7.80 | 8.05 | 8.25 | | 9.65 | | 9.95 | | |
| Mutual Tire & Rubber (5500 m.) | N.S. | 22.80 | 23.05 | | 29.20 | | 34.80 | | | | 43.40 | 44.20 | 46.70 | 47.50 | | | *55.80 | *57.90 | 59.85 | 63.05 | 65.60 | | 75.40 | | 80.15 | | |
| Co., N.Y.C. May 15 | R.T. | | 4.50 | | 5.35 | | 5.55 | | | | 7.15 | 7.40 | 7.55 | 7.70 | | | 9.00 | 9.15 | 9.35 | 9.55 | 9.80 | | 11.30 | | 11.55 | | |
| National Rubber Products Co., | N.S. | | c17.50 | | c22.75 | | *26.10 | | | | c34.85 | *35.50 | *37.10 | *38.25 | | | *48.60 | d49.50 | *50.40 | *51.30 | *52.20 | | d60.00 | | *63.00 | | |
| Phila., Pa.. "Speedway" | Tubes | | 4.35 | | 4.95 | | 5.45 | | | | 7.05 | 7.25 | 7.45 | 7.65 | | | 9.30 | 9.45 | 9.60 | 9.75 | 9.85 | | 11.55 | | 12.05 | | |
| May 15, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Tire & Rubber "Capitol" | P. | 13.30 | 13.05 | | 17.00 | | 19.70 | | | | 26.00 | 26.55 | 27.95 | 28.45 | | | | | 38.30 | 40.05 | 40.60 | | 45.70 | | 48.35 | | |
| Co., (5000 miles) "Capitol" | N.S. | 15.00 | 14.75 | | 18.90 | | 22.15 | | | | 29.60 | 30.10 | 31.60 | 32.25 | | | | | 43.30 | 45.25 | 45.90 | | 53.30 | | 56.30 | | |
| East Palestine, O. Olympian & | P. | | 14.10 | | 18.30 | | 21.50 | | | | 28.70 | 29.20 | 30.65 | 31.30 | | | | | | 43.90 | | | 51.70 | | 54.60 | | |
| May 12, 1919 Roamer | N.S. | | 14.75 | | 18.90 | | 22.15 | | | | 29.60 | 30.10 | 31.60 | 32.25 | | | | | | 45.25 | | | 53.30 | | 56.30 | | |
| (6000 miles) Highway | N.S. | 15.00 | 14.75 | | 18.90 | | 22.15 | | | | 29.60 | 30.10 | 31.60 | 32.25 | | | | | | | | | | | | | |
| Record | N.S. | | 14.10 | | 18.30 | | 21.50 | | | | 28.70 | 29.20 | 30.65 | 31.30 | | | | | | | | | | | | | |
| | G.T. | 2.80 | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | | | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | |
| | R.T. | 3.40 | 3.30 | | 3.90 | | 4.35 | | | | 4.95 | 5.10 | 5.35 | 5.55 | | | | | 6.85 | 6.90 | 7.25 | | 8.40 | | 8.70 | | |
| National Tire Co., | P. | | 12.90 | | 16.80 | | 19.45 | | | | 25.65 | 26.20 | 27.40 | 28.10 | | | | | 37.80 | 39.55 | 40.10 | | 45.10 | | 47.75 | | |
| Trenton, N.J. | N.S. | | 14.75 | | 18.70 | | 21.85 | | | | 29.20 | 29.70 | 31.20 | 31.85 | | | | | 42.75 | 44.70 | 45.35 | | 52.50 | | 55.60 | | |
| May 12, 1919 | R.T. | | 3.30 | | 3.90 | | 4.35 | | | | 4.95 | 5.10 | 5.35 | 5.55 | | | | | 6.85 | 6.90 | 7.25 | | 8.40 | | 8.70 | | |
| Needham Tire Co., | P. | c15.85 | c17.15 | | 21.80 | 23.10 | 25.45 | *28.55 | | | 34.00 | *34.80 | *36.50 | *37.15 | *38.70 | *39.30 | | *47.90 | *49.50 | *51.70 | *52.40 | *54.35 | *58.85 | *59.65 | *61.90 | q87.75 | q87.80 |
| Charles River, Mass. | N.S. | | | | 25.10 | 26.30 | 29.15 | *32.70 | | | 39.40 | *40.00 | *41.80 | *42.60 | *44.35 | *44.95 | | *55.85 | *57.00 | *59.35 | *60.00 | *62.30 | *67.45 | *68.35 | *71.00 | q98.20 | q100.75 |
| May 15 (3500 miles) | T. | 3.00 | 3.10 | | 3.55 | 3.65 | 3.70 | 3.90 | | | 4.90 | 5.10 | 5.20 | 5.35 | 5.50 | 5.50 | | 6.60 | 6.80 | 6.80 | 6.90 | 7.15 | 8.15 | 8.40 | 8.40 | 9.00 | 9.25 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Neverslip—see Falls** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Neverskid—see Faure** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **New Castle Tire Co.,** | Ribbed | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | ..... | e30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... | d46.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh, May 1, 1919 | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | ..... | e31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... | d48.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New Jersey Carspring Co.,** | "Carspring" P. | c14.28 | c14.44 | ..... | c18.77 | ..... | d21.76 | ..... | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.80 | ..... | ..... | ..... | d41.04 | d42.23 | d44.08 | d44.75 | ..... | d50.32 | ..... | d53.31 | ..... | ..... | ..... | ..... | ..... |
| | "Carspring" N.S. | c14.85 | c15.11 | ..... | c19.54 | ..... | d22.79 | ..... | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | d42.95 | d44.29 | d46.30 | d47.02 | ..... | d52.80 | ..... | d55.99 | ..... | ..... | ..... | ..... | ..... |
| Jersey City, N. J. | G.T. | 2.82 | 2.88 | ..... | 3.44 | ..... | 3.80 | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... | ..... |
| (5000 miles) May 12, 1919 | R.T. | 3.18 | 3.34 | ..... | 4.00 | ..... | 4.26 | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | ..... | 8.72 | ..... | ..... | ..... | ..... | ..... |
| **Nobby—see U.S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Norwalk Tire & Rubber Co.,** | P. | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | q54.40 | ..... | ..... | ..... | q65.70 | ..... | ..... | ..... | ..... | ..... |
| Norwalk, Conn. | N.S. | ..... | c19.45 | ..... | c25.95 | c29.15 | *31.75 | ..... | ..... | ..... | ..... | e36.70 | *40.00 | *41.45 | *42.60 | ..... | q45.25 | d50.65 | d52.40 | *54.15 | *55.90 | *57.65 | q59.45 | *65.20 | q66.05 | *69.00 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 (5000 m.) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.45 | ..... | ..... | ..... | ..... | ..... | d49.75 | d51.10 | d52.45 | ..... | ..... | d54.65 | d57.80 | d59.05 | d60.45 | d62.15 | ..... | *73.40 | ..... | d76.90 | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.25 | ..... | ..... | ..... | ..... | ..... | d53.40 | d54.85 | d56.30 | ..... | ..... | d60.20 | d61.75 | d63.30 | d64.85 | d66.45 | ..... | *78.80 | ..... | *82.45 | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.20 | 4.35 | 4.45 | 5.25 | ..... | ..... | ..... | 5.15 | 5.30 | 5.45 | 5.55 | ..... | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 | ..... | ..... | ..... |
| | R.T. | 3.50 | 3.55 | ..... | 4.40 | 4.55 | 4.65 | 5.50 | ..... | ..... | ..... | 5.70 | 5.85 | 6.00 | 6.15 | ..... | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 | ..... | ..... | ..... |
| **Oldfield Tire Co.,** | P. | ..... | c13.60 | ..... | c17.75 | ..... | c21.65 | ..... | ..... | ..... | ..... | e28.55 | d29.10 | d30.40 | d31.10 | ..... | ..... | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | ..... | 50.00 | ..... | 55.15 | ..... | ..... | ..... | ..... | ..... |
| Cleveland, O. | N.S. | ..... | c16.50 | ..... | c21.10 | ..... | d25.85 | ..... | ..... | ..... | ..... | e34.45 | d35.15 | d36.90 | d37.75 | ..... | ..... | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | ..... | 61.55 | ..... | 65.25 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | e28.35 | ..... | d35.30 | ..... | ..... | ..... | ..... | ..... | d47.20 | d48.50 | d49.60 | ..... | ..... | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | ..... | *69.80 | ..... | *72.90 | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | e30.60 | ..... | d37.90 | ..... | ..... | ..... | ..... | ..... | d50.70 | d52.10 | d53.40 | ..... | ..... | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | ..... | *74.80 | ..... | *78.25 | ..... | ..... | ..... | ..... | ..... |
| **Olympian—see Natl. Tire & Rubber Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Owen Tire & Rubber Co.,** | (6000 m.) Ribbed | ..... | c18.50 | ..... | c22.95 | ..... | c29.50 | ..... | ..... | ..... | ..... | e31.65 | e35.10 | e36.10 | e37.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., (6500 miles) | N.S. | ..... | ..... | ..... | c25.00 | ..... | c32.50 | ..... | ..... | ..... | ..... | e36.00 | e40.00 | e41.25 | e43.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Bedford, O. | Tubes | ..... | 3.05 | ..... | 3.60 | ..... | 3.95 | ..... | ..... | ..... | ..... | 4.80 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.20 | 6.40 | 6.55 | 6.70 | 6.90 | ..... | 7.85 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Owen Cords Ribbed | ..... | ..... | ..... | ..... | ..... | d35.25 | ..... | ..... | ..... | ..... | ..... | d44.75 | d45.90 | d47.20 | ..... | ..... | d50.40 | d51.75 | d53.05 | d54.34 | d55.65 | ..... | *66.00 | ..... | *69.10 | ..... | ..... | ..... | ..... | ..... |
| | Owen Cords N.S. | ..... | ..... | ..... | ..... | ..... | d37.85 | ..... | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.55 | d57.00 | d58.55 | d59.80 | ..... | *70.90 | ..... | *74.30 | ..... | ..... | ..... | ..... | ..... |
| **Palmer Tire &** | Molded Gum Tubes | ..... | 3.80 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | ..... | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | ..... | 9.50 | 10.00 | 10.15 | ..... | 11.25 | ..... | ..... | ..... |
| Rubber Co., | Safety Cord Tubes | ..... | 4.20 | ..... | 4.40 | ..... | 4.70 | ..... | ..... | ..... | ..... | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6.90 | 7.05 | 7.35 | 7.50 | 7.75 | ..... | 8.95 | 9.45 | 9.55 | ..... | ..... | ..... | ..... | ..... |
| St. Joseph, Mich., June 2, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Para-Bell Rubber Co.,** | F. | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | ..... | e28.67 | d29.29 | d30.63 | d31.80 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Columbiana, O. (4000 miles) | N.S. | ..... | c15.11 | d22.79 | c19.54 | ..... | ..... | ..... | ..... | ..... | ..... | e30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... | ..... | ..... | ..... |
| **Peerless Tire &** | Ribbed Tread | ..... | c16.50 | ..... | c21.00 | ..... | ..... | ..... | ..... | ..... | ..... | e36.65 | d37.40 | d39.25 | d40.10 | ..... | ..... | ..... | ..... | ..... | ..... | d53.25 | d55.65 | d56.50 | ..... | ..... | ..... | §69.25 | ..... | ..... | ..... | ..... |
| Rubber Co., | N.S. | ..... | c18.50 | ..... | c23.50 | ..... | d27.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Green Bay, Wisc. | G.T. | ..... | 3.35 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | ..... | ..... | 7.30 | 7.40 | 7.60 | ..... | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... |
| May 1 "Green Bay Peerless" | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | ..... | 5.90 | 6.05 | 6.25 | 6.55 | ..... | ..... | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... | ..... | ..... |
| **Pennsylvania** | (6000) Vacuum Cup | ..... | c15.70 | ..... | c20.10 | c21.45 | *33.70 | *27.10 | ..... | ..... | ..... | e30.00 | *30.55 | *32.25 | *32.90 | *34.70 | *35.25 | d42.45 | d44.25 | *44.60 | *46.35 | *46.90 | *48.60 | *57.10 | *58.20 | *57.10 | ..... | ..... | ..... | ..... | ..... |
| Rubber Co., | (3500 m.) Bar Circle | ..... | c12.65 | ..... | c15.35 | ..... | *17.90 | ..... | ..... | ..... | ..... | e23.90 | *24.35 | *25.55 | *26.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jeanette, Pa. (6000) | Vacuum Cup Cd. | ..... | ..... | ..... | e32.75 | ..... | d36.45 | ..... | ..... | ..... | ..... | ..... | d46.30 | d47.55 | d48.80 | ..... | ..... | d52.15 | d53.55 | d55.00 | d56.20 | *57.65 | ..... | *68.30 | ..... | *71.40 | ..... | ..... | ..... | ..... | ..... |
| July 19, 1919 (6000) | Channel Td. Cd. | ..... | ..... | ..... | e30.50 | ..... | d33.95 | ..... | ..... | ..... | ..... | ..... | d43.10 | d44.25 | d45.30 | ..... | ..... | d48.60 | d49.80 | d51.20 | d52.40 | *53.65 | ..... | *63.70 | ..... | *66.60 | ..... | ..... | ..... | ..... | ..... |
| | Ton Tested G.T. | ..... | 2.40 | ..... | 2.80 | 3.15 | 3.30 | 3.60 | ..... | ..... | ..... | 3.95 | 4.10 | 4.30 | 4.45 | 4.70 | 4.85 | 5.25 | 5.40 | 5.55 | 5.65 | 5.85 | 6.20 | 6.75 | 6.95 | 7.00 | ..... | ..... | ..... | ..... | ..... |
| | Ex. Heavy G.T. | ..... | 3.00 | ..... | 3.50 | ..... | 4.15 | ..... | ..... | ..... | ..... | 4.95 | 5.15 | 5.40 | 5.55 | ..... | ..... | 6.55 | 6.75 | 6.95 | 7.05 | 7.30 | ..... | 8.45 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... |
| **Perfection Tire &** | (6000 miles) P. | ..... | 19.95 | ..... | 24.05 | ..... | 27.35 | ..... | ..... | ..... | ..... | 34.15 | 35.35 | 36.50 | 37.80 | ..... | ..... | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | ..... | 58.55 | ..... | 62.95 | ..... | ..... | ..... | ..... | ..... |
| Rubber Co., | (6000 miles) N.S. | ..... | 22.00 | ..... | 25.75 | ..... | 31.35 | ..... | ..... | ..... | ..... | 37.15 | 38.95 | 40.80 | 42.60 | ..... | ..... | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | ..... | 64.85 | ..... | 69.50 | ..... | ..... | ..... | ..... | ..... |
| Fort Madison, Ia. | (3500 miles) N.S. | ..... | 15.65 | ..... | 19.90 | ..... | 23.25 | ..... | ..... | ..... | ..... | 31.15 | 31.75 | 33.25 | 34.00 | ..... | ..... | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | ..... | 55.45 | ..... | 58.75 | ..... | ..... | ..... | ..... | ..... |
| July 1st, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | ..... | 4.85 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... |
| **Perfection Tube Co.,** | April 1 G.T. | 3.15 | 3.35 | ..... | 4.15 | 4.20 | 4.25 | 4.50 | ..... | ..... | ..... | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | ..... | 6.80 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | ..... | 9.50 | ..... | ..... | ..... |
| Painesville, O. | "Monarch" R.T. | 3.45 | 3.70 | ..... | 4.65 | 4.70 | 4.75 | 5.00 | ..... | ..... | ..... | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | ..... | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | ..... | 10.50 | ..... | ..... | ..... |
| **Pharis Tire & Rubber Co.,** | P. | 13.70 | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | 36.60 | 37.80 | 39.55 | ..... | ..... | 45.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Newark, O. | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | 43.85 | 45.25 | 47.30 | 48.00 | ..... | 55.55 | ..... | 58.85 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | R.T. | 3.35 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... |
| **Portage Rubber Co.,** | P. | ..... | c16.50 | ..... | c19.40 | c21.60 | d25.75 | ..... | ..... | ..... | ..... | c29.75 | d31.95 | d33.55 | d34.35 | ..... | ..... | d42.65 | d44.10 | d43.20 | d45.30 | d45.95 | ..... | *51.70 | ..... | *54.00 | ..... | ..... | ..... | ..... | ..... |
| Barberton, O. | Daisy N.S. | c16.05 | c17.30 | ..... | c22.25 | c23.45 | d28.20 | ..... | ..... | ..... | ..... | e34.10 | d34.80 | d36.60 | d37.40 | ..... | ..... | 47.80 | d49.10 | d49.50 | d51.50 | d52.05 | ..... | *62.30 | ..... | *65.25 | ..... | ..... | ..... | ..... | ..... |
| July 1, 1919 | Tubes | 2.85 | 3.10 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | ..... | 5.00 | 5.25 | 5.45 | 5.60 | ..... | ..... | 6.55 | 6.70 | 6.80 | 6.95 | 7.20 | ..... | 8.00 | ..... | 8.40 | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... | ..... | ..... | ..... |
| | Cord Daisy Tread | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... | ..... | ..... | ..... |
| **Porter Rubber Co.,** | Giant | ..... | c15.75 | ..... | c22.25 | ..... | d26.50 | ..... | ..... | ..... | ..... | e33.50 | d34.25 | *35.00 | d36.00 | ..... | ..... | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | ..... | *61.00 | ..... | ..... | ..... | ..... | ..... |
| Salem, O. | N.S. | ..... | c18.80 | ..... | c23.50 | ..... | d27.75 | ..... | ..... | ..... | ..... | e35.00 | d35.75 | d36.60 | d37.40 | ..... | ..... | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | ..... | *62.95 | ..... | ..... | ..... | ..... | ..... |
| May 15, 1919 (5000 miles) | G.T. | ..... | 3.10 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | ..... | 4.90 | 5.15 | 5.20 | 5.45 | ..... | ..... | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | ..... | 8.40 | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.05 | ..... | ..... | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | ..... | 9.30 | ..... | ..... | ..... | ..... | ..... |
| **Pyramid—see Pharis** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Powertown—see RochesterTire & R.Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Quaker City Rubber Co.,** | P. | †15.65 | †16.50 | †17.80 | 20.60 | †21.60 | 24.60 | 26.45 | ..... | ..... | ..... | †30.85 | 31.25 | 32.60 | 33.10 | *34.60 | 35.10 | e42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 | ..... | ..... | ..... |
| Philadelphia, Pa. | "T.T.T" N.S. | †17.60 | †19.10 | †20.70 | 23.95 | †24.90 | 28.90 | 30.90 | ..... | ..... | ..... | †35.80 | 36.40 | 37.85 | 38.60 | *40.25 | 40.85 | e46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.90 | *58.55 | 59.30 | *61.60 | q80.10 | q83.35 | ..... | ..... | ..... |
| May 14, 1919 (5000 miles) | G.T. | 3.20 | 3.35 | 3.50 | 3.75 | 3.95 | 4.00 | 4.20 | 4.35 | 5.60 | ..... | 5.10 | 5.40 | 5.80 | 5.90 | 5.80 | 5.90 | 6.30 | 7.00 | 7.05 | 7.15 | 7.25 | 7.45 | 8.55 | 8.65 | 8.90 | 9.45 | 9.35 | ..... | ..... | ..... |
| | R.T. | 3.50 | 3.70 | 3.90 | 4.15 | 4.95 | 4.40 | 4.60 | 4.85 | 5.50 | ..... | 5.55 | 5.95 | 6.05 | 6.15 | 6.40 | 6.50 | 7.55 | 7.70 | 7.75 | 7.85 | 8.00 | 8.20 | 9.40 | 9.50 | 9.80 | 10.40 | 10.30 | ..... | ..... | ..... |

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# GLOBE CORDS

## GUARANTEED 8000 MILES

**FABRIC TIRES 6000 MILES**

# Economy through Quality

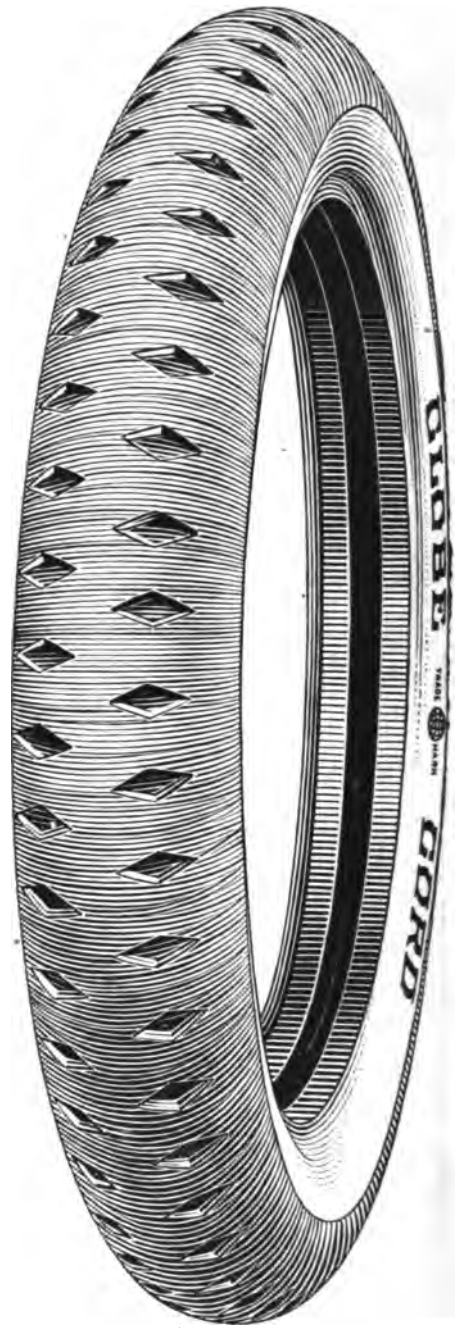
Hand-made Globe Tires—Cord or Fabric—cost about 10% more to make than ordinary tires, but they give the user about 50% more miles. Figured on a mileage basis, Globe Tires are the most economical of all.

*To responsible dealers only: If Globe Tires are not represented in your city or town, write us promptly for our exclusive proposition.*

## GLOBE RUBBER TIRE MANUFACTURING CO.

*Executive Offices:* 1851 Broadway, New York
*Factories:* Trenton, N. J.

NEW YORK BRANCH: 1851 Broadway
CHICAGO BRANCH: 2029 S. Michigan Ave.
PHILADELPHIA BRANCH: 804 N. Broad St.
BOSTON BRANCH: 679 Beacon St.




*Globe Tubes in Globe Tires make the ideal combination*

TRADE GLOBE MARK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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Racine Auto Tire Co., | P. | $15.05 | $15.25 | ..... | $19.35 | ..... | $23.40 | ..... | ..... | ..... | $28.80 | $29.70 | $30.15 | $30.60 | ..... | ..... | d38.25 | d39.60 | $40.95 | $42.75 | $43.65 | ..... | $49.95 | $50.00 | $50.40 | ..... | ..... |
| Racine, Wis. | N.B. | $16.65 | c16.85 | ..... | c21.15 | ..... | $26.10 | ..... | ..... | ..... | $32.85 | $33.75 | $35.10 | $36.00 | ..... | ..... | d44.55 | d46.35 | $47.70 | $49.95 | $50.85 | ..... | $58.50 | $59.50 | $62.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.80 | 2.85 | ..... | 3.40 | ..... | 3.85 | ..... | ..... | ..... | 4.55 | 4.75 | 4.95 | 5.15 | ..... | ..... | 6.05 | 6.20 | 6.35 | 6.40 | 6.70 | ..... | 7.75 | 7.90 | 8.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *56.70 | *58.05 | *58.95 | ..... | *69.80 | ..... | *72.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d50.85 | d52.20 | d53.55 | ..... | ..... | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | ..... | d75.15 | ..... | d78.75 | ..... | ..... |
| | Brown Re-Cord Tubes | ..... | 3.90 | ..... | 4.45 | ..... | 4.90 | ..... | ..... | ..... | 5.50 | 5.85 | 6.00 | 6.30 | ..... | ..... | 7.30 | 7.55 | 7.75 | 8.03 | 8.40 | ..... | 9.55 | 9.80 | 10.00 | ..... | ..... |
| Racine Rubber Co., | P. | 13.70 | 14.00 | ..... | 17.30 | 18.15 | 20.10 | 24.55 | ..... | ..... | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.30 | 36.55 | 37.60 | 38.90 | 40.60 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 64.50 | 66.65 |
| Racine, Wis. | Country Road N.S. | 16.85 | 17.05 | ..... | 20.55 | 22.05 | 23.95 | 27.15 | ..... | ..... | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 |
| May 12, 1919 | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | 36.20 | ..... | ..... | ..... | 44.50 | 45.95 | 47.15 | 48.25 | ..... | ..... | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | ..... | 67.90 | 69.70 | 70.95 | ..... | ..... |
| | N.S. Cord | ..... | ..... | ..... | ..... | ..... | 38.00 | ..... | ..... | ..... | 46.50 | 48.25 | 49.50 | 50.85 | ..... | ..... | 54.20 | 55.80 | 57.35 | 58.65 | 60.05 | ..... | 71.15 | 73.00 | 74.00 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | ..... | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 |
| | R.T. | 3.40 | 3.55 | 3.75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | ..... | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 |
| Record—See National Tire & Rub. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Redskin Tube—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Red Top—see Supertread | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reliance Tire & Rubber Corp., | G.T. | 3.05 | 3.15 | ..... | 3.75 | 4.00 | 3.85 | 4.25 | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.80 | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.60 | 6.90 | 7.85 | 7.95 | 8.05 | ..... | ..... |
| Keyport, N. J. May 12, 1919, | R.T. | 3.30 | 3.35 | ..... | 3.95 | 4.35 | 4.20 | 4.60 | ..... | ..... | 5.00 | 5.25 | 5.50 | 5.70 | 5.90 | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | 7.80 | 8.30 | 8.55 | 8.80 | ..... | ..... |
| Republic Rubber Co., | Ribbed Tread | ..... | c16.20 | ..... | c20.60 | ..... | d24.05 | ..... | ..... | ..... | c32.05 | d32.75 | d34.40 | d35.15 | ..... | ..... | 143.80 | d45.15 | d46.75 | d48.90 | d49.55 | ..... | d57.25 | ..... | ..... | ..... | ..... |
| Youngstown, O. | Staggard Tread | c16.85 | c17.95 | ..... | c22.90 | c24.80 | d26.80 | d30.45 | ..... | ..... | c35.75 | d36.50 | d38.35 | d39.15 | d41.00 | d41.60 | d48.90 | d50.35 | d52.00 | d54.50 | d55.25 | d57.55 | *63.80 | d64.75 | *67.70 | ..... | ..... |
| May 12, 1919 | G.T. | 2.95 | 3.00 | ..... | 3.50 | 3.65 | 3.75 | 4.20 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.60 | 5.75 | 5.95 | 6.65 | 6.80 | 6.90 | 7.05 | 7.15 | 7.45 | 8.35 | 8.55 | 8.60 | ..... | ..... |
| | R.T. | 3.40 | 3.60 | ..... | 4.20 | 4.40 | 4.45 | 4.70 | ..... | ..... | 5.65 | 5.75 | 6.05 | 6.25 | 6.50 | 6.60 | 7.30 | 7.45 | 7.70 | 7.80 | 8.00 | 8.25 | 9.25 | 9.45 | 9.65 | ..... | ..... |
| | Grande Cord { Ribbed | ..... | ..... | ..... | ..... | ..... | d40.55 | ..... | ..... | ..... | ..... | d51.40 | d52.80 | d54.29 | ..... | ..... | d57.95 | d59.35 | d61.05 | d62.45 | d63.95 | ..... | *75.85 | ..... | ..... | ..... | ..... |
| | {Staggard | ..... | ..... | ..... | ..... | ..... | d43.45 | ..... | ..... | ..... | ..... | d55.20 | d56.70 | d58.15 | ..... | ..... | 162.20 | d63.80 | d65.50 | d67.05 | d68.70 | ..... | *81.40 | *85.20 | ..... | ..... | ..... |
| | Grand Tube | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.75 | 7.85 | 8.00 | ..... | ..... | 9.20 | 9.35 | 9.45 | 9.65 | 9.85 | ..... | 10.35 | 10.75 | ..... | ..... | ..... |
| Revere—see U.S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reynolds, W. C., 129 W. 37th St., | N.S. | ..... | c25.95 | ..... | c31.90 | ..... | d33.75 | ..... | ..... | ..... | c43.85 | $45.90 | d46.90 | $48.60 | ..... | ..... | $62.75 | d63.75 | 64.95 | *65.80 | 67.90 | ..... | 76.75 | c77.55 | 78.85 | c99.65 | q10670 |
| N. Y. City (5000 m.) "Para" | tubes | ..... | 4.80 | ..... | 6.00 | ..... | 6.35 | ..... | ..... | ..... | 7.65 | 8.20 | 8.65 | 9.20 | ..... | ..... | 11.50 | 11.70 | 11.90 | 12.10 | 12.70 | ..... | 12.10 | 12.90 | 13.75 | 16.60 | 17.80 |
| May, 1919 | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d63.40 | $64.70 | ..... | ..... | $73.10 | d74.15 | 75.65 | *76.80 | 78.50 | ..... | 85.75 | ..... | 87.90 | ..... | ..... |
| Roamer—See National Tire Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rochester Tire & Rubber | Cord Ribbed | ..... | ..... | ..... | c34.40 | ..... | d42.85 | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | ..... | d60.85 | d62.40 | d63.95 | d65.45 | ..... | 177.65 | ..... | 181.30 | ..... | ..... |
| Co., Buffalo, N. Y. | N.S. | ..... | ..... | ..... | c36.80 | ..... | d45.70 | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | ..... | d65.35 | d67.05 | d68.75 | d70.35 | ..... | d82.00 | ..... | d87.40 | ..... | ..... |
| "Powertown" | R.T. | ..... | ..... | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | ..... | 6.15 | 6.40 | 6.65 | ..... | ..... | ..... | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Royal Cord—see U. S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber City Clearing House Co., | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | ..... | ..... | 47.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | ..... | 6.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 "Blackford" | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber Products Co., | P. | ..... | 17.30 | ..... | 22.45 | 25.90 | 26.80 | ..... | ..... | ..... | 31.80 | 34.20 | 35.55 | 37.50 | ..... | 38.75 | ..... | ..... | 45.50 | 46.35 | 48.60 | 49.40 | ..... | ..... | 63.50 | ..... | ..... |
| Barberton, O. | Stronghold {N.S. | ..... | 19.00 | ..... | 24.30 | 28.90 | 28.50 | q32.05 | ..... | ..... | 34.85 | 37.20 | 39.00 | 39.70 | 141.70 | 42.30 | 146.55 | 48.40 | 49.95 | 51.75 | 55.65 | 58.05 | 62.30 | 163.10 | 68.95 | ..... | ..... |
| May 12, 1919 (6000 miles) | {G.T. | ..... | 3.00 | ..... | 3.40 | 3.55 | 3.75 | 3.90 | ..... | ..... | 4.70 | 4.95 | 5.15 | 5.25 | 5.45 | 5.55 | 6.45 | 6.50 | 6.60 | 6.75 | 7.05 | 7.20 | 7.90 | 8.05 | 8.30 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d51.35 | d52.65 | ..... | ..... | ..... | d57.80 | ..... | d60.80 | ..... | ..... | ..... | 75.50 | ..... | 79.10 | ..... | ..... | ..... |
| Runner—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Santa Fe—see Hawkeye | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Tubes—see U. & G. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Samson—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Savage Tire Co., | P. | ..... | 13.90 | ..... | 17.70 | ..... | 20.70 | ..... | ..... | ..... | 27.60 | 28.20 | 29.55 | 30.30 | ..... | ..... | ..... | 38.90 | 40.15 | 42.05 | 42.70 | ..... | 49.30 | ..... | 52.25 | ..... | ..... |
| San Diego, Ca. | N.S. | ..... | 15.90 | ..... | 20.15 | ..... | 23.60 | ..... | ..... | ..... | 31.45 | 32.15 | 33.75 | 34.45 | ..... | ..... | 42.95 | 44.35 | 45.70 | 47.85 | 48.50 | ..... | 56.10 | ..... | 59.50 | ..... | ..... |
| May 15, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.90 | 6.00 | 6.10 | 6.25 | 6.50 | ..... | 7.50 | ..... | 7.80 | ..... | ..... |
| | Grafinite T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 5.00 | 5.35 | 5.50 | 5.75 | ..... | ..... | 6.65 | 6.75 | 6.90 | 7.10 | 7.50 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Schavoir Rubber Co., | G.T. | 3.35 | 3.40 | 3.65 | 4.10 | 4.15 | 4.20 | 4.40 | 4.60 | 5.10 | 5.20 | 5.30 | 5.50 | 5.65 | 5.85 | 6.05 | 6.65 | 6.75 | 6.85 | 7.05 | 7.30 | 7.55 | 8.55 | 8.80 | 8.90 | 10.30 | 10.35 |
| Stamford, Conn. April 22 | R.T. | 3.40 | 3.65 | 3.95 | 4.60 | 4.65 | 4.70 | 5.00 | 5.15 | 5.65 | 5.80 | 5.90 | 6.05 | 6.25 | 6.50 | 6.70 | 7.25 | 7.45 | 7.65 | 7.85 | 8.05 | 8.40 | 9.30 | 9.55 | 9.80 | 11.25 | 11.50 |
| Sebring Tire & Rubber Co., | N.S. | ..... | c15.10 | ..... | c19.30 | ..... | 21.90 | 23.25 | ..... | ..... | c31.65 | 32.10 | 32.80 | 33.65 | 34.65 | 35.95 | ..... | 40.15 | 41.05 | 42.10 | 43.80 | 44.95 | 49.80 | 51.70 | 53.05 | ..... | ..... |
| Sebring, O. June 15 (5000 miles) | G.T. | ..... | 2.80 | ..... | 3.20 | ..... | 3.35 | 3.55 | ..... | ..... | 4.40 | 4.55 | 4.70 | 4.80 | 4.90 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.40 | 7.30 | 7.45 | 7.60 | ..... | ..... |
| Semple Rubber Co., | Semco R.T. | 3.60 | 3.75 | ..... | 4.50 | 4.60 | 4.75 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.40 | 6.60 | 6.75 | 6.95 | 7.95 | 8.20 | 8.35 | 8.50 | 8.70 | 8.90 | 9.85 | 10.05 | 10.35 | 11.0 | 11.30 |
| Trenton, N.J. Jan. 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheridon—see Butler | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Silvertown—see Goodrich | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sioux City Tire & Mfg. Co., | P. | 14.90 | 15.45 | ..... | 19.60 | ..... | 23.20 | ..... | ..... | ..... | 31.00 | 31.50 | 33.35 | 33.90 | ..... | 42.65 | ..... | 43.30 | 43.65 | 45.40 | 45.90 | ..... | 53.10 | ..... | 56.25 | ..... | ..... |
| Sioux City, Iowa | N.S | 15.70 | 16.25 | ..... | 20.65 | ..... | 24.45 | ..... | ..... | ..... | 32.60 | 33.15 | 35.10 | 35.70 | ..... | 44.90 | ..... | 45.55 | 45.95 | 47.80 | 48.35 | ..... | 55.85 | ..... | 59.20 | ..... | ..... |
| May 15, 1919 | G.T. | 3.15 | 3.20 | ..... | 3.80 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.35 | 5.55 | 5.65 | ..... | 6.20 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 8.05 | 8.75 | ..... | 9.10 | ..... | ..... |
| | R.T. | 3.65 | 3.75 | ..... | 4.55 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.50 | 6.75 | ..... | 7.25 | ..... | 7.85 | 8.05 | 8.20 | 8.45 | 9.15 | 9.50 | ..... | 9.90 | ..... | ..... |

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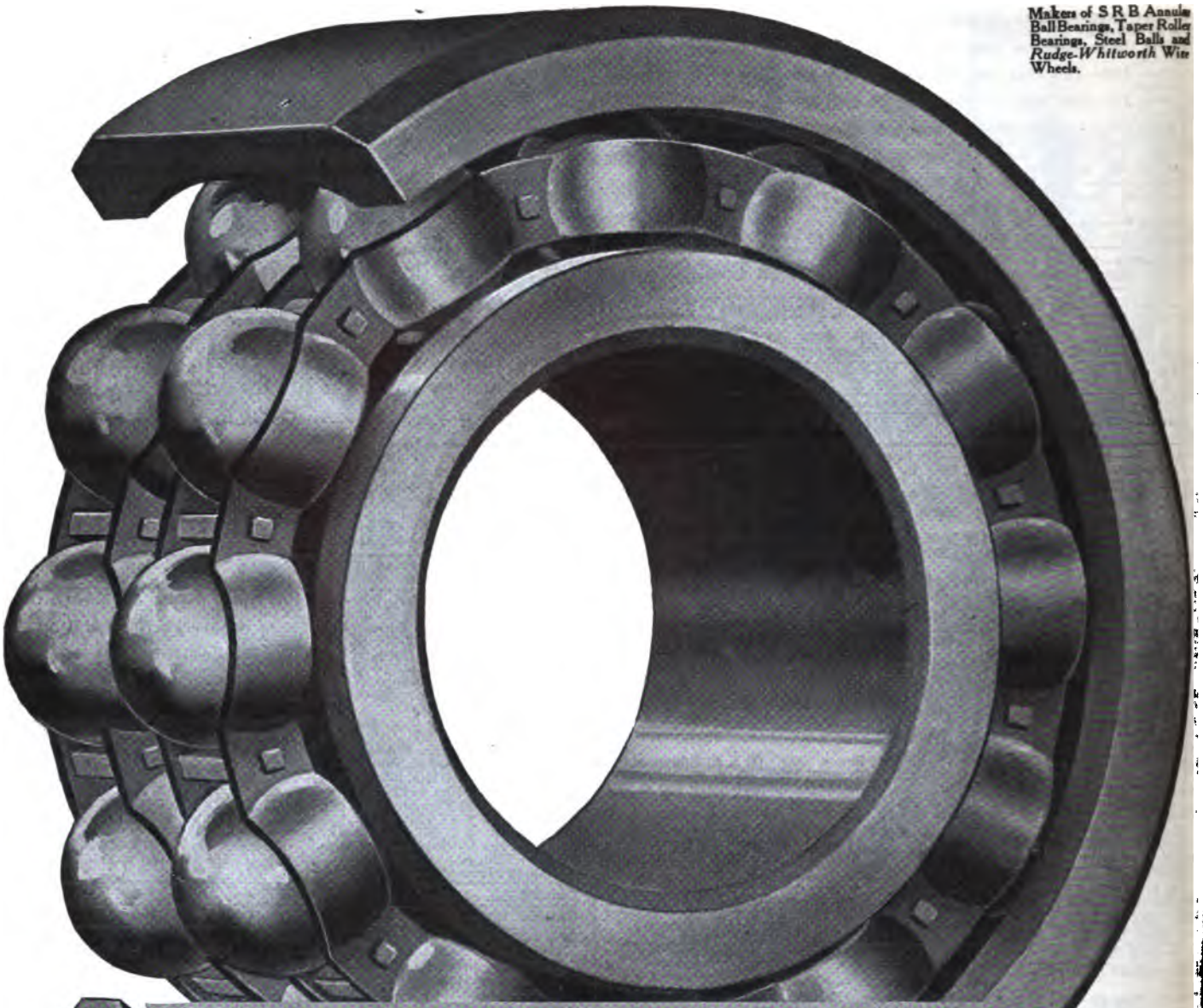

SRB

## *Standard Bearings will withstand greater overloading*

The design allows for more balls than any other bearing, making possible a smoother and more even distribution of the load.

This standard principle of load distribution, backed by exacting selection of materials, and by scrupulous accuracy of workmanship, has produced a bearing of much greater strength and longer life.

**STANDARD ROLLER BEARING CO.**
**PHILADELPHIA, U. S. A.**

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1908-9 (Mod. D-E)—(T) 404; (U) 205; (V) 206.
7)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
) 314.
lod. 30)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307;
) 410; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
) 314; (BB) 307; (CC) 205; (DD & EE) 306.
. L)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
4)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306
) 410; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
0-36)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363;
m, 375-3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread)
18-412; (O) 205; (Q) 305; (T) 411; (U) 316; (W) 411; (Y) 316; (AA)
EE) 307; (CC) 205; (FF) 204; (GG) 301 & 302; (HH) 302.
1-30)—(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y)
BB) 307; (DD & EE) 306.
-60)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720;
5-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411;
) 219; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 307;
FF) 204; (GG) 202; (HH) 302.
3-30)—(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H
20; (J) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB)
(DD & EE) Bower, 306.
)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H)
) 256-2520; (K) 417-412.
—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
0; (J) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 305; (T) 411;
204; (W) 411; (Y) 316; (AA, BB, DD & EE) 307; Bower, 307A: (DD
r, 306A: (CC) 205; (FF) 200; (GG) 301 & 302; (HH) 302.
-36)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375
im, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305
316; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE)
07A: (CC) 205; (FF) 204; (GG) 202; (HH) 302.
26-5 Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363;
3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD) & EE) Hy, 16555.
17 & 19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363;
n, 375-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 305; (W)
5; (AA) 205; (BB, DD & EE) 307; (CC) 205; (FF) 204; (GG) 301
202.
, Master 6)—(A) Tim, 444-4320; (B) Tim, 316-312; (C) Tim, 3653B-
& G) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim;
) 1305: (AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555: (JJ),

—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
0; (AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
)—Tim. Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G)
) 455-453: (J) 337-3320: (K) 4367-4320: (AA) Hy, 16589: (BB) Hy,
& EE) Hy, 16555.
6-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-
E) 365-363: (G & H) 375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD
16555.
2A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676
m, 385-383: (J) Hy, 16551: (AA) Hy, 26485: (BB) Hy, 26677.
2B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320;
5-3720: (J) 255-2520: (K) 417-412: (AA) Hy, 26485: (BB) Hy, 26677.
5-3720; (J) 255-2520; (K) 417-412.
-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim,
(G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim,
Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)

6;—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim,
& H) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601;
) Hy, 16555.
aster Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288
55-3520: (J) 334-3320: (K) 258-2520: (AA) Hy, 17024: (BB) Hy, 16481:
17799: (EE) Hy, 16506.
55-3520; (J) 334-3320; (K) 258-2520.
35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H)
(J) 257-2520; (K) 3381-3320.
6-30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T-
& H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H
3) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
6, 35B, 7-22 & 36)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim,
; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P)
; (AA) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.
Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H)
4520: (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy,
D) Hy, 17799: (EE) Hy, 16506.
ass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H)
-3720: (J) Tim, 255-2520: (K) Tim, 417-412: (AA) Hy, 17024: (BB) Hy,
D) Hy, 17799; (EE) 16506.
-1913-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 309;
0210; (I) 210; (J) 0207; (K) 0407; (O) 205; (AA & BB) 307; (CC) 304;
E) 306.
15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310;
210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304;
E) 306.
16)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H)
07; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
K) 407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305;

25)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

as 1918, except Main Shaft Front uses 308 instead of 210.

:k)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh.
r SKF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA &
357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209;
337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB)
(DD & EE) Rh. 306A.
A 1 Ton)—(A) Bower 308N: (B) Bower, 307N.
B-2½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
X-3 Ton)—(A) Bower, 313: (B) Bower, 312N: (D & E) Bow 317er, NDT.

—1913 (Mod. C)—(F) 311; (G & H) 212; (K) 310; (AA) 310; (BB)
& EE) 307.
07; (AA) 209; (BB) 307.
Mail H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA)
BB) Std. 717: (CC) 8R 307.

CHEVROLET—Continued
1914 (Mod. C)—(D & E) 311; (G & H) DR212; (K) 310; (AA & BB) 310; (DD) 307; (FF) 1½x½1D.
1915 (Mods. H2, H2½)—(F) Hy, 16018 (G & H) Hy, 26062: (J) 0306: (K) 307: (AA) SR1209: (BB) SR1307: (CC) 307.
1915 (Light Six)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516'
1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.
1916 (Little Six)—(J & K) Hy, 2.3285" OD x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307. (AA) 210
1916 (Baby Grand Mod. H)—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 207: (BB) 209: (CC) 307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217, (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec, 7 Balls ⅞"; (AA) 207; (BB) 306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

CHICAGO (Electric)—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

CLARK—1910-11 (Mod. A-B, 30-40)—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1913 (30)—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

CLASSIC—1917—(D & E) Bower, 208A.

COATES-GOSHEN—1909-10 (Mods. G & S)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

COEY FLYER—1915 (Bear Mod.)—(F) Hy, 16706: (G & H) Hy, 16247.
1916—(F) Hy, 16018: (G & H) Hy, 26063.

COLBY—1913-14 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337; 3320; (BB, DD & EE) 335-3320.
1913 (Pleas.)—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

COLE—1912 (Mod. ABC, CCD & DD)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 212; (BB) 307; (DD) 306; (EE) 306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 212; (BB) 307; (DD & EE) 306.
1914 (Ser. 9)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
1913 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
1916 (6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
(Mod. 870—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312 NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
1916 (2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hy, 16698.
1916 (3 Ton)—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

COLUMBIA (of Hartford)—1908-09 (Mod. 48-45)—Tim. Brgs.: (A) 355-3520: (B) 316-312: (D & E) 355-3520: (G & H) 395-3920: (J) 337-3320: (K) 435-4320.
1910 (Mod. 48-4)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
1911-12 (Mod. 55-1-2)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1912 (Mod. 38)—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1916-17-18—(O) 205.
1918 (E. T. 2 Ton)—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

COLUMBUS (Electric)—1912 (Gas Car)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1912 (12-20D)—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
1913 (12-22)—(A & D) Tim, 1950-1920; (B & E) Tim, 1550-1520.
1914 (All Mods.)—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

COMET—1918 (C-50)—(F) Hy, 16691: (G & H) Hy, 26227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 26956.

COMMERCE—1916-17-18 (E-1 Ton)—(A) Bower, 308AL: (B) Bower, 305AL: (D Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
1914-15-16-17 (1,500 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056.

COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)—Tim. Brgs.; (A) 3364-3320 (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
1912 (3½ Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1913-14-15-16 (3½, 5 & 5½ Ton)—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (Elec. ½ Ton)—Tim Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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# GURNEY

## The Radio-Thrust Bearing

Anyone familiar with the most elementary principles of mechanics understands how the combination of two forces exerted in different directions is a simple and single force acting in one direction. The idea of inclining the load line of the ball into the general direction of the line of force thru which the actual load is received is the elementary idea that is involved. It is so simple and so obvious that it seems strange and almost unaccountable that its validity and the propriety of its application should ever have been questioned.

But this idea is today accepted with a favor as general as was the condemnation with which it was received ten years ago. Nearly every manufacturer of ball bearings is today making some sort of a bearing of this type. The original bearing of this type, the Gurney Radio-Thrust Bearing, has always differed from all other angular contact or combination bearings in that the idea is carried out more completely.

P. W. Gurney Jr.

**GURNEY BALL BEARING CO.**

*Conrad Patent Licensee*

**JAMESTOWN, N. Y.**

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bbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553- H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
on)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; im, 559C-552; (J & K) Tim, 539D-532; (N) SK.F, 2307; (Q) 209; (S) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG)

) (Model 18)—(A) 307; (B) 305; (F) 407; (G & H) 309; (J & K) 307; (BB) 208; (DD & EE) 305.

16-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, DD & EE) 316-312.
½ Ton)—(D & E) Bower, 317NDT.
½ Ton)—(D & E) Bower, 314 NDT.
on)—(D & E) Bower, 319NDT.

-1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; ) 0307; (K) 0407; (AA) 305.
r)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) 205.

10—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, & EE) Hy, 16506.
Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD 16506.
, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE)

OWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; 5-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

-1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320.
12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336- Tim, 335-3320; (DD & EE) Tim, 316-312.
2-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435- & EE) 316-312.
13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; k AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- 355-5320.
3-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 320; (DD & EE) 316-312.
-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim,

-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
0-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE)

1913 (5 Pass.)—(Q) 204; (AA) 209; (BB) 307; (DD & EE) 306.
)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 307.

k)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650- & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337- DD & EE) 335-3320.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- 355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375- 56-454; (H) 559-552; (J) 439-4320; (K) 539-532.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356- 355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) BB) 440-4320; (DD & EE) 415-412.
G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; 415-412.
.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 0; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE)

n)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553- 762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336- 357-353; (DD & EE) 339-333.
n)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; 339-333.

RT—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 309; (E) 209.
57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) (BB) Hy, 26728: DD & EE) Hy, 16506.
E-25)—(D & E) 208. (G & H) Hy. 26216 (AA) Hy. 26518 (BB) Hy. & EE) Hy. 16517.
F) Hy. 16681 (G & H) Hy. 26056 (AA) Hy. 27788 (BB) Hy. 26728 (DD 16506.
-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD 16517: (O) 306.
Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)

H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy.27899.

913—(D) 310; (E) 210; (G) 211; (H) 211; (J) 0307; (K) 408; (AA) 307; (CC) 304; (DD & EE) 306.
09; (B) 306; (D) 311; (E) 211; (G) 211; (H) 211; (J) 209; (K) 408; (BB) 307; (CC) 304; (DD & EE) 306.

M—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650- & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) J) 336-3320; (K) 435-4320.
J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) H) 456-4520; (J) 336-3320; (K) 435-4320.
s. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) H) 456-4520; (J) 336-3320; (K) 435-4320.
—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375- 56-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) DD & EE) Ann, 307.
& Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; 62-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann,

Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B- 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 205. 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.
1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.
1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.
1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.
1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320- (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.
1916 (Mod. L.)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.
1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.
1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 307: (DD & EE) 306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 307: (DD & EE) 306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann 306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1½": (AA) 208: (BB) 307: (CC) 204: (DD & EE) 305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1¾": (AA) 209: (BB) 307: (CC) 304: (DD & EE) 306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rh. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1⅛"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 210: (BB) 307.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Bock N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Bock N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.

U. S. 5314: (J & K) U. S. 5411: (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF. 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim, Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

*(1917—2-U-V use 455-4520 on inner rear wheel.)

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**DENBY—Continued**
1915-16-17 (1 Ton B & G)—(A) Tim, 4558-4520: (B) Tim, 3360-3320: (D) Bower 3672T: (E) Bower, 3362T: (G) Hy, 26084: (H) Hy, 26085.
1918-17 (2½ Ton K)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.
1917 (2, Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.
1917 (12, 1-Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.
1917-18-19 (Mod. 13 2-Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553-: (E) Bower, 4554: (G & H) Hy, 26084-26085: (J & K) 407 & 307: (AA) 308: (BB) 307: (DD & EE) 305.
(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.
1919 (3½-5 Ton)—(F) Hy, 47893: (G & H) Hy, 26480: (K) Hy, 26669.

**DENMO—1917-18 (10 1¼ Ton)**—(D) Bower, 309N: (E) Bower, 306N (Jackshaft), 306N
1918 (12 ¼ Ton)—(D) Bower, 308N: (E) Bower, 306AL (Jackshaft), 306AL.

**DETROIT (Electric)—1913 (Mods. 35, 36, 37, 39, 40 & 42)**—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) 210.
1914 (Mods. 46, 47, 48)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-; 363; (I) 709U; (L) 209; (M) 307.

**DETROITER—1917 (Mod. 6-45)**—Tim. Brgs.; (A) 257-2520; )B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

**DIAMOND ARROW—1909-10**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.

**DIAMOND T—1913 (Pleas.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.
1914 (J 1½ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (J 1½ Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E)

**DILE—1915 (Mod. A)**—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 205.

**DIXIE FLYER—1917** (Flyer)—(D & E) Bower, 209AL: (G) Bower, 209A.

**DIXIE—1916-17-18**—(G & H) Hy, 26216.

**DISBROW—1917** (Louis Disbrow)—(DD & EE) Hy, 17799.

**DOANE (Truck)—1917 (2½-Ton)**—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (6 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

**DODGE (All Years)**—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

**DORRIS—1912 (Mod. 35)**—Tim. Brgs.; (A) 337-3 20; (B) 315-312; (D & E) 365363 (G & H) 375-3720; (J) 256-2520; (K) 415-412; AA & BB) 335-3320; (DD & EE) 316-312.
1912 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913-14 (Mods. 35, 1-14)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (Lt. Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (1-Ton Del.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-A-4)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H)375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (1-B-6) 1917 (1-B-6-¼ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 B-6) uses Tim, 335-3320.
1916-17 (1-B-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

**DORT—1915-16-17-18-19 (5-5A, 9, 11)**—(D & E) Hy, 16395; (G & H) Hy, 162270 (J) Tim, 319-312; (K) Tim, 348-332; (AA) 207; (BB) 305.

**DREDNOT—1914 (Mod. A-13)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (Mod. 9)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915 (Mod. G)—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**DREXEL—1917 (Mod. R.)**—(D & E) Bower, 208A.

**DRIGGS SEABURY—1912-13 (4-5 Ton)**—(D) Tim, 6451-6420; (E) Tim, 6354-6321.
1912-13-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 5554-5520; (E) 5355-5320.
1913-14 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 6358-6321; (E) 5565-5520.
1912-13 (7-Ton)—Tim. Brgs.; (A) 6452-6420; (B) 5355-5320; (D) 6552-6521; (E) 6350-6321.

**DUPLEX—1916 (Mod. C-B)**—(AA & BB) Tim, 357-353; (DD & EE) 339-333.
(2 Ton)—(A & D) Bower, 3762T: (B & E) Bower, 3362T: (G & H) Bower, 458T: (J) Bower, 4359T: (K) Bower, 335T.
(3-Ton)—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4359T.
1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; () Bower 4359T; (O) 205; Jack Shaft Hy, 19200.
1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Rower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND. 205 Jack Shaft Hy, 19200.
1917 (Mod. EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower. 456T; (J) Bower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jack Shaft Hy, 19200.
1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; Bower 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Brgs. 2 Bowers 4355T, Jack Shaft Hy. 19200.
1918 (D 3½ Ton)—(A & D) Bower, 311N: (B & E) Bower, 310N: (G & H) Bo (J) Bower, 4359T: (K) Bower, 335T: Jack Shaft, Bower, 310NDT

**DUROCAR—1911 (Mod. D-30)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; & H) 375-3720; (J) 336-3320; (K) 435-4320.
1911 (Mod. L-N)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (Mod. 1-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

**EAGLE—1917-18**—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 26518 26737.

**ECLIPSE—1912 (A 2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) (D) 5563-5520; (E) 4365-4320.
1912 (D 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 6321; (E) 5350-5320.
1912 (E 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6221; (E) 5355-5320.

**ECONOMY—1917 (Mods. 4-36)**—(F) 309; (G & H) 0209; (J) 0207; (K) 205; (AA) 207; (BB) 305.
1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 208; (BB) 307; (DD) 305; (EE) 306.

**EDWARDS-KNIGHT—1913 (Mod. 25)**—Tim. Brgs.; (A) 415-412; (B) 316-31 365-363; (G) 3 5-3720; (H) 456-4520; (J) 5356-5320; (K) 4364-4320; (AA) (BB) 335-3320; (DD & EE) 316-312.

**ELCAR—1914 (Pleas.)**—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-332
1915 (Mod. 4-40)—Tim. Brgs.; (A) 415-412; (B, DD & EE) 316-312; (D & E (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; 3320.
1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; 3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE)
1916 (Mod. A-B)—(D & E) Hy, 16076: (G & H) Hy, 26216.
1917-18—(G & H) Hy, 26216.
1917-18—(D & E) Bower, 208A.

**ELGIN—1916-17 (Farm Tractor)**—(D) Tim, 4554-4520; (E) Tim, 3362-332
1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K 306 & 406 with short third member; (O) 203; (AA) 207; (BB) 306.
1917 (Pleas.)—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) 0208: (K)
1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.
1918 (Mod. A)—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207;

**ELK (Truck)—1913 (Mod. B)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; 5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336 435-4320.
1913 (Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Mod. E)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 395-3320; (K) 45

**ELKHART—1916**—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207;
1917 (Mod. A)—(F) 309; (G & H) 210; (K) 307 x 1¼"; (O) 203; (AA) 207;
1917—(J) 0208; (K) 0407.

**ELMORE—1909 (Taxi)**—(D & E) Hy, 26892: (G & H) Hy, 26893: (K) 308.
1909-11-12 (Mods. 25, 28, 27, 33, 34)—G & H) Hy, 26062: (K) 307.
1910-12 (Mod. 37-44)—(F) 408; (G & H) 212; (J & K) 308.
1911 (Mod. 46B)—(F) 311; (G & H) 212; (J) 309; (K) 306.
1914 (D & E) Hy, 16829: (G & H) Hy, 16826.

**E. M. F.—1909-10-11 (30)**—(D & E) Hy, 16082.
1912 (30)—(D, E, G & H) Hy, 16082.
1913 (30)—(G & H) Hy, 26056.

**EMERSON—1917 (Four)**—(D, E, G & H) Hy, 16076.

**EMPIRE—1912**—(D & E) Hy, 16018: (G & H) Hy, 26062: (K) 306.
1913—(D & E) Hy, 16018: (G & H) Hy, 26062: (O) 205: (AA & BB) 306: (DD & EE) 305.
1914 (Mods. 31, 31-40)—(D & E) Hy, 16722: (G & H) Hy, 26062: (O) 205: (BB) 307: (CC) 304: (DD & EE) 305. (Mods. 31, 31-40 Roadster)—(BB) 307: (CC) 304: (DD & EE) 305.
1915 (Mod. 33)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (BB)
1916 (Mod. 33-45)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (O) 208; (BB) 307.
1917 (Mods. 45, 60)—(D & E) Bower, 209AL: (F) 209: (G & H) 0209: (J) 207: (K) 406: (O) 205: (P) DR 206: (AA) 208: (BB) 307.
1916-17 (60-71)—(D & E) Hy, 16691: (G & H) Hy, 26486.
1917-18 (50-51)—(F) Hy, 16779: (G & H) Hy, 26252.
1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (BB) 307.
1918—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bo

**ENGER—1912-13 (Mod. E, F & J)**—(E) 310; (G & H) 212; (J) 0309; (K) 211; (BB) 307; (DD & EE) 306.
1915 (Mod. 6-50)—(F, G & H) Hy, 16779: (J) 0207: (K) 307: (Q) 205: (BB) 307.
1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 208.
1917 (Mod. 6-50)—(D & E) Bower, 209AL: (G) Bower, 209A: (K) 307: (Q) 208: (BB) 307.

**ERIE—1916-17 (33-34)**—(F) Hy, 16779: (G & H) Hy, 26252.

**ESSEX—1918 (Pleas.)**—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-41 H) 359S-3520: (J) Upper 2785-2720: (K) Lower, 3381-3320: (AA) Hy, 17 Hy, 16661: (DD & EE) Hy, 16473: (FF) Hy, 16820.

**ESSEX—1917 (1½-Ton)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320 375T-3720; (J & K) 4365-4320.

**EWING—1910 (Cab)**—(A) 306; (B) 308; (G & H) 211; (J) 307; (K) 308.

**F. A. L.—1909-10**—(F) Hy, 16118: (G & H) Hy, 16117.

**FARGO—1916-17 (M 1½ Ton)**—(D) Bower, 3762T: (E) Bower, 3362T.
1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, Hy, 26085.

**FEDERAL—1911-12-13 (Mod. C & B)**—Tim. Brgs.; (A) 3750-3720; (B) (D) 4550-4520; (E) 4353-4320.
1914-15 (1, 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4361-4320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE)
1916 (3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-DD & EE) 336-3320.
1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1917 (1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5560-5520; 477-473; (J & K) 456-453.
1917 (1½, 2-Ton)—(BB) 308; (DD & EE) 307.

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O–P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532.
X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & ; (E) 6552-6521; (J & K) 6559-6320.
-Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 30 (DD) 406; (EE) 210; (GG) 213 & 305.

COLUMBUS—1913 (Mod. 25)—(A) 308; (B) 306; (F) 211; (G & H 08.
32)—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K) 408.

4-15 (4-36-A-B)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 27788: 36728: (DD & EE) Hy, 16506.

to 1909 Mod. T)—(Wheel End Right Hand) Hy, 16080: (Left Hand) Hy, Hy, 16080: (G) Hy, 16079.

)—1918 (1 Ton)—(F) Hy, 16211: (G & H) 0212.

ractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & . 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; . 50%; (T) 2″ x 2¾″; (U) 2″ x 1½″; (V) 2″ x 2½″; (W) 2″ x 3″; (X & Y) AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. ) 405RT. 50%; (FF) 1½″ x 1¼ Bronze; (GG) 2 No. 204RT. 100%; Belt ner 308RT.; Outer 406RT.

—1916 (1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412

1916-17 (Mod. 17)—(J & K) 305; (AA) 207; (BB) 305.

L. DRIVE—1916—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.
H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG)

18 (B 3 Ton)—(A, B, D & E) Bower, 217N: (G & H) Bower, 313N: (J )N: (K) Bower, 306AL.

-1909-10 (Mod. D)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
d. H)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
M)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 355-3520.
Mod. D & H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 455-4520.
d. O ½-Ton)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 415-412.
Run.)—(A) Tim, 2550-2520; (B) Tim, 2357-2320.
& Taxi)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
, 15, 16 (M 3, M 8, M Ser. 4-8-6)—(A) Tim, 2750-2720; (B) Tim, 2357- & F) Tim, 415-412; (G & H) Tim, 355-3520; (J & K) Tim, 417-412; (AA, ) 307 Spec. 1″ I. D.; (BB) 407.
(Series 9)—(A) 307 RT; (B) 305 RT; (F) 407 RT; (G & H) 308 RT; (J) K) 408RT.;(O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) & EE) 305; (KK) 204 RT; (LL) 204W-RT.

17-18 (F-2 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy

912 (Del.)—Tim. Brgs.; (A) 339-333; (B) 237-233; (D) 455-4520; (E) 358 H) 376-373; (J) 415-412.
J)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; ) 316-312.
H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) (H) 456-4520; (J) 336-3320; (K) 435-4320.
J)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) (J) 4555-4520; (K) 440-4320.
M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE)

O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) 357-353; (DD & 33.
d. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; 353; (DD & EE) 335-3320.
on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; ) 339-333.
-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333

1910 (6-Ton)—Tim. Brgs.; (A) 6358-6321; (B) 4365-4320; (D) 6552-652 321.
F)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4320; (D) 6552-6521; (E) 6352-

3-Ton)—Tim. Brgs.; (A) 6350-6321; (B) 4353-4320; (D) 6356-6320; (E) ; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

1½-Ton)—Tim. Brgs.; (A) 457-4520; (B) 315-313; (D) 4554-4520; (E)

5-Ton)—Tim. Brgs.: (A) 6350-6320; (B) 4350-4320; (D) 6553-6521; (E)

-(G) 210; (H) 310; (J) 306; (K) 309; (AA & BB) 212; (DD) 207;

od. J)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4321; (D) 6356-6321; (E) ; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
—Tim. Brgs.; (A) 419-412; (B) 317-312; (D & E) 375-3720; (G) 365-363; 53.
L)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) ; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.
67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356- 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) ; (BB) 5356-5320.
67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) ; (E) 6354-6321.
69)—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.
75)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) ; (E) 6553-6521.
66 1½-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553- & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE)

-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-

1917 (75 1-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917-18 (77-77B 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302.
1918 (75C 1-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (66-B 1½ Ton, 70-B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.
1918 (77C 3½-Ton)—Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Ann, 3028R.
1918 (68 5-Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 216SR; (I) HB. 1113; (O) 205SR; (P) 208DR; (AA & DD) 409SR; (BB) 308DR; (EE) 4108R; (GG) 3028R.

GARY—1918 (H 2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (F) Bower, 314NDT.

GEM—1917 (A-4-30)—(D & E) Hy, 26227: (G & H) 16395.

GENERAL MOTORS—1911 (Mod. O)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320; (G & H) 395-3920; (J, K, AA, DD & EE) 4364-4320; (BB) 3159-3120.
1912-13 (H & HV)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5357-5320; (G & H) 3950-3920.
1912-13 (K-U)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5357-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3950-3920.
1913-14 (2-3 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320.
1914 (1½-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320.
1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SK.F. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SK.F. 910; (AA & BB) 308; (DD & EE) 306.
1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.
1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.
1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333.
1915-16 (Mods. 31-41)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.
1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.
1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409 (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.
1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1916 (Mod. 101)—Tim. Brgs.; (A) 5550:5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.
1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SK 910; (AA) 305; (BB) 308; (DD & EE) 306.
1917 (31 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205; (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.
1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.
1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308 (DD & EE) 339-333.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691: (G & H) Hy, 26227.

GHENT—1918 (6-50)—(D & E) Hy, 16779: (G & H) Hy, 26056.

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD & EE) 4353-4320
1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
1912-13 (700-lb.), 1915 (½ Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim 236-2320.
1911-12-13 (1 Ton)—Tim Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.
1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.
1911-12-13 (½ Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.
1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.
1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.
1916-17 (½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (1,000-lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.
1915-17 (5-6 Ton F.V., 6-Ton Daimler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

GLIDE—1912—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3756-3720; (G & H) 5553-5520; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3762-3720; (G & H) 5553-5520; (AA) 435-4320; (BB) 336-3320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3762-3720; (G & H) 5553-5520; (J) 439-4320; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1913—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0408.
1914—(F) 310; (G & H) 0211; (J) 306; (K) 308; (Q) 0209; (AA) 308; (BB) 307; (DD & EE) 305.

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**GLIDE—Continued**
1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch No. 0204 with Plate Clutch; (DD & EE) 305.
1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305.
1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (O) 205; (BB) 308

**GLOBE—1916** (¼ Ton)—(G) Hy, 26219.
1916—12 1¼ Ton)—(G) Hy, 26084: (H) Hy, 26085.
1916-17-18 (1 Ton)—(F) Hy, 16670: (G & H) Hy, 26069.
1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26356.
1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388.
1917-18 (1½-2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**GRAMM**—1909-10-11-12 (Mod. V 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (G & H) 3554-3520; (J) 3654-3620; (K) 3360-3320; (AA, DD & EE) 3158-3120; (BB) 3360-3320. 1909-10 (Mod. V) uses Tim, 3158-3120 on Main Shaft Rear.
1909-10 (Mod. X)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (G & H) 3762-3720; (J) 3159-3120; (K) 4360-4320; (AA, BB, DD & EE) 4354-3420.
1910-11 (Mod. Y), 1912 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3554-3520; (J) 3158-3120; (K) 3360-3320; (AA, BB, DD & EE) 3158-3120. 1912 1-Ton uses Tim, 3360-3320 on Main Shaft Rear.
1911 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3762-3720; (AA, DD & EE) 3158-3120; (BB) 3360-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (J & K) 4361-4320; (AA) 3454-3420; (BB) 4361-4320; (DD & EE) 3455-3420.
1911-12 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (J & K) 5350-5320; (AA, DD & EE) 3554-3520; (BB) 5350-5320.
1913 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3360-3320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE)3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE) 3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1913 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (AA) 3159-3120; (BB) 4365-4320; (DD & EE) 3454-3420.
1913 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (AA) 3364-3320; (BB) 5354-5320; (DD & EE) 3554-3520.
1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4561-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1913 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6353-6321; (E) 5355-5320; (G) 4553-4520; (H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

**GRAMM-BERNSTEIN**—1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4230.
1913-14 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.
1915 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.
1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
1919—(1½ Ton, Bevel or M & S Diff.)—(F) Hy, 16670: (G & H) Hy, 26069-26064: (K) Hy, 26668.

**GRABOWSKY**—1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 439-4320; (DD & EE) 415-412.
1911-12-13 (1½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

**GRANT**—1914 (Mod. 21)—(A) 0305: (B) 0304: (K) 305: (AA) Hy, 17016: (BB) 305.
1915 (Mod. M)—(A) 0305: (B) 0304: (AA) Hy, 17016: (BB) 0305.
1915-16 (Mods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.
1916-17-18—(D & E) Bower, 208A: (G & H) Hy, 26216.
1917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB) 306.
(Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H)-Hy, Radial 26216; (J) SR. 306; (K) DR. 307; (AA) 209; (BB) 306.

**GRANT-LEES**—1913 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

**GRAY** (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

**GREAT EAGLE**—1912-13 (10 Pass. Lim.)—Tim. Brgs.; (A) 419-412; (B) 316-312 (C) 3650-3620; (D, E & G) 375-3720; (H & K) 456-4520; (J) 336-3320 (AA & BB) 337-3320; (DD & EE) 335-3320.
1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

**GREAT WESTERN**—1913-14-15 (Mod. 40)—(F) 310: (G & H) Hy, 26056: (K) 308-(AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1915-16—(6-40)—(D & E) Hy, 16779: (G & H) Hy, 26252.

**GRINNELL** (Electric)—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

**GROUT**—1909—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762 3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455 3420; (DD & EE) 3150-3120.
1910-11 (Mod. 45)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA & BB) 415-412; (DD & EE) 316-312

**HACKETT**—1917-18—(D & E) Hy, 16018: (G & H) Hy, 26063: (BB) 207: (CC) 305.

**HAHN**—1915-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553; 4520; (E) 3762-3720 (1916 [Mod. C] uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915-16-17 (Mod. E-D 1½-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532 3320; (BB, DD & EE) 335-3320.
1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 33 DD & EE) 335-3320.
1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; 440-4320; (DD & EE) 415-412.
1918 (¼ Ton)—(D) Bower, 308Z: (E) 306AL: (Jack Shaft) 306AL: (AA) (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HAL**—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (EE) 306: (DD) Hy, 16497: (EE) Hy, 16497.
1917—(Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.

**HALL**—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 44 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; ( 357-353; (DD & EE) 339-333.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337 DD & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435 337-3320; (BB, DD & EE) 335-3320.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320 6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456 & BB) 357-353; (DD & EE) 339-333.
1917-18 (2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 1650 16820.

**HALLADAY**—1910-11-12 (G-35)—(D & E) Hy, 16018: (G & H) Hy, 26062

**HANSON**—1918—(AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HARVARD**—1916—(D & E) Hy, 16076: (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076: (G & H) Hy, 26269.

**HARROUN**—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (BB) 306.

**HARVEY**—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT: Tim. 439-4320: (BB) 435-4320: (DD & EE) 415-412.
1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

**HASSLER**—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080: Left H (G) Hy, 16080: (H) Hy, 16079.

**HATFIELD**—1917 (Mod. 6)—(D & E) Bower, 208A.

**HAVERS**—1912-13 (Mods. S-6-44-55)—(A & B) 0307: (F) 311: (G & H) (J) 0307: (K) 309 x 1¼".

**HAWKEYE**—1918 (L-2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388: (K) H
1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT: (F) Hy, 16670: ( 26069: (K) Hy, 26668.

**HAYNES**—1909 (Mod. W-&)—Tim. Brgs.; (A) 3457-3420; (B) 3151-3120 4361-4320; (W) 436-432.
1910 (Mod. 19)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 355-35 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; ( 316-312.
1910 (Mod. Y)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620; 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 375-3720; (BB (DD & EE) 316-312.
1911 (Mod. 20)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-352 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; ( 316-312.
1912 (Mod. 21)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-36 375-3720; (J) 256-2520; (K) 415-412; (AA) 375-3720; (BB) 335-3320; ( 316-312.
1913 (Mod. 22)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-36 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 375-3720; (BB (DD & EE) 316-312.
1914 (26-27-28)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-372 311; (G) 456-454; Ann, 1211; (H) 559-552; Ann, 211; (J) 439-4320; (K) 539-532; Ann, 308; (AA) 375-3720; (BB) 415-412; (DD & EE) 316-
(Lt. Six, 30-33, 34, 35, 36, 37)—(F) 0211; (G & H) 210; (J) 30 (P) 205; (Q) 1205; (AA) 209; (BB) 307; (DD & EE) 306.
1916-17 (6 & 12)—(A) 308: (B) 305: (F) 311: (G & H) 210 WRT: (J) 305: ( 205: (AA) 209: (BB) 307: (DD) 305: (EE) 306.
1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307 (AA) 208; (BB) 306
1918-19—(A) Gur. 308D PRT: (B) 305RT: (F) 211R: (G & H) 210W R (K) 307.

**HENDERSON**—1913-14 (Mod. 4, 45)—(A) 0309: (B) 0307: (D & E) Hy, 2677 Hy, 26056: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1914 (46-54-56)—(D & E) Hy, 26777: (G & H) Hy, 26056: (AA) Hy, 2779 26733: (DD & EE) Hy, 16516.

**HENDERSON BROS.**—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 3 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB)
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 27 339-333.

**HENDRICKSON**—1915-16-17 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 5
1915-16-17 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**HERCULES** (Truck)—1912 (5 Ton)—Tim. Brgs.; (G, H & J) 5552-5520; ( 5520; (DD & EE) 5355-5320.

**HERRESHOFF**—1910 (Mod. 20)—Tim. Brgs.; (A) 1951-1920; (B) 1550-153 312; (G) 355-3520; (H) 335-3320; (K) 317-312.
1913—(D & E) Hy, 16599: (G & H) Hy, 26598: (F) 309: (J) 306: (K) 307 x

**HERFF BROOKS**—1915—(A) Bower, 357T: (B) Bower, 315T: (G & H) (DD & EE) Hy, 17799.

**HEWITT**—1911-12-13 (4 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) (G & H) 5557-5520; (M) 3350-3320; (AA & BB) 5553-5520; (DD & EE) (FF) 3350-3320.
1911-12-13 (5 & 7 Ton)—Tim. Brgs.; (A) 5552-5520; (B) 5351-5320; (D) (E) 5551-5520; (G & H) 5557-5520; (L) 5557-5520; (M) 3360-3320; (AA)
1911-12-13 (10 Ton)—Tim. Brgs.; (A) 6400-6420; (B) 5551-5520; (D) 9 6554-6521; (G, H & L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.

**HOLLIER**—1916—(F) 310: (G & H) 0310: Hy, 26226: (J) 0208: (K) 0308: ( (DD) 206.

**HOLMES**—1919—(A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-45 Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) Tim, 277-274: (BB) Tim, 339-333: (DD & EE) 306: (CC) 235.

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Continued
. 45)—(J) 0307; (K) 0407; (O) 0208; (AA) 1212; (BB) 307; (DD & EE)

. 34)—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0207: (K) 0307: (O)
B) 307.
. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O)
A) 307.
apic 40)—(D & E) Hy, 16032 & 16792: (G & H) Hy, 26056: (J) ND 0207:
0407.
—(A) Bower, 308AL: (B) Bower, 305AL: (D & E) Hy, 16779: G & H) Hy,

)—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407: (O) 205:

30)—(T) 308; (U) 309; (AA) 307; (BB) 305; (CC) 306.
32)—(J) 205; (K) 305; (AA) 210; (BB) 307.
. 50, 51 & 52)—(AA) 308; (BB) 307.
-(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27797: (BB) Hy, 27899:
E) Hy, 26972: (FF) Hy, 26956.

1913–14–15–16 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-
& H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD &
333.
–16 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320;
3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE)

n)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550.
6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720.
4320; (BB) 437-4320; (DD X EE) 415-412.
n)—Tim. Brgs.; (A) 5550-5520; (B X E) 5351-5329; (C) 5354-5320; (D)
1; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.
n)—Tim. Brgs.; (A) 5550-5520; (B) 6351-5320; (C) 5354-5 20; (D) 6550-
6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.
. A)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D X E) 365-

n)—Tim. Brgs.; (A X D) 3750-3720; (B X E) 3350-3320; (G X H) 3762
X K) 3362-3320; (AA) 337-3329; (BB, DD X EE) 335-3320.
n)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552;
5755-5720; (G X H) 5756-5720; (J X K) 559C-552; (AA X BB) 337-3320.
E) 335-3320.
& 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H)
0; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.
n)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-
5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520;
BB) 337-3320; (DD & EE) 335-3320.
n)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-
6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520;
4320; (BB) 335-3320; (DD & EE) 415-412.
n)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H)
(E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE)

Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-
559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD &
3320.
½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520;
559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

(Mod. 6)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

O., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD &

910 (Mod. 20)—(D & E) Hy, 16018: (G & H) Hy, 26063: (J) Tim, 316-316:
, 336-320.
. 33)—(A) Bower, N307; (B) Bower, N305; (F) Hy, 16795; (G & H) Hy,
I) Weston Mott, 12718: (J) Hy, 14812: (K) Tim, 3158-3120: (AA) 210:
; (DD & EE) 306.
. 37)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 355-3520; (G & H)
-3720; (J) Tim, 317-312; (K) Tim, 417-412; (AA) Bower, 210; (BB) Bower,
DD & EE) Bower, N306.
. 54)—Tim. Brgs.; (A) 444-4320; (B) 315-312; (D, E & G) 375-3720; (H)
(J) 317-312; (K) 444-4320; (AA) Bower, 211; (BB, DD & EE) Bower, 308.
Mod. 45)—Bower Brgs.: (A) 444T: (B) 315T: (D & E) 375T: (G) 375T: (H)
(J) 317T: (K) 444T: (AA) 211N: (BB) 308N: (DD & EE) 306N.
. 47)—Bower Brgs.: (AA) 210N: (BB) 307N: (DD & EE) 305N.
. 40)—(A) Tim, 343-3320; (B) Tim, 258-2520; (D & E) Tim, 355-3520;
, 365-363; (H) Tim, 375T-3720; (J) Tim, 420-414 H.B.8308; (K) Tim, 315-
) 210; (BB) 307; (DD & EE) Bower, N305.
Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3653B-3620; (D & E)
; (G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4330; (AA) Ann, 211;
n, 308; (DD & EE) Ann, 306.
Cyl. C)—Tim. Brgs.; (A) 343-3320; (B) 258-2520; (D & E) 355-3520; (G)
(H) 375-3720; (J) 315-313; (K) 420-414.
Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E)
; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211;
n, 308; (DD & EE) 306.
-6-40)—Tim Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-
& H, 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026;
wer, 307: Hy, 16684: (DD) Hy, 16506: (EE) Bower, N305: Hy, 16506: (FF)
0.
r 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330-
, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417;
) Hy, 17026: (BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy,

r 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-
& H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy
BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy, 16820.

E—1911 (Mod. C)—Tim. Brgs.; (A) 951-920; (B) 550-520; (J) 260-
) 321-312.
305 x 1.0153".
Bower Brgs.: (A) 208N: (B) 305A: (D) 210N: (E) 210A: (G & H) Hy, 26991.
. H)—(A) Bower, 208N: (B) Bower, 305A: (D & E) Bower, 210A.
(All Mods.)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 210; (G & H)
1: 0210: (J) 0306: (K) 0406.
")—(G & H) Hy, 26991: (BB) Hy, 16995: (DD) Hy, 16993: (EE) Hy, 16994.
Mod. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210;
: (K) 1406: (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle):
, 16993: (EE) Hy, 16994.
. H-HA)—(AA) 305: (DD & EE) Hy, 16993 & 16994: (GG) ND 03.
. N-K)—(A) 305; (B) 208; (F) Mod. K210D Mod. N.310 RT; (G & H)
(J) 306D: (K) 406RT: (Q) 213HS: (AA & BB) 213: (DD) Hy, 16993: (EE)
4.
0308: (G & H) 0210: (K) 407: (DD) Hy, 16993: (EE) Hy, 16994.
Mod. R)—(D & E) Hy, 16691: (G & H) Hy, 26401.

—1917 (1½ Ton)—Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE)

½ & 5 Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-

1917 (W. F. 2, 7-Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

IMPERIAL—1909 (H.P.V. 30)—Tim. Brgs.; (A) 3357-3320; (E) 3150-3120; (D) 4353-4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (AA) 4353-4320; (BB, DD & EE) 3351-3320.
1913 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407.
1913 (Mod. 32)—(A) 0308: (B) 0305: (D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407.
1913 (Mod. 6)—(A) 309; (B) 306; (F) 312; (G & H) 211; (J) 308; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
1913 (Mod. 44)—(A) 308; (B) 306; (F) 310; (G & H) 211; (J) 307; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
1914 (Mod. 32)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407: (AA & BB) 307: (DD & EE) 306.
1914 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407: (AA & BB) 307: (DD & EE) 306.
1914 (Mod. 5, 4, 6)—(A) 309; (B) 306; (D) 312; (E) 2.2; (G) 211; (H) 211; (J) 208; (K); 309 (AA & BB) 308; (DD & EE) 306.
1915 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 307: (AA) 208: (BB) 207: (DD & EE) 305.
1916 (All)—(D & E) Hy, 16779: (G & H) Hy, 26252.

INDIANA—1914–15 (B 1½-Ton)—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 212; (O) 205: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1914–15 (F 3 Ton)—(A) 312: (B) 311: (D) 313: (E) 312: (G & H) 212: (AA) Hy, 27789 (BB) Hy, 27896: (DD & EE) Hy, 16748.
1914–15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 212; (O) 205.
1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 207; (O) 205.
1916–17 (L 5 Ton)—(A) 315: (B) 314: (F) 319: (G & H) 219: (J) 409: (K) 410: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207; (DD & EE) Hy, 26972; (M) 3107D.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207: Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 26972: (M) 3107D.
1917 (Mod. R 3½-Ton)—(A) 312; (B) 311; (E) 317; (G & H) 219; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 207; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF. 918.
1917 (Mod. L)—(A) 312; (B) 311; (E) 319; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) Hy, 57896; (DD & EE) Hy, 16748.
1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 26972.
1917 (Mod. S 1-Ton)—(A) 308; (B) 307; (D) 213; (E) 211; (F) 308; (G & H) 211; (J & K) 208; (M) 2111F; (O) 205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.
1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 408; (M) 3107D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) 339.
1918 (Mod. R 3½-Ton)—(A) 312; (B) 311; (F) 317; (G & H) 218; (I) SKF. 918; (J) 409; (K) 410; (M) Rh. 3110D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) Tim, 339-333.
1918 (Mod. L 5-Ton)—(A) 312; (B) 311; (F) 319; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (Q) 308; (AA & BB) Tim, 439; (DD & EE) Tim, 415-412.
1918 (Mod. Q 1, 1½ Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (J) 407; (K) 216; (O) 205; (Q) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.
1918–19 (D-2 Ton, T-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516

INTERNATIONAL HARVESTER—1910–11 (Roadster)—(AA) 309; (DD & EE) 306; (GG) 202; (HH) 204.
1910–11 (Touring)—(T) 205; (U) 301; (V) 204; (FF) 203; (HH) 204.
1910–11 (Mod. J)—Tim. Brgs.; (D) 3455-5420; (G & H) 3762-3720; (J & K) 3455-3420; (AA) 3762-3720; (BB) 3455-3420; (DD & EE) 3150-3120.
1909–10 (Mod. F)—Tim. Brgs.; (D) 3455-3420; (G & H) 3762-3720; (J) 3455-3420.
1910–11 (J-110)—Tim. Brgs.; (G, H & AA) 3756-3720; (BB) 3450-3420.
1910–11 (Mod. K)—Tim. Brgs.; (D, J & K) 3455-3420; (G & H) 3762-3720.
1915–16 (N. E. 1,500 lbs.)—Tim. Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.
1916–17 (1,500–2,000 lbs.)—Tim. Brgs.: (A) 419-412: (B) 317-312: (D) Bower, 309N: Hy, 16667: (E) Bower, 306N: Hy, 16667: (Jack Shaft) Bower, 306NDT: (G & H) Hy, 16667: (AA) 337-3320: (BB) 335-3320: (DD & EE) 316-312.
1917–18–19 (K-1½, G-2 Ton)—(D & E) Hy, 26662: (G & H) Hy, 16667.
1918–19 (H-¾, F-1 Ton)—(D & E) Hy, 16667: (G & H) Hy, 16667.
1919 (3½ Ton)—(D) Hy, 56756: (E) Hy, 47893: (G & H) Hy, 27884.

INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320.
1914 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914 (T 3½-Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.
1915 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (AB 1½-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530.
1916 (AC 3½ Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.
1916 (AC 5½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 5355-5320.
1917 (AB 1 Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K)539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AB 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AC 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-3621; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GG) 1550-1530.

INTERSTATE—1909–10 (Mod. 25–30)—(K) 307; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1911 (Mod. 35)—(A) 309; (B) 306; (D) 312; (E, G & H) 212; (J) 210; (K) 310; (AA & BB) 307; (DD & EE) 306.
(Mod. 40–41–42)—(A) 308; (B) 306; (D & E) 311; (F) 311; (G & H) 211; (J) 208; (K) 309; (O) 205; (Q) ND. 211 for cars No. 4301 to 4316; (R) DR. 306; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.

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**INTERSTATE—Continued**
(Mod. 45, 6 Cyl.)—(A) 309; (B) 306; (D) 310; (E) 210; (G) 211; (H) DR. 211; (J) 208; (K) DR. 309; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
(Mod. 50-51-52)—(A) 309; (B) 306; (D) 312; (E) 212; (G & H) 211; (J) 210; (K) 310; (Q) 211; (R) 306; (AA) 308; (BB) 307; (CC) 206; (DD & EE) 306.
1915-16 (Mod. T-TR)—(D & E) Hy, 16779: (G & H) Hy, 26252: (I) Hy, 16352: (AA) SR 206: Hy, 26518: (BB) SR 307: (DD & EE) 206.
1918 (T Series)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1917-18 (850 lbs. Del.)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1916-17—(BB) 307; (DD & EE) 206.

**JACKSON—1912-13 (Mod. 60)**—(A) 0408; (B) 0405; (F) 10; (G & H) 212; (J) 0309; (K) 307.
1910-11 (40 & 41)—(D & E) Hy, 16032: (G & H) Hy, 26056: (K) 306: (AA) 308: (BB) 307.
1914 (Mod. 23-46)—(J) 0207; (K) 0407.
1914-15 (43-48)—(D) 310; (E) 210; (J) 0207; (K) 30407; (O)0305; (AA) 212; (BB) 307.
1914—(F) 312; (G & H) 212; (J) 311; (K) 308.

**JEFFERY—1914 (Six-17)**—(D) 309; (E) 209; (J) 407; (K) 405; (T & U) N.D.DR. 305; (AA) 210; (BB) 407; (DD & EE) 306; (GG) ND. 03; (JJ) ND. 307.
(Four-18)—(D) 309; (E) 209; (G & H) 211; (J) 208; (K) 308; (V) 302; (AA) 210; (BB) 407; (DD & EE) 210; (GG) 302.
1913-14 (Rambler)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 306.
1914 (Mod. 96)—(D) 309; (E) 209; (G & H) 309; (J) 405; (K) 407; (AA) 210; (BB) 208; (DD & EE) 306.
1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.
(6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.
1916-17 (4-72)—(O) 205.
1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

**JEFFERY QUAD—1914 (4WD 3,600 lbs.)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (J) 355-3520; (K) 315-312.
1916 (1½ Ton)—(D & E) Hy, 26065: (G & H) Hy, 26057: (K) Hy, 26777.
1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.
1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-4520; (J) 419-412; (K) 3196-3120.

**JENKINS—1910 (Pleas.)**—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

**JEWELL (Croxton & Keeton M. C. Co.)—1910 (Pleas.)**—Tim. Brgs.; (A) 3358-3320 (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320 (K) 435-4320.

**JONES—1916-17-18 (6)**—(D & E) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 27797; (BB) Hy, 27899: (DD & EE) 26972: (FF) Hy, 26956.
1918 (1 Ton)—(H) Hy, 26219: (AA) Hy, 27791: (DD) Hy, 17014: (EE) Hy, 16506.
1918 (2 Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**JORDAN—1917 (Mod. B)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (E) 425T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1 0 ; (BB) ND. 13 7.

**KEARNS—1918 (D ½ Ton)**—(D & E) Bower, 208A.

**KEETON—1910 (Mod. K)**—(F) 405; (G & H) 212; (K) 308; (BB) 307; (CC) 307; (DD & EE) 306.
1913 (Mod. E)—(AA & BB) 308; (CC) 305; (DD & EE) 306.
1914 (Carnation)—(J) 0308; (BB) 307.
1914—(J) 0308; (K) 308; (AA & BB) 308; (CC) 305; (DD & EE) 306.

**KELLY-SPRINGFIELD—1909**—(J 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 4358-4320.
1909-10-11 (D 30)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320.
1910-11—(E-D 35)—Tim. Brgs.; (A & D) 4550-4520; (B) 4353-4320; (C) 4358-4320; (E) 4361-4320.
1911—(Mod. H)—Tim. Brgs.; (A & B) 3750-3720; (B & E) 3350-3320.
1912 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-4320.
(K 30)—Tim. Brgs.; (A) 5550;5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 3955-3920; (GG) Ann, 205.
(K 31)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; (J) Hy, 16032; (N) Dr. Shaft, Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) G1-128 Covert; (DD & EE) Hy, 16516; (FF) G1-106-1 Covert; (GG) 1820 & 2360 SKF.
(K 32)—(A) Bower, 5351T; (B) Bower, 3360T; (E) Bower 314N; (G & H) Tim, 559-552; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) G.L. 128 Covert; (DD & EE) Hy, 16516; (GG) 820 and 2360 SKF.
(K 35)—(A) Tim, 4550-4520; (D) Tim, 4361-4320; (C) Tim 443-4320; (D) Tim, 5550-5520; (E) Tim, 5355-5320; (G & H) Hy, 26056; (J) Hy, 16478; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF.
(D 35)—(G & H) 1113; (J) 303; (K) 407; (AA) 306; (BB) 309; (DD) 307.
1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 635a-6321; (G & H) 3955-3920.
(K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-4320; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (CC) K-128 Covert: (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF.
(K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16979; (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert.
(K 50 & 60)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 655a-6521; (E) Tim, 6359-6321; (G & H) Tim, 3955-3920; (J) Tim, 5354-5320; (N) Dr. Shaft Hy, 16979; (AA) Hy, 56495; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.
1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T: (B) Bower, 3360T: (D) Bower, 3958T: (E) Bower, 3556T: (G & H) Hy, 26056: Hoist Brg., Hy, 16698.
1917-18 (K-32 1½ Ton)—(F) Bower, 314NDT.
1917-18 (K-36 2½ Ton)—(F) Bower, 316NDT.

**KIMBALL—1910 (20 Light)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3357-3320; (E) 3151-3120.
1910 (30 Heavy)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358-3320; (E) 3154-3120.
1911 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3358-3320; (E) 3154-3120.

**KING—1912 (35-36)**—(F) 310; (J) 307; (K) 407; (BB) 306.
1913 (Mod. 38)—(D) 308; (E) 306; (F) 310; (G & H) 211; (K) Special 407 x 1¼"; (AA) 1308; (BB) 307; (CC) 304; (DD & EE) 306.
1914 (Mod. A-B)—(F) 310: Hy, 16699: (G) 210: Hy, 16272: (J) 0307: (K) 307.
1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. (J) ND 0306: (K) ND 0406: (O) 205: (AA) Hy, 17024: (BB) Hy, 16562: (DD Hy, 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (O (AA) Hy, 17024, SR 308: (BB) Hy, 16562, SR 307: (CC) 304: (DD & EE 16506.
1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. Gurney, 210W: (J) ND 0306: (K) 406: (O) 205: (AA) Hy, 17024: (BB) Hy, (DD & EE) Hy, 16506.
1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 2 (J) DR 306: (K) 406 Radial: (O) 1205: (AA) Hy, 17024: (BB) Hy, 16684: (GG & 492.
1918-19 (Mod. F)—(AA) Hy, 17024.

**KISSEL—1909-10 (Mod. F-11-12-30, 12-40)**—Tim. Brgs.; (A) 2756-2720; (B) 2620; (D & E) 3756-3720; (G & H) 3760-3720; (J & K) 3152-3120.
1911-12-13 (3-4-5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354 (D) 6550-6521; (E) 6350-6321.
1912-13 (1,500 lbs. 12-50)—Tim. Brgs.; (A) 2756-2720; (B) 2650-2620; (D, E 385-383; (H) 456-4520; (J & K) 3152-3120.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (12-60, D13, F13-14, 1 Ton)—Tim. Brgs.; (A) 419-412; (B) 316-31 3650-3620; (D, E & G) 385-383; (H) 456-4520; (J & K) 3152-3120.
1914 (¾-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 6356 (E) 5355-5320.
1914 (3½ & 6)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 0521; (E) 6354-6321; (G & H) 477-473.
1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim, 2760-2720; (B) Tim, 2650 (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-312 307; (O) 205; (AA) 306; (CC) 307.
1914-15 (Mod. 40-60)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914 (Mod. 48)—(AA & BB) 307; (CC) 205; (DD & EE) 306.
1915—(O) 205; (AA) 211; (BB) 307.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G 559C-552; (J & K) 539C-532.
1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) Tim 3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 205; (AA) (BB) 307; (DD & EE) Hy, 17799.
1917 (¾ Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 30 205; (AA) 210; (BB & CC) 307.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D 5553-5520; (G & H) 559-552; (J & K) 539-532.
(1917-18 (1½ Ton)—(A) Bower, 308: (B) Bower, 307: (DD & EE) Hy, 17799.
1917-18 (3½ Ton)—(F) Bower, 317NDT.
1917-18 (6-42-Double 6)—(DD & EE) Hy, 17799.
1919 (100 pt. six)—(DD & EE) Hy, 17012.

**KLEIBER—1916 (1 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (1½ 2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (2½ Ton) Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (AA 440-4320; (DD & EE) 415-412.
1917 (Mod. A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; ( EE) 335-3320.
1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439- 4320; (BB) 44 (DD & EE) 415-412.
1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5520- (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

**KLINE KAR—1910-11 (6-40, 6-50)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1910-11-12 (2,000 lbs.)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358 (E) 3154-3120.
1912 (Mod. 4-30)—(D & E) Hy, 16742: (G & H) Hy, 26057: (F) 310: (J) 307 26750: (K) 407: Hy, 16091.
1912 (Mod. 4-40)—(A) 308; (B) 306; (F) 311; (G & H) 210; (J) 208; (K) 308
1913 (Mod. 6-50)—(A) 309; (B) 306; (E) 211; (F) 311; (G & H) 211; (J) (K) 408.
1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 205; 210; (CC) 307; (DD) 206; (EE) 306.
1917 (Mod. 6-38F)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209 Bower, 209A: (H) 209: (J) 207: (K) 307: (O) 205: (AA) 210: (CC) 307: (DD) (EE) 306.
1918 (Mod. 6-38G-A)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 309 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.
1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

**KNICKERBOCKER—1911-12-13 (Mods. 12-3, 13-3, 12-5, 13-5)**—Tim. Brgs. 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G 3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (1911-12-13 [Mods. 12-3 & use 6356-6321 and 5355-5320 on Inner and Outer Rear Wheel respectively).

**KNOX—1910-11-12**—(D) 311; (E) 211; (J & K) D.R. 308; (AA & BB) D.W.F (DD) D.W.F. 306; (EE) D.W.F. 307.
1912 (R-15-16)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354 (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R-17)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 6350-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD 3756-3720.
1912 (R-18)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6521; (E) 6351-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD 3756-3720.
1912 (R & S)—(A) Tim, 336-3320; (B) Tim, 316-312; (C) Tim, 3650-3620; (D (E) 211; (G & H) 311; (I) HB. 109; (J) 309; (K) 311; (M) HB. 1106; (AA (BB) 306; (DD & EE) 307.
1913 (R & S)—(D) 311; (E) 211; (G & H) 311; (J) 209; (K) 311.
(Mod. 32, Type A)—(J) D.R. 308; (K) D.R. 412.
1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5320
1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3320 Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D.R (H) S.R.O. 365D or D.R. 215; (I) SKF. 915; (J) 1307; (K) 313; (AA) S.R.O. or N.D. 212; (BB) S.R.O. 306 or D.R. 307; (CC) S.R.O. 312D & 306 or D.R. 307; (DD) S.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GG) A2P4
1914 (2 Ton)—(G, H & K) 312; (J) 306; (AA & BB) 309; (CC) 306; (DD 307.
1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 455-4520; (B) 3360-3320; (C) 436-432 6550-6521; (E) 6354-6321.

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-1917-18 (K 1½ Ton)—(D) Bower, 309N: (E) Bower, 306N: (Jack Shaft) 06N.
Ton)—(D) Bower, 311N: (E) Bower, 311N.

S (Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) ; (DD & EE) 316-312.
. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & 312.
. H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; EE) 339-333.
. G, H, & T)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
. L 90-80)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & -5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435- D & EE) 415-412.
d. 35)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; ) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE)

d. 60)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; EE) 339-333.
½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 1; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; 5-4320; (DD & EE) 415-412.

-13 (Mod. K)—(D & E) Hy, 16018: (G & H) Hy, 26062: (F) 309: (W & Y) ) 308: (BB) 306.
ods. L-M)—(D & E) Hy, 16018: (G & H) Hy, 26063: (O) 306: (W & Y) ) 308: (BB) 306.

-1910 (17, 21, 26)—(D & E) Hy, 16989: (G & H) Hy, 16963.
17 (48-68-66-99C & 90)—(D & E) Hy, 18205: (G & H) Hy, 18200.

1918 (2½ Ton)—(F) Bower, 314NDT.
Ton)—(F) Bower, 317NDT.
n)—(F) Bower, 319NDT.

(Mod. F 1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
. C 3½ Ton)—(F) Bower, 317NDT: (AA) Hy, 26557: (BB) Hy, 26697: EE) Hy, 16698.
½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

-1912 (½ & 1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320 3320; (G & H) 336-3320.
3½ Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443- & H) 375-3720.
½-Ton)—Tim. Brgs.; (A & D) 3358-3320; (B & E) 3156-3120; (G & H) ; (K) 355-3520.
-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320; K) 370-3720
-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320 K) 375-3720.
3½-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354- & H) 476-473; (K) 456-4520.
5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 1; (E) 6353-6321; (G & H) 5552-5520; (K) 476-473.
(Homer)—(Mod. D)—(D) 307; (T & U) 205; (AA & CC) 307; (GG)

1915-16-17 (Tractor)—(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 0.
12-13-14—(A) 308; (B) 306; (F) 311; (G) 212; (H) 212; (AA) 210; (BB) D & EE) 307.
es 33)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.
14—(AA) 307; (CC) 304; (DD & EE) 305.
ds 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; (J) 305; (K) 407; (O) A & BB) 0306; (CC) 0204; (DD & EE) 0305.
ds)—(O) 204; (AA & BB) 306; (CC) 304; (DD & EE) 305.
uck)—1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354- ) 6550-6521; (E) 6350-6321.
d. 21)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-

d. 51)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-

N—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.
-17, 6-OO-17)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: ): (B) Bower, 209A: (H) Gurney, 209RT: (J) Gurney Duplex, 207: (K) Gurney 7: (O) 1205: (AA) ND 208: (BB) ND 307.
-16)—(A) 305; (B) 306.
) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A d. R-19)—(DD & EE) Hy, 17012.
N-HOWARD—1909-10 (A, A-40)—Tim. Brgs.; (A) 3357-3320; (B) 3151- D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3554- BB) 3455-3420; (DD & EE) 3150-3120.
d. F)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) 0; (J) 256-2520; (K) 337-3320.
1912-13 (E, F, 12-D)—Tim. Brgs.; (A) 415-412; (B) 316-312 [1912 Mod. F 5-363 Tim on Inner and Outer Rear Wheel]; (D & E) 355-3530; (G & H) 0; (J) 256-2520; (K) 415-412.
5-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; n, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA B) 208; (CCC) 204; (DD & EE) 306.
)—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & 7; (CC) 304; (DD) 305; (EE) 306.
)—(O) 205; (AA) 208; (BB) 307.
)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

-1916—(Q) 205; (AA) 308; (BB) 307.
d. 19A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288- ) 355-3520; (J) 334-3320; (K) 258-2520.
d. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; , 257-2520; (K) Tim, 3381-3320; (AA) 205; (BB) 208.

-1911-13 (24 Pleas.)—(A & D) Tim, 1951-1930; (B & E) Tim, 1550-1530.
Mod. 29)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 2750-2721; (E) 30.
000 lbs. L-20-1 Ton)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26977; , 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.
(Mod. 40)—(A) 308; (B) 305; (D) 310; (E) 210; (G & H) 0211; (J) ) 0408.
TEWART—1912-13-15 (Lt. ¾ Ton, B, C & D)—Tim. Brg -A19;. )(4 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320 4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
ods. F, 1½ & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C ); (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; ) & EE) 335-3320.
& D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.
1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (H 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720: (J & K) 4365-4320: (AA) 337-3320: (AA) Hy, 26518: (BB) Hy, 27899: (DD & EE) 316-312: Hy, 26972: (FF) Hy, 26956.
1916 (Mod. W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

LITTLE—1912 ("6")—(D & E) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1914 (Little 4)—(J) 307: (AA) 209: (BB) 307.

LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.
1915 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann, 211; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & C1502.
1916 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 5553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (Mod. 1)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (AA) 222; (BB) 309; (CC) 212; (DD & EE) 308; (GG) Oakes X1610, 14 balls.
1917 (Mod. 15, ¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 335-331; (DD & EE) Hy, 17799.
1917 (Mod. 16, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320: Hy, 17026 (BB) 335-3320: Hy, 16684: (DD & EE) 316-312: Hy, 16506.
1918 (H 1½ Ton)—(F) Bower, 4553T: (E) Bower, 3554T.

LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
1909 (Mod. 1-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1909-10-11-12 (Pleas.)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
1912-13-14 (5 Tons)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
1913-14-15-16 (M-3-4, R-2-3, L-5)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
1915 (M-5, R-4)—(A) Tim, 3554-3520: (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 411: (AA) 209;(BB) 308; (DD & EE) 307; (GG) 2-303.
1915-16-17 (3 & 4 Ton B-BB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 110; (M) 113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
1916 (M-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) 3360-3320.
1916 (R-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 308; (DD & EE) 307; (GG) 303.
1917 (M-7, R-7)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (I) 313; (J) D.R.311; (K) 412; (N) 304; (O) 307; (P) 210; (AA) 211; (BB) 308; (CC) 211; (DD & EE) 307; (GG) DR.303.
(Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
(Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6354-6320; (AA) 411; (BB) 1113.
(Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6453-6420; (AA) 411; (BB) 1113.
(Mod. E-1, 2, 3, 4)—(A & D) 307; (B & E) 305.

LONGEST BROS.—1911 (3 Tons)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3955-3920; (AA & BB) 395-3920; (DD & EE) 336-3320.

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LOZIER—1909-10 (Mod. J)—(A) Tim, 3357-3320; (B) 3151-3120.
1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.
1913 (Mod. 72)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 307; (K) 310; (Q) 305; (AA) 308; (BB) 310; (DD) 306; (EE) 403; (GG) 201 & 201.
1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320 N.D. 308: (K) Tim, 539-532, 408: (Q) 305: (AA) Tim, 385-383: (BB) Tim, 339-3320: (CC) 305: (DD & EE) 307: (GG) 201 & 201.
1915 (4-34)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
1915 (Mod. 77)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 307; (K)407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201.
1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

LUVERNE—1913—(F) 311: (G & H) Hy, 26059: (J) 0307: (K) 309 x 1¾".

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**POPE HARTFORD—Continued**
1913 (29)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (G) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.
1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

**PREMIER—1909 (T 4-30, W 6-45)—(B) Tim, 3151-3120: (A) Tim, 337-3320.**
1910-11 (4-40, 6-60)—Tim. Brgs.: (B) 3151-3120: (A) 337-3320: (G & H) 396-393.
1912 (4-40, 6-60), 1913-14 (6-50), 1915 (Mod. A)—Tim. Brgs.; (A) 418-412; (B) 315-312; (G & H) 396-393.
1915 (6-50)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454: (J) 439-4320: (K) 539-532: (BB) 337-3320: (CC) 257: (DD & EE) 316-312.
1916 (All)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656D 3620; (D & E) 375-3720-(G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (A Ann. 208; (BB) Ann. 307
1917 (6-B)—Tim. Brgs.: (A) 3381-3320: (B) 2382-2330: (D) 435T-4320: (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) ND 208; (BB) ND 307.
1918-19 (6-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312: (K) 439T-4320; (AA) 308; (BB) 307.

**PRINCESS—1914-15 (Cyclecar 4 Pass.)—(D & E) Hy, 16076: (G & H) Hy, 16247. (Mod. S)—(D) 309.**

**PULLMAN—1909-10-11-12 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-312;8 (D & E) 355-3530; (G & H) 375-3720; (K) 415-412; (AA) Ann, 306; (BB) Ann, 30.0**
1910 (Mod. M)—Tim. Brgs.; (A) 3358-3320; (B) 3156-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1910 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J & K) 256-2520.
1910 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
(Mod. 6-46, 6-48)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) F.&S. Ann, 211; (AA) Ann, 306; (BB) Ann, 307.
1913 (30-48)—(A) 306; (B) 0405; (F) 311; (G & H) 210; (J) 0308; (K) 0407; (AA) 308; (BB) 307; (DD & EE) 306.
1913 (6-60)—(A) 306; (B) 0406; (D) 311; (E) 211; (G & H) 211; (J) 209; (K) 408; (AA) 308; (BB) 307; (DD & EE) 306.
1913-14 (4-44-44A, 6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1913-14 (4-36)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (6-60)—Tim. Brgs.; (A) 419-416; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1915-16—(E) 208; (O) 235.
1915-16 (Junior)—(D & E) 208: (G & H) Hy, 26216: (J) 206: (K) 306: (O) 205: (AA) 208: (BB) 307.
1917—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 307: (K) 307: (AA) Hy, 27797: (BB) Hy, 27899.

**R. C. H.—1913-14 (A) 0308: (B) 0306: (D & E) Hy, 16282: (G & H) 209: (K) 307: (AA) Hy, 16580.**
1915 (D & E) Hy, 16282: (G & H) Hy, 26716: (AA) Hy, 16580: (BB) 307: (DD & EE) 305.

**REGAL—1915-16 (Mod. D)—(D & E) 1208: (F) Hy, 16779: (G & H) Hy, 26252: (J) 206: (K) 306: (AA) Hy, 27788: (BB) Hy, 26723: (DD & EE) Hy, 16506.**
1916-17—(G & H) Hy,26216: (J) 305: (K) 405: (AA) 207: (BB) 305.
1918 (Mod. J)—(G & H) Hy, 26216.
1918 (8 or F)—(AA) Hy, 27788: (BB) Hy, 26723: (DD & EE) Hy, 16506.

**REO—1911 (T-R-S)—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (G &H) 395-3920; (J) 276-2720; (K) 355-3520.**
1911-12 (Mod. H)—Tim. Brgs.; (A & E) 335-3320; (B) 235-2320; (D) 375-3720.
1912-13 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G &H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Tim, 336-3320; (BB) Tim, 335-3320; (DD & EE) Hy, 26996.
1913-14 (1½ Ton), 1915-16-17 (T 2-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (D) 5553-5520; (E) 4363-4320; (G & H) 395-3920; (J) 276-2720; (K) 419-412.
*1914-15 (Mod. R-S)—(A) Tim, 335-3320: (B) Tim, 235-2320: (F) Hy, 16559: (G & H) Tim, 395-3920: (J) Ti H, 276-2720: (K) Tim, 419-412: (AA) Hy, 27996: (BB) 26825: (DD & EE) Hy, 2454.
*1915 (Mod. M)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996 (BB) Hy, 26825; (DD & EE) Hy, 26996.
1916-17 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1916-17 (Mod. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1917 (Mod. J)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 5553-5520; (E) Tim, 4363-4320; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB Hy, 26825; (DD & EE) Hy, 26996.
1918-19 (R, S, T, U)—(F) Hy, 16559: (AA) Hy, 27996: (BB) Hy, 26825: (DD & EE) Hy, 26996.

**REPUBLIC TRUCK—1915 (1 Ton)—(A) Tim, 3750-3720: (B) 3360-3320: (G & H) Hy. 26057: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.**
(Mod. C)—(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310.
(Mod. F)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (CC) 307 & 304; (DD) 305; (EE) 306.
(A 2-Ton)—(A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417; (O) 205; (Q) 212; (AA) 304; (BB) 307; (DD & EE) 306.
(Dispatch ¾-Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26958.
(Special ¾-Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AX1; (G) Bock, 376; (H) Bock, 336; (J & K) Bock, 275; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26958.
(10 1-Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 308; (EE) 306.
(11 1½-Ton)—(A) Bower, 308NX, Tim, 435; (B) Bower, 306 NX, Tim, 316; (D) 309N; (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.
(T 3-Ton)—(A) Bower, 312; (B) Bower, 311; (D) Hy, 17897; (E) Bower, 410; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.

**RICHMOND—1913 (Wayne 30)—(G & H) 0310; (J & K) 0308; (AA) 209: (BB) 307.**
1913 (Wayne 40)—(K) 308; (AA) 209; (BB) 307.
1914-15 (Mod. C)—(A) Tim, 357-353; (B) 315-312; (F) 407; (G & H) 0311; (K) 0408, (AA) 209; (BB) 307; (CC) 302; (DD & EE) 306.
1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 307; (CC) 205.

**RIDDLE (Coach)—1916 (10-44)—(AA) Tim, 337-3320; (BB, DD & EE) Tim**
1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D 3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-DD & EE) 335-3320.

**RIDER-LEWIS—(AA) 209; (BB) 208; (DD & EE) 305.**

**ROAMER—(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 206; (EE) 306.**

**ROBINSON—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.**
1917 (K-3 1½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443I 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**ROSS "EIGHT"—1915 (8-Cyl.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, Ann, 306; (DD & EE) Hy, 17014.**
1916-17 (Mod. C)—(F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 211; (BB) 307; (DD) 305; (EE) 306.

**ROTHWEILER—1916 (1 Ton)—(D) Tim, 3554-3520; (E) Tim, 3196-3120.**

**ROWE—1914 (B 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C)**
1914 (A 2-Ton)—Tim. Brgs.; (D & E) 5553-5520; (G & H) 559-552; (J &
1914 (3 Ton)—Tim. Brgs.; (D) 6356-6321; (E & H) 5355-5320; (G) 4550-DD & EE) 4364-4320; (BB) 5356-5320.
1916 (D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; 339-333.
1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB (CC) 306; (DD & EE) 339-333.
1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357 339-333.
1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357 339-333.

**RUSH—1916 (1000 lbs.)—(F) Hy, 16294: (G & H) Hy, 26063.**
1917-18 (D ½ Ton)—(AA) Hy, 27797: (BB) Hy, 27899.

**SAMPSON—1910-11 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; 5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.**
1910-11 (4 Ton)—Tim. Brgs.; (A) 6451-6420; (B & E) 6350-6321; (D) (KK) 3360-3320.
1911-12 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; 4520: (E) 4353-4320: (G & H) 456-4520: (K) 435-4320: (AA) Hy, 16999: ( Hy, 17014.
1911-12 (½ Ton)—(D) Tim, 355-3520; (E) Tim, 336-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320 5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 5520; (E) 5355-5320.
1912 (P-5, T 4-Ton)—Tim. Brgs.; (B) 5351-5320; (C) 5354-5320; (D) also 6552-6521; (E) 6350-6320, also 6354-6321.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520 4320; (G & H) 456-4520.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5556-5520; 5320; (G) 476-474.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; 6321.

**SANDOW—1913-14 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.**
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435 & BB) 440-4320; (DD & EE) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA & BB) 440-4320; 415-412.
1915 (1½-Ton W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (C 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1915-16 (2-Ton W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3 E) 5553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) & EE) 335-3320.
1916 (3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB (CC) 335; (DD & EE) 415-412.
1918 (3½ Ton)—(A) Bower, 312N: (B) Bower, 311N.

**SANDUSKY—1912-13 (Mod. C)—Tim. Brgs.; (A) 3554-3520; (B) 3360-3320 5320; (E) 3360-3320; (G & H) 385-383; (J) 3554-3520; (K) 276-2720.**

**SANFORD—1912 (1½-L)—Tim. Brgs.; (G & H) 456-4520; (J) 415-412; (K)**
1917 (Mod. O-R-S)—(AA) Tim, 277-274; (B) Tim, 339-333.
1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR 217 DR.; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) E (AA) 210; (BB) 212; (DD & EE) 307.
1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; ( 41; (AA) 211; (BB) 212; (DD & EE) 308.
1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; ( 41; (AA) 211; (BB) 212; (DD & EE) 308.

**SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) (6½ Ton)—(K) 314.**
—(D) 319: (E) 413: (G & H) F&S 218: (Q) 204: (T) 206: (U) 209: (W (X & Y) F&S 221: (FF) 302: (HH) 303.

**SAXON—1916-17 (4-14, B-2)—(F) Hy, 16251: (G & H) Hy, 26231: (AA) H (K) Tim, 315-312.**
1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 3171 288-284: (H) 355-3520: (K) 334-3320: (AA) Hy, 26518.
1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G (H) 355-3520; (K) 334-3320.
1917 (4 Cyl.)—(F) Hy, 16251: (G & H) 26231: (AA) Hy, 16255.
1918 (6 Cyl.)—(AA) Hy, 26518.

**SCHACHT—1912 (3 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-**
1912-13 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 3520; (E) 6356-3620; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (19 3-Ton, 21 4-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320;

*Hy, 2407 on Clutch-Driven Gear

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Continued
) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-

m)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6550-
6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
310; (J) 0309; (K) 307; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D & E)
).
(2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E)
).
(3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D &
5720.

916 (Mod. C)—(A) 306: (B) 304: (D) 308: (E) 208: (F) Hy, 16392:
Hy, 26253: (G & H) 0209 Radax: (J) 206: (K) 306 DR: (O) 302: (AA)
) 306.
C(—(A) 306; (B) 304; (D) 308; (J) 0208; (K) 0406; (O) 302; (AA)
B) 306.
D)—(A) 307: (B) 305: (F) Hy, 16691: (G &H) Hy, 26063: (J) 306: (K)6
) 302: (AA) 207: (BB) 306.
39, 6-40)—(F) Hy, 26394: (G & H) Hy, 26223.
H)—(F) Hy, 16691: (G & H) Hy, 26063.
G)—(F) Hy, 16395: (G & H) Hy, 26227.
G)—(F) Hy, 16395: (G & H) Hy, 26227.

—1910-11—(A & D) Tim, 4550-4520; (B & E) 4353-4320; (C) 4358-4320;
l.)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-
) 5351-5320.
CC-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320.
lod. R)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E,
1.
Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320.
Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.
L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.
0, S-1000)—Tim. Brgs.; (A & D) 5550-5520;(B) 5351-5320; (C) 5354-
) 5551-5520.

7L, R, S, T)—(D & E) 311; (J) 0309; (K) 309.
L)—(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A& Tim, 4550-
G-18; (K) 407; (O) 205; (AA) G-17-J & Tim, 4363-4320; (DD & EE) Tim,

-(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A & Tim, 4550-4520;
; (K) 307; (O) 205 Tim, 337-3320; (AA) Tim, 257; (BB) Tim, 335-3320;
E) Tim, 316-312.
-29)—(AA & BB) Tim, 3455-3420; (DD & EE) Tim, 3160-3120.
(35, 40, 41, 48)—(AA, BB, DD & EE) Tim, 335-3320.
(35, 40, 41, 48)—(AA, BB, DD & EE) Tim, 335-3320.
)—Tim. Brgs.; (AA) 337-3320; (B) 335-3320; (C) 257; (DD & EE) 316-312.
Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-
K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316

n)—Tim. Brgs.; (A) 4o50-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-
5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB)
; (CC) 257; (DD & EE) 316-312.
JWL)—Tim. Brgs.; (A) 3762-3720; (D & E) 5553-5520; (G & H) 559C-
& K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257
E) 316-312.
-Ton)—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE)

-Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-
K) 539-532.
½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D)
1; (E) 5755-5720; (G & H) 559-552; (AA & BB) 357-353; (CC) 257; (DD &
333.
)—(A) Bock, 308; (B) Bock, 307; (D) Tim, 4553-4520; (E) Tim, 3762-3720;
Tim, 456-454; (J & K) Tim, 456-453; (O) 209; (S) 205; (AA) Tim, 277-274;
n, 339-333; (DD & EE) Gur, 306.
)—(A) Bower, 310A; (B) Bower 308A; (D & E) Tim, 5553-5520; (G & H)
-552; (J & K) Tim, 539-532; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB)
-3320; (DD & EE) Tim, 316-312.
—(A) Bower, 310A; (B) Bower, 308A; (D) Bower 5553T; (E) Bower, 4554T
ND. 208; (J) ND. 306; (K) Hy, 26219; (O) 209; (S) 205; (AA) Tim, 337-
B) 335-3320; (DD & EE) Tim, 316-312.
—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5755-5720; (E) 6552-
& H) 5756-5720; (J) 559-552; (K) 6395-6320; (O) DR. 209; (S) Gur, 205;
B) 357-353; (CC) 306 no cup; (DD & EE) 339-333.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-
6359-6320; (K) 6359-6321; (O) 439-4320; (S) Gurney, 205; (AA) 439-4320
-4320; (CC) 335-no cup; (DD & EE) 415-412.

17—(F) 208: (G & H) 208: (J) 305S Radials: (K) 0307: (Q) Special: (AA)
) 305.

17—(A) 307; (B) 305; (D) 308; (E) 308.

914—(2 Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443-4320
-5520; (E) 5355-5320; (G & H) 375-3720; (AA) 336-3320; (BB) 415-412
E) 316-312.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365
& H) 375-3720; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-
5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE)

)—Tim: Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
0; (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320.
H)—Tim. Brgs.: (A) 3750-3720: (B) 3360-3320; (D) 4553-4520; (E) 3762-
) 559C-552: (H) 456C-454: (J & K) 539C-532: (AA) 336-3320: (BB) 419-412:
-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 419-412
E) 339-333.
1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E)
0; (G) 559-552; (H) 456-454; (J & K) 539-532.
175, 3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443-4320:
6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA & BB
; (DD & EE) 415-412.
1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520
J & K) 559C-552; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD &)
.
-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
0; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412;
; (DD & EE) 335-3320.
-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G &
72; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE).

15-16 (Mod. A)—Tim. Brgs.; (A) 3750; 3720; (B) 3360-3320; (D) 455-
) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 439-
B) 435-4320; (CC) 335; (DD & EE) 415-412.
y A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G)
; (H) 539C-532.
. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE 335-3320; (CC) 257.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (F 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G & H) 559-552; (J & K) 539C-532.
1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539C-532.
1917 (M 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 no cup.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

SIMPLEX—1909 (D-50)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (KK) 335-3320.
1912 (Mod. H)—Tim. Brgs.; (A) 375-3720; (B) 335-3320.
1915-16-17 (Crane Simplex)—(A) Tim, 436-4320; (B) Tim, 335-3320.
(Simplex 7)—(N) 404; (AA) 403; (BB) 2308; (CC) 403 & 307; (DD) 303; (EE) 307; (GG) 204; (H) 306 & 307.

SILENT-SIOUX—1910 (Waukesha)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

SINGER—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.
1917—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1919 (19)—Tim. Brgs.: (A) 419-412: (B) 316-312: (D & E) 375-3720: (G) 456-454: (H) 559-552: (J) 439-4320: (K) 539-532: (DD & EE) HB 3068R.

SMITH—1915 (1 Ton)—(D) Tim, 3553-3520; (E) Tim, 2150-2120.
1916-17 (1 Ton)—(D) Tim, 4554-4520; (E) Tim, 3360-3320.

SOUTHERN—1910 (M-10)—(K) 308; (BB) 308; (DD & EE) 205.

SPEEDWELL—1910 (Pleas.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620 (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3762-3720 (BB) 3455-3420; (DD & EE) 3150-3120.
1911 (Mod. J)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1913 (A, B, C Ser. G)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (1914)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1912 (6 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.
1913 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520, also 5550-5520; (E) 4365-4320, also 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

STAFFORD—1909-10 (Pleas.)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3351-3320; (G & H) 3762-3720; (J) 2555-2520; (K) 337-3320.
1911 (Pleas.)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D) 415-412; (G, H & K) 375-3720; (J) 256-2520.
1912 (5-30)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 3454-3420; (K) 3550-3520.
1914 (Pleas.)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

SPHINX—1915-16-17 (A-3, B-16)—(F) Hy, 16829: (G & H) Hy, 26069: (AA) Hy 26518: (BB) Hy, 26737: (DD & EE) Hy, 16517.
1916—(D & E) Bower, 209AL: (G) Bower, 209A.

STANDARD (Electric)—1913—(A) 406; (B) 304; (F) 308; (G & H) 209; (K) 306.
1914—(A) 307; (B) 305; (D) 310; (E) 210; (G & H) 211; (J) 306; (K) 307.

STANDARD—1916-17 (30 Chain)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 395-3920; (H) 375-3720; (J) 336-3320; (K) 456-4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.
1916-17 (Chain 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1916-17 (50 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550:6520; (E) 6354-6320; (G) 395-3920; (H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.
1916-17 (Chain E 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1916-17 (Worm 70 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532
1916-17 (Worm 70E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916-17 (Worm 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.
1916—(O) 205; (AA) 211; (BB) 307; (DD & EE) 306.

STANDARD SIX—1914-15 (Touring)—(F) Hy, 16722: (G & H) Hy, 26062.
1916-17 (Pleas.)—Tim. Brgs.: (A) 337-3320: (B) 236-2330: (D) 435T-4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412.
1918 (Mod. E)—(DD & EE) Hy, 17799.

STANLEY—1912 (30 HP. 8-11-12)—(A) Tim, 415-412; (B) Tim, 338-3320; (D & E) 456-4520.
1912 (60 Ser.)—(G & H) Tim, 415-412.
1912 (70-80)—(G & H) Tim, 435-4320.
1913 (2 Ton)—Tim. Brgs.; (A) 435-4320; (B) 335-3320; (D) 456-4520.
1913 (64-65)—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
1913 (76, 77, 78, 79)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
1913 (809-810)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 456-4520.
1914 (10 HP. 606-7)—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
1914 (7, 10, 11, 12, 13-20 HP.)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
1915 (8-14)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H) 435-4320.
1915 (716)—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412.
1916-17 (716-724)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 456-4520; (G & H) 435-4320.

STAVER—1912—(A) 0309; (B) 0306; (D) 309; (E) 209; (G) 211; (H) 211; (K) 407.
1913 (55)—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0407.
1913 (6-55)—(A) 0407; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) 0408.

STEARNS KNIGHT—1909-10-11 (15-30)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120 (D & E) 375-3720.
1909 (30-60)—(A) Tim, 4350-4320; (B) Tim, 3150-3120.
1910 (30-60)—(A) Tim, 4351-4320; (B) Tim, 3150-3120.
1912 (15-30)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 385-383; (E) 375-3720.
1912-13-14-15 (Mod. T)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3955-3920; (AA, DD & EE) 419-412; (BB) 355-3520.

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IITE—(Mod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410, (Y) 412.
T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407; (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.
Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

IITE HICKORY—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Roller 1023; (KK & LL) BK 23, Ball Brgs.

IITNEY—1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

CHITA—1914 (Mod. H)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 (D) 6356-6321; (E) 5355-5320.
914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
917-18 (O 3½ Ton)—(D) Bower, 317NDT SF.
917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

LCOX TRUX—1909 (D 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 3762-3720.
910 (G 3-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
911-12 (35-37)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375; 3720; (J) 256-2520; (K) 415-412.
911-12-13-14 (K 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
911-12-13 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-3320.
913 (N 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
913-14-15 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
913-14-15 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720 BB, DD & EE) 335-3320.
916-17 (P 3½-Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
916-17 (R 1½-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
916-17 (Q 2-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
917 (V-¼, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.
917-18 (P 3½ Ton)—(D) Bower, 317 NDT SF.
918 (E 5 Ton)—(D) Bower, 319NDT SF.

LLYS, KNIGHT & OVERLAND—1912 (Mod. 60)—(A) Tim, 317-312; ( Tim, 235-2320; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (A ) Tim, 415-412; (BB) Tim, 419-412; (DD & EE) 1305.
913 (69)—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 208; (BB) 307; (DD & EE) 305.
913 (71)—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, Tim, 375-3720; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 306.
914 (65-A)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-4320.
914 (79)—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA 208: (BB) 307: (DD & EE) 305
915 (81)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
915 (80)—(A) Tim, 256-2520; (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.
915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.
916 (75)—(F) 308: (G & H) 0208: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
916 (83-83B)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) Tim, 365-353: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
916 (86)—(AA) 210: (BB) 307; (DD & EE) 306.
916-17 (Country C lub 90R-75-76)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309: (G & H) Tim 277-274 N D 0208: (BB) 306: (DD & EE) Hy, 26972.
916 (Willys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; (DD & EE) 305; (GG) ND. 04.
917 (88-4)—(F) 312; (K) 408 DR.; (AA) 210; (BB) 208.
917 (75B)—(F) 309; (G & H) 0209; (AA) 209: (BB) 307.
917 (85 C-T)—(F) 310; (AA) 208; (BB) 307.
917 (Willys 6, 85, 87, 89)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-353; (J & K) ND. 0212; (AA) 210; (BB) 407.
917 (Willys-Knight 84, 86, 88)—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365-363: (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) Ann. 210: (BB) 407 (DD & EE) Hy, 16962.
917 (90T)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
918 (88-4)—(F) 310; (K) 307; (AA) 208; (BB) 307.
918 (89-6)—(F) 311; (K) 407; (AA) 208; (BB) 210.
918 (88-8)—(K) 408DR: (AA) 210: (BB) 408: (DD & EE) Hy, 16962.
918 (90T)—(F) 309: (K) 306: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
918 (Willys 6-89)—(DD & EE) Hy, 16828.

ILLYS UTILITY—1913-15 (65 1½-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

ILSON—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
918 (1 Ton)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Hy 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 26777; (Spur Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) Tim, 316-3320; (DD & EE) 339-333 [Mod. 47 uses (AA) 307, (BB) 211, (CC) 307, (DD EE) 306]; (GG) Hy,. 23097.
1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205; (AA) 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.
1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47834; (E) 411; (G & H) Hy, 26480 (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 309; (BB 213; (CC) 309; (DD & EE) 307; GG) Hy. 29097.
1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.
1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 1205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy. 2909.
1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3
1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897. H, 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.
1918 (128-148)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.
1918 (468)—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & H) Hy 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (Front Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Oakes, ME-3.

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C) 2758-2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-4320.
1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-363 Ann 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 205; (AA) 344-333 ND 305; (BB) 339-333 Ann. 307; (CC) Ann, 305; (DD & EE) Ann, 306; (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-46)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (CC) 306; (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD E) 307.
1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 205; (Q) DR. 308; (AA) 337-3320, DR 305; (BB) 339-333, Ann. 308; (CC) Tim, 306 cone; (DD & EE) 319-313, DR. 307; (GG) ND. 04.
1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G) 375 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-3320.
1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
1917 (Large 6-8T)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
1914-17 (4, 4½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (R 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D) 6560-6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 455-4320 (AA, DD & EE) 4364-4320; (BB) 4553-4520.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1917 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1918 (W-D-1-18, 2-18)—Same as 1917 one ton mod.
1919 (WD 1-19, WD 2-19)—Same as 1917 two ton mod.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219.
1919—(1½ Ton)—(G) Hy, 26219: (GG) Hy, 29097.

WOODS MOBILETTE—1911 (Touring U-1)—Tim. Brgs.; (A & D) 435-4320; (B & E) 417-412.
1911 (U 5-Pass.)—Tim. Brgs.; (A) 357-353; (B) 319-313; (D & E) 385-383.
1912-13 (1216, 1316, 1318)—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 310.
1914 (1317, 19-20, 21-23)—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H) HB. 8310
1914 (1501-3-4-5-22-25)—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H) 710. (Mod. 1600)—(A) 307; (B) 305; (D & E) Tim, 439.
1910-12 (10-12, 10-14)—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.
1916—(F) Hy, 18272.

WOODS DUAL POWER—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2382-2320.

YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5553-5520 (G & H) 559C-552; (J & K) 539C-532.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H 559C-552; (J & K) 539C-532.

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# MOTOR RECORD

Vol. 6. No. 4 MONTHLY, OCTOBER, 1919 $3.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

How It Helps the Dealer to Increase Tire Mileage
Building Export Catalogs
Piez Surveys the Industrial Situation

## SPECIFICATIONS AND PRICE LISTS

Revised Monthly


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## DEPARTMENTS IN EACH ISSUE


New Products Manufacturers' News Trade Gossip
Association News Digest of Current Articles


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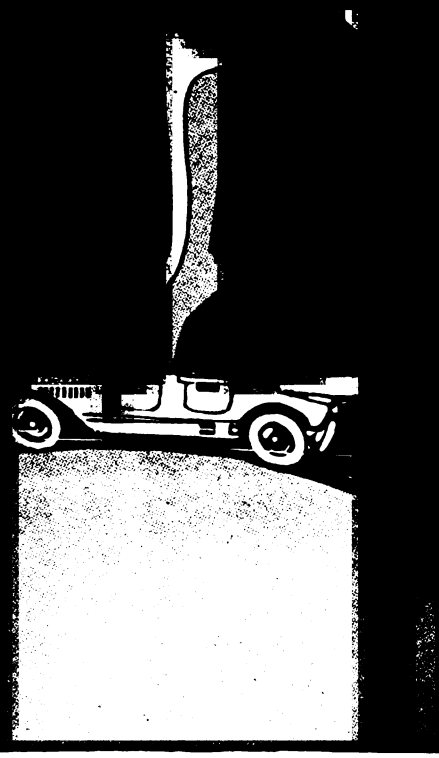
# ZENITH



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# MOTOR RECORD

Vol. VI. October, 1919 No. 4


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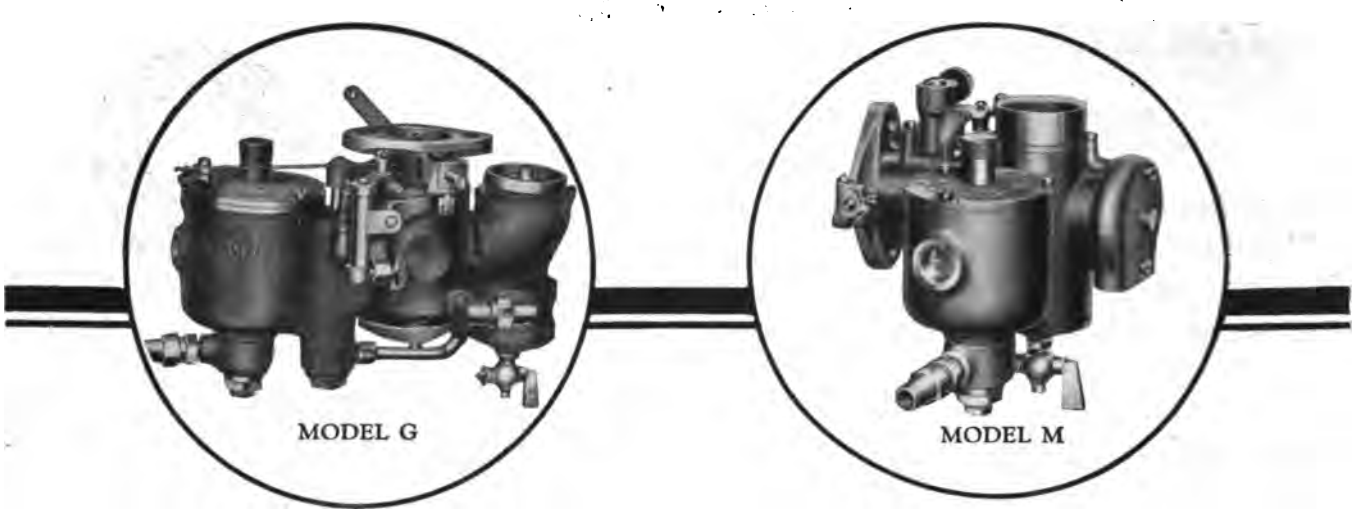
# The Response of a Motor Depends on Its Carburetor

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With a Rayfield carburetor your motor will throttle down until it barely turns. It will pick up quickly to maximum speed. This wonderful flexibility enables the motor to take the car over the biggest hill from five to ten miles an hour faster than any other carburetor. No changes in adjustments are necessary for this performance.

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RAYFIELD CARBURETORS

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MOTOR RECORD

Vol. VI. OCTOBER, 1919 No. 4

# How it Helps the Dealer to Increase Tire Mileage

## The Reputation of a Tire Depends on the Service it Renders and the Success of the Dealer Depends on the Reputation of the Tire He Sells

THAT tires are the most expensive item in upkeep of an automobile is a fact well known to both the dealer and owner. Every dealer knows that a good tire should run something like 15,000 miles. yet it is probable that the average tire hardly gives one-third of this service. This is largely due to lack of proper care. The reputation of any make of tire largely depends upon the service it will give, and the success of the tire dealer depends on reputation of the tire he sells. For this reason it is advantageous for every dealer to impart to owners as much information as possible on the care of tires.

Most tires are not kept properly inflated. This does not mean that they never are inflated to the proper pressure. On the contrary, when a tire is pumped up most owners now see to it that the proper pressure is reached. But, unfortunately, after going through such an operation they usually forget all about the tire until it becomes noticeably soft again. This means that a considerable proportion of the time the tire is being operated while it is too soft. The necessity of frequently testing tires to see if they carry the proper pressure, or else of equipping the tire with a device for warning the operator when the pressure has fallen below a certain point, should be impressed upon every owner.

The necessity of repairing small cuts as soon as they appear should also be brought to the attention of the owner. Small cuts admit dirt and water which eat into the fabric and cause sand pockets and blowouts. Tire fabric is usually made of Sea Island cotton. This cotton is very strong and has been found to be extremely satisfactory for this purpose, but water will rot it in time, and once the fabric is destroyed a blowout is sure to occur. So long as the rubber tread remains intact the water will never reach this fabric, but once a cut does occur it must receive immediate attention. There are a number of rubber compounds of a dough-like consistency which can be used to stop up small cuts. The dealer should bring this fact to the attention of the owner and tell him how in a few minutes' time a great deal of tire trouble can be done away with. The method of repairing such cuts is usually to spread the cut open with any convenient tool such as a screwdriver, apply a little cement and after it has dried to a sticky consistency force in the dough-like rubber compound until the cut is filled. Next time the car is operated the heat generated will assist in sort of vulcanizing the repair and making a sound job.

In the case of larger cuts, of course, the vulcanizer must be resorted to. Many owners do not realize the importance of carrying a small portable vulcanizer on their car so that fairly large cuts in the tread can be repaired as soon as they appear. The dealer should get after every owner who does not possess such an outfit and sell him one. It is a simple matter for the automobilist to learn to use these small vulcanizers. All he has to do is clean the cut with a little gasoline, fill it with scraps of raw rubber, attach the vulcanizer and subject the patch to a heat of about 265 degrees Fahr. for about 15 minutes. In the case of a large cut, of course, it is necessary to bring the tire to a repair station equipped with large vulcanizers and skilled workmen.

With regard to tubes, almost every motorist is familiar with the ordinary patch which is applied with cement, also with the type of patch which already has cement on it and merely has to be dipped in gasoline before applying. In most cases these patches will last a long time if the tube is well cleaned and the surface roughened with a piece of sand paper before applying, but if a really permanent job is wanted the puncture should be vulcanized. There are many small vulcanizers especially designed for repairing tubes on the market and the dealer should acquaint the owner with this fact.

One type of vulcanizer which is particularly convenient for repairing tubes comes with special patches provided with an inflammable chemical on the back. After the patch is clamped to the tube the chemical is lighted and burns the correct time to vulcanize the patch to the tube.

*(Continued on page 11)*

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# Piez Surveys the Industrial Situati

## An Address by Charles Piez, President of the Link Belt Co., Delivere at "Our Country First" Conference Held in Chicago Under Illinois Manufacturers Association

DURING the most prosperous period in our history, with the highest wages ever paid, with abundant opportunities for employment, with a universal public acknowledgment of labor's rights to a fuller and better life, and with an administration and a congress most responsive to labor's demands, we are confronted with a spirit of unrest which threatens the foundation of our social and political, as well as our industrial, structure.

The Great War brought with it such an enormous demand for labor that privileges and concessions that had been the subject of controversy for a generation, were granted without hesitation, simply to insure that continuity of industrial processes necessary to victory. For it was victory we were after, even though we had to sacrifice industrial efficiency—yes, the very industrial system itself, to win it.

Our problem was output regardless of cost, and we got it at the sacrifice of those safeguards and restrictions which competition usually imposes on the management of business. Is it strange that with the unlimited opportunities opened up to labor by the war, it should have become conscious of its political power and its economic strength? Is it strange that with the unlimited opportunities opened up to labor by the war, it should have become conscious of its political power and its economic strength? Is it strange that labor should decline to surrender any advantage gained by the war, but should press for the control of industry itself?

If the Plumb Plan is any gauge, then nationalizing the railroads, nationalizing the mines and the industries, does not mean Government ownership and operation in the ordinary acceptance of the word, but purchase out of public funds, with an absolute surrender on the part of the public of every form of control and direction to the employes, without power of revocation. I am referring to the Plumb Plan as a symptom rather than as a possibility, but it shows the character of the malady. And when organized employes of the railroads tie up traffic in four States, and subject the public to loss and discomfort merely for the purpose of influencing a decision in a trolley strike with which the Railroad Administration was in nowise affiliated, it indicates that popular government, if its representatives lack courage, can be absolutely under the domination of an organized, selfish and unscrupulous minority.

I commend the President of the United States, and the Railroad Administration, highly for the sound and courageous attitude taken in the Southwestern railroad strike. But I regret that his position was coupled with a promise to raise wages if the administration's efforts to reduce the cost of living proved futile. If the high cost of living is due to profiteering by merchants, manufacturers, employes, farmers or workers, then the Government ought to be able to reduce it. But if, as is more likely, investigation proves that the high cost of living is due to economic causes beyond the control of this nation, to world-wide reduction of ou a point far below present world demands, will be unwise, to say the least, to meet th tion by a general wage increase, unless that i is justified by a corresponding increase in eff output. For if our premise is correct, then t way out of the difficulty is to produce more a sume less. Nothing else will do.

The railway organizations have evidently doned the fairness and consideration of actior characterized them for years, and have forgott the control of great power carries with it corr ing responsibilities. The railway employes, r ter what their number, or their power, are perior to the public and its government, and along the lines suggested by the Illinois M turers' Association, and covered in our reso should be incorporated in pending railway tion to protect the public from the results of abuse of the great powers now resting in the of these organizations.

I am opposed to government by coercion, by and intimidation, because it is subversive of th lar will. I am opposed to the general strik unAmerican instrument of labor oppression, l it attempts to win its point, not by its merit, putting an entire community to such inconve trouble and loss that the public will insist on a ment rather than submit to further pressure.

Certainly such procedure has no place in ocracy, and it will have no place if Mayor H methods at Seattle be used as a precedent.

New terms have crept into our language tha with them a threat and a menace. Bolshevi dictatorship of the proletariat, the direct ac the Soviet, the solidarity of labor. They foreign origin and receive but scant hospitalit American born workmen. I have no fear th shevism will take root here, but I do feel th the American born workman subordinates too readily to the domination of his union l and that he is working on the theory that loy the union, and not loyalty to the public inte his first duty.

The union is supposed to be a form of dem controlled by the will of the majority; but th few cases, indeed, in which the free and unres views of the majority prevail. Meetings are to the same plays and tricks as political me and rumors of packed meetings, coercion, in tion, and other misuses of power, are by no rare.

The meeting hall of the Boilermakers' Ur Seattle is reported to hold nine hundred men membership of this Union is said to be fifteer sand. The vote to strike was taken last Jan a late hour by men present in the hall, so majority of approximately six percent of the bership, determined the policy and action of th ninety-four percent. And such is the loyalty,

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it, of the members, that the ninety-four percent :pted the vote as binding, although private polls several large groups showed a large majority inst the strike. I believe there is no doubt that Seattle strike was decided upon and enforced by inority; that it was not the result of a free regis- ion of the will of the majority, ion. Members of Unions will learn sooner or r that it is through such action as that, that idence in their responsibility to carry out an :ement is lost, and that unionization of industrial :esses is looked upon as a step toward business oralization and ruin, by many employers.

is to the interest of the sane rank and file of unions to see to it that pledges and agreements :ept in both spirit and letter; that methods and tices like systematic reduction of output be dis- ed, so that public sympathy, which heretofore been unstintingly given to the aims and aspira- s of labor organizations, be not forfeited through ig and harmful methods.

ie unsettled conditions incident to the war, and general desire on the part of labor to get a large e of the profits of industry, have resulted in : marked reductions of output. I have it on authority, in two of the large cities of the coun- and we may assume this condition to be fairly ral, that while formerly from 1,500 to 2,500 com- brick laid in the wall per day, depending upon :ind of work engaged in, represented a fair day's : for a bricklayer, today it is impossible to obtain : than from 500 to 1,000 brick laid under the : conditions. While this reduction has taken : over a number of years, the heaviest shrinkage itput has occurred during the past year and a

And this reduction in efficiency is by no means ned to bricklayers, but is characteristic of some ie other building trades as well.

ie complete unionization of the clothing industry :ing accompanied by an abolition of the piece system and by a reduction in the daily output worker as well. Is it not timely to suggest a nal investigation to determine to what extent duction of average output has tended to raise price of certain commodities?

ith such evidence as this before us, can we doubt moment that the insistence on the continuance ie "open shop" principle in industry is made in ublic interest?

eater production, greater thrift, and frugality he most effective factors in reducing prices, but :ased production cannot be achieved unless :s be based on output instead of on hours :ed.

ie last two years have witnessed a wide exten- of the 8-hour day, and if that has carried with corresponding reduction in output, and a pro- onate increase in pay per hour, a very consider- increase in cost of commodities is accounted for. recognize, of course, that the objection of cer- unions to piece work is well justified because ist abuses of this method of wage payment, but : can be no question of the fairness and sound- of paying a man for the amount of work turned providing the unit or piece rate of compensation rly and equitably determined, and its perman- guaranteed. To meet the present urgent de- for increased production we can hardly leave the individual operator to determine what out- fair day's work shall represent; for we will sink inevitably to the capacity of the least experienced and least ambitious, for our standard.

Wages based on output, under safeguards that will correct and prevent abuses, should be accepted by organized labor in industries where this practice has been discarded.

There is no doubt that a considerable part of industrial unrest, and its companion, industrial shirking, grew out of the exaggerated notions of profits which the intense industrial activity during the war was supposed to yield. No account was, of course, taken of the outlay for buildings and special equipment which had to be paid for out of profits, nor of the heavy inroads which federal taxes made on the gross return. During the Seattle strike, agitators stated in open meetings that the largest ship yard in Seattle was earning $60 per man per day, out of which the man received $6.00. The statement was, I was told, widely accepted as representing the exact situation, and yet the facts were these: The yard employed 15,000 men, who, according to the statement, earned for the yard the small sum of $810,000 profit per day, or $250,000,000.00 per year. This represented over four times the total annual output of the yard, and more than two and a half times the value of the contracts held by it. Publicity of the facts is not a bad remedy to apply in such a case.

Another and not an inconsiderable part of present day unrest is due to the nonfulfillment of expectations growing out of the winning of the war. It was predicted that Victory would bring in a new order of things, new social conditions, new relations between employers and employes in industry. Statements of this character were largely idealistic, and referred to an extension of rights and privileges to the downtrodden races of Europe, rather than to any promise of an increase in material advantages to our own citizens. But many people built high hopes on this rhetorical groundwork, and there is naturally keen disappointment that the armistice was not followed by an immediate improvement in the status and income of the individual. This was to be expected. To change from the excitement, the intense interest and the stimulus of war, to the commonplace and comparatively humdrum conditions of peace, required a mental readjustment of our people that could not be accomplished without manifestations of discontent and distrust. It will take time to complete the change, but in the meantime we have a much more critical industrial body to placate and satisfy, and we must look for a remedy to allay unrest and convince the workers they are receiving their fair share of the profits of industry.

While this conference has not had the time to devote any considerable thought to the industrial problem, it may not be out of place to put before it certain reflections on some of the remedies which are today receiving either consideration or the test of applications.

Let us admit in the first place that the industrial problem is a complicated one that will yield to no particular formula, and that where there are so many suggested remedies there is probably no single and specific remedy.

The democratization of industry is glibly spoken of as one of the remedies, and the interpretation placed on this phrase ranges from the establishment of shop committees with authority in matters affecting the employment relations, to the complete control of the industry by the employees. I am not at all impressed with the idea that by democratizing

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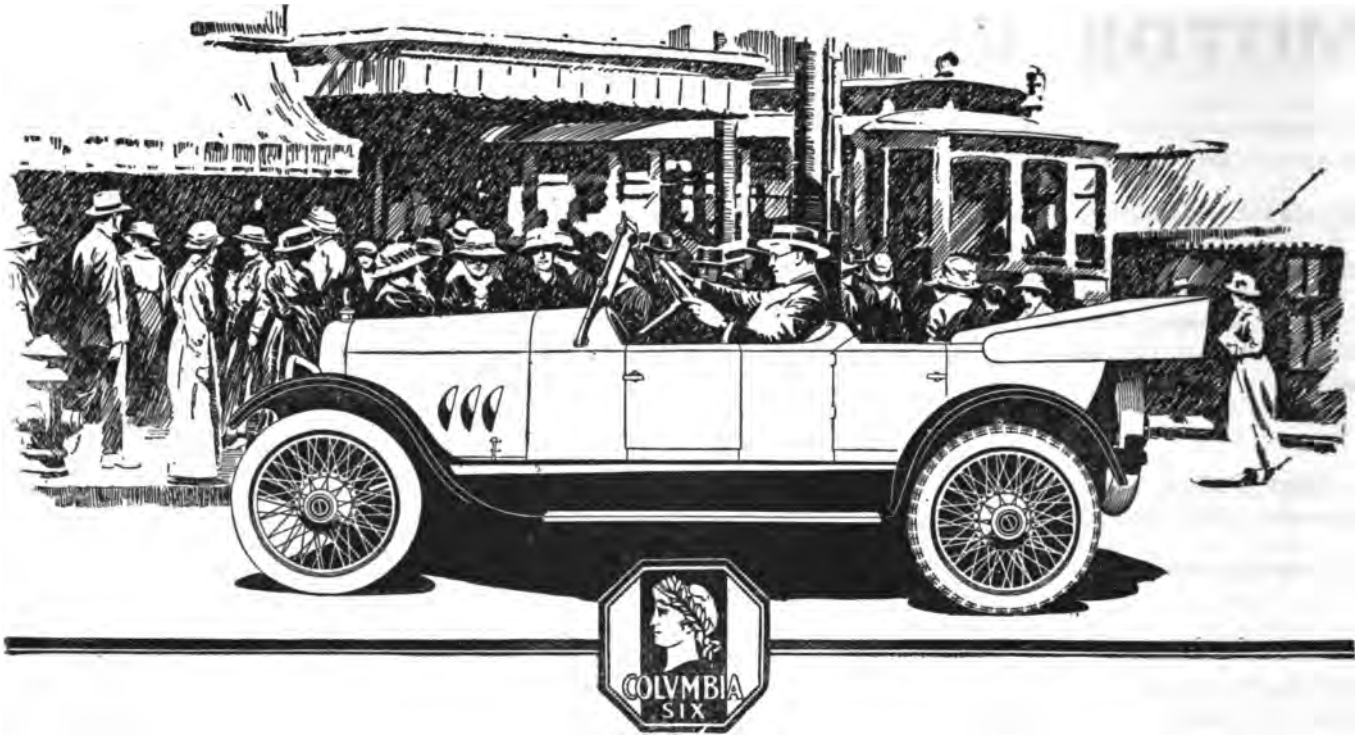


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Ask any man who drives a Columbia Six and he will tell you that from a sound, practical, business-like standpoint the Columbia Six appeals to him because it is thoroughly reliable—built by a substantial organization and is wonderfully economical both in up-keep and depreciation.

Columbia dealers throughout the country tell us that they looked long for a car that would appeal on a business basis to a man as the Columbia Six does.

A Columbia sales agreement is a positive assurance of a growing business for years to come.

**Note that the Columbia Six is Good All the Way Through**

*Timken Axles—Continental Red Seal Motor—Detroit Pressed Steel Company Frame—Radiator with "Sylphon" Thermostatically Controlled Shutters—Spicer Universal Joints—Borg & Beck Clutch—Durston Transmission—Detroit Steel Products Company's Springs—Gemmer Steering Gear—Auto Lite Starting & Lighting—Atwater-Kent Ignition—Stromberg Carburetor—Prest-O-Lite Storage Battery—Painting and Trimming by The American Auto Trimming Co.—Pantasote Top—Firestone Tires.*

**COLUMBIA MOTORS CO.** **DETROIT, U. S. A.**

# Columbia Six

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# Specifications of Passenger Cars—1919

## REVISED MONTHLY

ABBREVIATIONS:—NAME AND MODEL—¶before name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. PRICE OF TOURING CAR—* before price indicates cost of chassis; † cost of runabout; ‡ cost of 4-passenger model. ENGINE—Wisc., Wisconson; Cont., Continental; Lycmg., Lycoming; T'tor, Teetor; H-Splm., Herschell-Spillman; Ruten., Rutenber; G. B. S., Golden; Belknop & Swarts; Ster., Sterling; North., Northway; Masnk., Massnick; Duesen, Duesenberg; Colon., Colonial. SHAPE OF CYLINDERS—L., Valves on one side of Cylinder; T., Valves on opposite sides; I., Valves in Head F., Valves on side and in head; S., Sleeve Valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr. S.pur; Gr., Gear. COOLING SYSTEM—P., Pump; T-S., Thermo Syphon; A., Air Cooled; †, Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbg., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith; Buic., Buick; Mill., Miller; Shakes., Shakespeare; Mon., Monarch; Stew., Stewart; Dupl., Duplex. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray & David; Al-Ch., Allis-Chalmers; At-K., Atwater Kent; Auto., Autolite; Split., Splitdorf; U. S. L., U. S. Lt. & Heating Co.; Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc.; D-D., Dry Disc; P., Plate; D-P., Dry Plate; C., Cone; O-C., Oil Cone; C-U., Control Unit; F-D., Friction Drive. GEARSET LOCATION—U P P., Unit Power Plant; To'T., Gearset on Forward End of Torque; R. Ex., Gearset Unit with Rear Axle; Sep., Gearset Separate. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Flating; S. F., Semi-Flating; D., Dead. GEARS—Sp. B., Spiral Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptic; ¾ El., Three-Quarter Elliptic; F-El., Full Elliptic; Cant., Cantilever; D. Cant., Double Cantilever; Plat., Platform. BEARINGS—B., Ball; R., Roller; P., Plane.

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make | Carburetor: Fed by | IGNITION SYSTEM: Make Type | Make of Starting-Lighting System | Clutch Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | 1395 | Own | 4 | 3½x5 | 192 | 19.60 | 37 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Stmb | V | Conn S-H | Auto | D D |
| American Beauty | 2000 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 48 | 2400 | L | Blk | ¼ | 1.39 | 5/16 | Hel | P | F & S | Rayf | V | At-K | West | D D |
| American, 1x | 1765 | Ruten | [illegible] | 3⅛x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | At K S-H | West | D D |
| Anderson 400-C | 1675 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ¼ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D |
| Anderson De Lux | 1775 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅜ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D |
| Apperson Anniver. | 4000 | Own | 8 | 3¼x5 | 332 | 33.80 | 65 | 2500 | L | 4 | ⅜ | 1⅝ | 11/32 | Hel | T-S | F | John | V | Remy D-H | Bijur-2 | D D |
| Apperson, 8-20 | 2950 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Argonne | 4000 | ...... | 4 | 3⅜x5½ | 226 | 22.50 | ... | ... | L | Blk | .. | ... | ... | ... | ... | ... | ... | V | ...... | West | D D |
| Auburn, 6-39 H | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Remy S-H | Remy-2 | D D |
| Austin, 12 | 4250 | Weidely | 12 | 2⅞x5 | 389 | 39.68 | ... | ... | I | 3 | ⅜ | ... | ... | Hel | P | F | Stmb | V | Delco S-H | Delco-2 | D D |
| Bell, '18 | 1250 | GB&S | 4 | 3⅜x4¼ | 189 | 22.50 | 32 | 2800 | L | Blk | ¼ | ... | ... | Hel | T-S | F & S | Stmb | V | At K S-H | Auto | D D |
| Biddle, '18 | 2985 | Buda | 4 | 3¾x5½ | 226 | 22.50 | 48 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Bosch | G & D-2 | D D |
| Birch Light Six, 40 | 1495 | Beaver | 6 | 3⅛x5 | 286 | 23.44 | 45 | 2200 | L | Blk | ⅜ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Conn | Remy | D D |
| Birch Super-Four | 1085 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 36 | 1800 | L | Bl | ⅜ | 1⅝ | 5/16 | Hel | T-S | ...... | Cart | G | At K | Dyneto-2 | D-D |
| ¶Bour-Davis | 1850 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ... | L | Blk | .. | ... | ... | ..... | P | F & S | Stmb | .. | Remy | Remy | D D |
| ¶Brewster | 7200 | Own | 4 | 4 x5½ | 276 | 25.26 | ... | 2200 | S | Blk | ⅜ | ... | ... | Ch | P | F | Zeni | V | Bosch S-H | U S L-1 | C |
| ¶Briscoe, 4-24 | 985 | Own | 4 | 3⅛x5¼ | 163 | 16.25 | 30 | 2000 | L | Blk | ⅜ | 1⅛ | 5/16 | Hel | T-S | F & S | Buic | G | Conn S-H | Auto-2 | C |
| Buick, H-45 | 1495 | Own | 6 | 3⅜x4½ | 241 | 27.34 | 60 | ... | I | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | S | Marv | V | Delco S-H | Delco-1 | D P |
| Buick, H-49 | 1785 | " | " | " | " | " | " | ... | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Bush | 1395 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 2500 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | S | Cart | V | At K | Dyneto 2 | D |
| Cadillac, 57 | 3220 | Own | 8 | 3⅛x5⅛ | 314 | 31.25 | ... | 2650 | L | 4 | ⅜ | 1⅝ | 5/16 | Ch | P† | F | own | P | Delco S-A | Delco-1 | D D |
| Campbell | 835 | Own | 4 | 3⅞x4 | 189 | 24.00 | .. | ... | L | Blk | .. | ... | ... | Spur | T | F & S | Amer | V | At K S-H | Auto | D |
| ¶Case | 2200 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Delco | West | D D |
| Chalmers, 6-30 | 1685 | Own | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2650 | L | Blk | ⅜ | 1½ | ⅜ | Ch | T-S | F & S | Stmb | V | Remy S-H | Auto | D D |
| Chalmers, 6-30 | 1765 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Champion | 1150 | ...... | 4 | ...... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Champion | 1295 | ...... | 6 | ...... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ¶Chandler | 1795 | Own | 6 | 3½x5 | 289 | 29.40 | ... | ... | L | 3 | ⅜ | 1⅝ | 5/16 | Ch | P | F & S | Rayf | V | Bosch S-H | West-2 | D D |
| Chevrolet, 490 | 735 | Own | 4 | 3⅝x4 | 171 | 21.75 | ... | ... | I | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | F & S | Zeni | G | Remy S-H | Auto-2 | C |
| Chevrolet, D | 1585 | Own | 8 | 3⅜x4 | 286 | 36.45 | ... | ... | I | 4 | ⅜ | 1⅝ | 5/16 | Hel | P | F & S | Zeni | V | Remy S-H | Auto-2 | C |
| ¶Chevrolet, F B | 1235 | Own | 4 | 3⅝x5¼ | 224 | 21.75 | ... | ... | I | Blk | ⅜ | 1⅝ | ¼ | Hel | P | F & S | Zeni | V | Remy S-H | Auto-2 | C |
| Cleveland | 1385 | Own | 6 | 3 x4½ | 286 | 21.60 | ... | ... | I | Blk | .. | ... | ... | Ch | P | F & S | Stmb | .. | ...... | G & D | D |
| ¶Cole, 870 | 2750 | North | 8 | 3½x4½ | 346 | 39.22 | 80 | 2800 | L | 4 | ⅜ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Delco S-H | Delco-2 | D |
| Colonial, 35 | 1095 | Falls | 6 | 3 x4½ | 190 | 21.60 | ... | ... | L | Blk | ⅜ | ... | ... | Hel | T-S | F & S | Stew | V | Remy S-H | Al-Ch-1 | C |
| ¶Columbia Six JC | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅜ | 1.39 | .31 | Hel | P† | F & S | Stmb | V | A-K | Auto | D D |
| Comet 6-C-53 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2600 | L | Blk | ⅜ | 1⅝ | .... | Hel | P | F & S | Stmb | V | Wagner | Wagner | D D |
| Commonwealth | †1395 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 40 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hels | T-S | F & S | Cart | V | At-K | Dyneto-2 | D D |
| Crawford | 2750 | Cont | 6 | 3½x5¼ | 303 | 29.40 | ... | ..... | L | Blk | ⅜ | ..... | ..... | Hel | P | F & S | Stmb | V | Bosch | West | D |
| ¶Crow-Elkhart, L-55 | 1295 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 1800 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D |
| ¶Crow-Elkhart, K-55 | 1545 | Ruten | 6 | 3⅛x5 | 230 | 23.14 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D |
| Cunningham, V | on ap | Own | 8 | 3¾x5 | 445 | 45.00 | 90 | 2200 | L | 4 | ⅜ | 1¾ | ⅜ | Hel | P | F | Stmb | V | Delco S-H | West | D D |
| ¶Daniels, D | 4509 | Own | 8 | 3½x5¼ | 404 | 39.20 | 70 | 2000 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | P | F | Zeni | V | Delco S-H | Delco-2 | D D |
| ¶Davis, 51 | 1765 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 58 | 2650 | L | Blk | ⅜ | 1⅝ | ¼ | Hel | P | F & S | Stmb | V | Delco D-H | Delco-2 | D D |
| Deering | .... | Dorris | 6 | 4 x5 | ... | ..... | ... | ..... | I | 3 | .. | ..... | ..... | ..... | .... | F | .. .. | .. | ........ | ........ | Magne- |
| Disbrow, A | †2050 | Wisc | 4 | 5Mx5½ | 446 | 41.60 | ... | ..... | T | .... | .. | ..... | ..... | Hel | P | F | Mill | P | KW S-H | Leece-N | D |
| Dispatch | 1290 | Wisc | 4 | 3¾x5 | 220 | 22.50 | 35 | 2000 | L | Blk | ¼ | 1⅝ | 5/16 | Hel | T-S | F | Ray | V | Bosch | U S L | C U |
| Dixie Flyer, H-S50 | 1365 | H-Splm | .. | 3¼x5 | 166 | 16.90 | 42 | 2200 | L | Blk | 3/16 | ..... | ..... | Hel | T-S | F & S | Stmb | V | Conn S-H | Dyneto-2 | D D |
| ¶Dodge Brothers | 1085 | Own | 4 | 3⅞x4½ | 212 | 24.03 | 35 | 2000 | L | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | F & S | Stew | V | N-E A-H | N. East-1 | D D |
| ¶Dorris, 6-80 | 4350 | Own | 6 | 4 x5 | 377 | 38.40 | 80 | 2400 | I | 3 | ¼ | 1½ | 11/32 | Hel | P | F | Stmb | V | Bosch S-H | West-2 | D D |
| Dort | 985 | Own | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅜ | 1⅝ | 19/64 | Hel | T-S | S | Cart | V | Conn S-H | West-2 | C |
| Douglas | 2000 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 75 | 2400 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | P | F | Zeni | V | West S-H | West-1 | D D |

| NAME AND MODEL | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Taken By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Bgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | U P 3 | Columbia | F | SpB | 4.60 | S | S | 110 | 32x4 | Firestone | Semi | 3 | B-R | R | R | 2580 |
| American Beauty | U P 3 | Timken | S-F | Sp B | 4.45 | S | S | 121 | 34x4½ | Firestone | Semi | 3 | B-R | R | R | 2900 |
| American, 1x | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | S | S | 122 | 32x4 s | Firestone | Semi | 3 | B-P | B-R | B | 2900 |
| Anderson 400-C | U P 3 | Columbia | F F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | B | B | B | 2750 |
| Anderson De Lux | U P 3 | Columbia | F-F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | R | B | B | 2750 |
| Apperson Anniver. | Sep 3 | Own | F | Sp B | 4.25 | S | S | 130 | 34x4½ | Firestone | ¾ El | 3 | R | R | R | 3600 |
| Apperson, 8-20 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Argonne | 4 | ......... | ..... | ..... | ..... | .. | .. | 119-32 | 32x4 | ......... | Semi | .. | .... | .... | .... | .... |
| Auburn, 6-39 H | U P 3 | Columbia | F-F | Sp B | 4.42 | S | A | 120 | 32x4 s | Firestone | Semi | 3 | B | R | B | 2800 |
| Austin, 12 | U P 6 | Spec. Aust | in | 2-sp | Axle | S | S | 142 | 34x4½q | Firestone | D Cant | 3 | B | B & R | R | .... |
| Bell, '18 | U P 3 | Peru | F | Bev | 4.25 | S | S | 114 | 31x4s | Firestone | Cant | 3 | R | R | B | .... |
| Biddle, '18 | U P 4 | Standard | ¾ F | Sp B | 4.00 | S | S | 121 | 32x4s | Firestone | Semi | 3 | B | R | R | 3250 |
| Birch Light Six, 40 | U P 3 | Timken | ¾ F | Bev | 4.15 | S | S | 115 | 34x4 | Stanweld | ¾ El | 3 | B | R | B | 2680 |
| Birch Super-Four | U P 3 | Peru | .... | Sp B | 4.25 | S | S | 115 | 32x3½ | Stanweld | ¾ El | 2 | B | R | ...... | 2200 |
| ¶Bour-Davis | U p 3 | ......... | ¾ F | Sp B | .... | .. | .. | 118 | 32x4½ | ......... | ......... | .. | B-R | R | B | .... |
| ¶Brewster | To-T 3 | Own | F | Sp B | 4.25 | T | T | 125 | 34x4½ s | Firestone | Cant | 3 | B | B | R | .... |
| ¶Briscoe, 4-24 | R Ax 3 | Own | S-F | Bev | 4.23 | S | A | 104 | 30x3½q | Cleveland | F-El | 2 | RRP | B & R | B | 2100 |
| Buick, H-45 | U P 3 | W. Mott | F | Sp B | 4.07 | T | T | 118 | 33x4s | Baker | Cant | 4 | B | B & R | R | .... |
| Buick, H-49 | " | " | " | " | 4.61 | " | " | 124 | 34x4½s | " | " | " | " | " | " | .... |
| Bush | U P 3 | Salisbury | F-F | Bev. | 4.00 | T | T | 116 | 32x3½ | Firestone | ¾ El | 2 | B | R | B | 2450 |
| Cadillac, 57 | U P 3 | Timken | F | Sp B | 4.43 | S | A | 125 | 35x5s | Kelsey | Plat | 3 | B-R | R | R | .... |
| Campbell | U P 3 | Salisbury | F-F | Sp B | 4.25 | S | S | 110 | 30x3½c | U. S. | Semi | 3 | B | B | B-R | 2000 |
| ¶Case | U P 3 | Columbia | ¾ F | Sp B | 4.45 | S | S | 126 | 34x4½ | Firestone | Semi | 3 | B | R | R | 3300 |
| Chalmers, 6-30 | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 117 | 32x4s | Kelsey | Semi | 3 | R | R | R | 2800 |
| Chalmers, 6-30 | " | " | " | " | 5.18 | " | " | 122 | 34x4s | " | " | " | " | " | " | 2950 |
| Champion | ... | ... | ... | ... | ... | ... | ... | 116 | 32x3½ | ... | ... | ... | ... | ... | ... | ... |
| Champion | ... | ... | ... | ... | ... | ... | ... | 116 | 32x3½ | ... | ... | ... | ... | ... | ... | ... |
| ¶Chandler | U P 3 | Own | F | Sp B | 4.40 | S | A | 123 | 33x4s | Fire&Clev | Semi | 3 | B | B | B | 2985 |
| Chevrolet, 490 | U P 3 | Own | ¾ F | Bev | 3.63 | S | S | 102 | 30x3½q | Demount | ¾ Cnt | 3 | B | R | B | 1890 |
| Chevrolet, D | U P 3 | Own | ¾ F | Sp B | 4.25 | S | T | 120 | 34x4q | Demount | ¾ Cnt | 3 | B-P | R | B | 3100 |
| ¶Chevrolet, F B | U P 3 | Own | ¾ F | Sp B | 4.25 | S | S | 112 | 33x4s | Demount | ¾ Cant | 3 | B-P | R | B | 3200 |
| Cleveland | U P 3 | Own | .... | Sp B | .... | .. | .. | 112 | 32x4 | Firestone | Semi | 3 | .... | R | R | .... |
| ¶Cole, 870 | U P 3 | Columbia | F | Sp B | 4.46 | S | S | 127 | 33x5q | Firestone | Semi | 3 | B | R | R | 3590 |
| Colonial, 35 | U P 3 | Lewis | F | Bev | 4.41 | .. | .. | 116 | 32x3½ | Goodyear | Cant | 3 | B | R | R | 2775 |
| ¶Columbia Six JC | U P 3 | Timken | ¾ F | Sp B | 4.75 | S | A | 115 | 32x4 | Firestone | Cant | 3 | B | R | R | 2800 |
| Comet 6-C-53 | U P 3 | Columbia | F-F | Sp B | 4.50 | S | A | 125 | 33x4s | Firestone | Cant | 3 | B | R | R | 3200 |
| Commonwealth | U P 3 | Peru | F-F | Sp B | 4.25 | S | S | 117 | 32x4 | Stanweld | Semi | 2 | B | R | R | 2500 |
| Crawford | U P 3 | Timken | ¾ F | Sp B | 4.50 | .. | S | 122½ | 32x4c | ......... | Semi | 3 | R | R | R | .... |
| ¶Crow-Elkhart, L-55 | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 32x3½ s | Firestone | Semi | 2 | B | R | R | 2370 |
| ¶Crow-Elkhart, K-55 | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 33x4s | Firestone | Semi | 3 | B | R | R | 2470 |
| Cunningham, V | U P 3 | Timken | F | Sp B | 4.08 | S | A | 132 | 35x5 | Goodrich | ¾ El | 3 | B-R | .... | R | 4350 |
| ¶Daniels, D | U P 3 | Timken | F-F | Sp B | 4.42 | S | A | 132¼ | 34x4½ s | Firestone | Semi | 3 | B | R | R | 3800 |
| ¶Davis, 51 | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 120 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| Deering | -tic | Timken | F-F | Sp B | ..... | .. | .. | 132 | 33x5 | Wire W | ....... | 7 | .... | R | ...... | .... |
| Disbrow, A | U P 3 | American | F | Bev | ..... | .. | S | 116 | 33x4½ | Wire W | Semi | 3 | R | R | R | .... |
| Dispatch | ...... | Own | .... | C U | 4.12 | R | S | 120 | 34x4 | Stand | El | 3 | B | P | B | 2300 |
| Dixie Flyer, H-S50 | U P 3 | Peru | F F | Sp B | 4.75 | T | T | 112 | 32x4s | Fick | ¾ El | 2 | B-P | B & R | B | 2450 |
| ¶Dodge Brothers | U P 3 | Own | F | Sp B | 4.17 | S | T | 114 | 32x3½ s | Own | ¾ El | 3 | B | R | R | 2365 |
| ¶Dorris, 6-80 | U P 3 | Timken | F F | Sp B | 4.08 | S | S | 132 | 35x5 | Firestone | Semi | 7 | R | R | R | 3750 |
| Dort | U P 3 | Walker W | ¾ F | Bev | 4.07 | S | T | 105½ | 30x3½ s | Jackson | Cant | 2 | B | B R & P | B | 2200 |
| Douglas | U P 3 | Columbia | F F | Sp B | 4.42 | S | A | 132 | 34x4- | Firestone | Cant | 3 | B | R | R | 2350 |

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# Keeping Him "Sold"

Westinghouse values highly the opinion of the man who *rides* and the man who *reads*.

So not content with putting the highest quality into starting, lighting and ignition equipment, and furnishing service to the user, Westinghouse does still more.

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# Westinghouse
## STARTING, LIGHTING & IGNITION EQUIPMENT

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 PASSENGER CAR SPECIFICATIONS—Concluded

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacement | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make and Type | Fed by | IGNITION SYSTEM: Make Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Tak By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Brgs. | BEARINGS: Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Oldsmobile, 37-A | 1395 | Own | 6 | 2⅞x4¾ | 177 | 18.90 | 41 | 2600 | I | Blk | ⅝ | 1⅛ | ⅝ | Hel | P | F | John | V | Remy | Remy | C | U P 3 | W. Mott | F | Sp B | 4.60 | S | S | 112 | 32.4s | Perlman | Semi | 3 | B–R | B R | R | 2452 |
| Oldsmobile, 45-B | 1895 | Own | 8 | 2⅝x4¾ | 248 | 36.55 | 58 | 2600 | L | 4 | ⅝ | 1⅛ | ⅝ | Hel | P | F | B&B | V | Delco S-A | Delco-2 | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 122 | 34x4½s | Perlman | Semi | 2 | B–R | B & R | R | 3150 |
| ¶Olympian | 1240 | Own | 4 | 3¼x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅝ | 1⅜ | ⅜ | Hel | T-S | F | Stmb | V | Conn | Auto | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 112 | 32x3½s | Goodrich | Trans | 2 | B-P | B-R | B | ... |
| Overland, 90 | 985 | Own | 4 | 3⅝x5 | 179 | 18.23 | 35 | 2200 | L | Blk | ⅝ | 1⅝ | ⁵⁄₁₆ | Hel | T-S | S | Tilt | V | Conn S-H | Auto-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.93 | T | T | 106 | 31x4c | Stanweld | Cant | 2 | B–R | B | R | 2500 |
| Owen-Magnetic O-36 | 4250 | Buda | 6 | 3¾x5½ | 364 | 33.75 | 60 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Zeni | V | Bosch S-H | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 3.50 | S | A | 136 | 35x5s | D Wheels | Semi | 4 | .... | R | R | 4520 |
| Owen-Magnetic W42 | 5500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | I | 2 | ¼ | 1½ | ⅝ | Hel | P | F | Zeni | V | Bosch | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-25 | 5200 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅝ | 1½ | .344 | Chn | P† | F | own | P | DelcoS-HA | Bijur-2 | D D | U P 3 | Own | S-F | Sp B | 4.36 | S | A | 128 | 35x5c | Firestone | Semi | 3 | B–R | B | R | 4435 |
| Packard, 3-35 | 5550 | " |  | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4490 |
| Paige-Linwood, 6-40 | 1595 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2700 | L | Blk | ⅝ | 1⅝ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B–R | B & R | R | 2802 |
| ¶Paige, Essex, 6-55 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 1900 | L | Blk | ⅝ | 1 54 | .305 | Hel | P | F & S | Rayf | V | Remy S-H | Remy | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.33 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B–R | B & R | B | 3373 |
| Pann, A | ..... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | I | Blk | ⅝ | 1¼ | ⅝ | Chn | T-S | F & S | Stmb | G | Auto | Auto | D P | U P 3 | Own | Semi | Sp B | 4.90 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| ¶Paterson, 6-46 | 1695 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 38 | 1600 | L | Blk | ¼ | 1¼ | ⅝ | Hel | P | F & S | Stmb | V | Delco-D-H | Delco-2 | D P | U P 3 | Hess | S-F | Sp B | 4.50 | S | S | 120 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | 2900 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅝ | 1⅝ | ⅜ | Hel | P | F | Ball | V | At K S-H | Auto 2 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Plat† | 3 | B–R | R | R | 3500 |
| Penney 18 | 1085 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅝ | 1⅝ | ⁵⁄₁₆ | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-2 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Penney, 6-18 | 1585 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | L | Blk | .. | ..... | ..... | Hel | P | F & S | Rayf | V | S-H | Heinze | P | U P 3 | Columbia | F | Sp B | 4.58 | .. | S | 120 | 33x4s | .......... | ¾ El | 3 | B | R | B | .... |
| ¶Phianna | 6000 | Own | 4 | 3⁹⁄₁₆x6 | 287 | 24.90 | ... | ..... | L | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | Stmb | P | BoschS-H | WardL | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| Piedmont, N-30 | 1095 | Lycmg | 4 | 3½x5 | 192 | 19.60 | ... | ..... | L | Blk | .. | ..... | ..... | Hel | T-S | S | Cart | V | .......... | Dyneto | D P | U P 3 | Peru | F | ..... | 4.45 | .. | .. | 116 | 32x3½ | Firestone | Semi | ... | ..... | ..... | ..... | ... |
| Piedmont, S-40 | 1545 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | L | Blk | .. | ..... | ..... | Hel | T-S | S | Zeni | V | Remy | Remy | D P | U P 3 | Timk | S-F | ..... | 4.45 | .. | .. | 122 | 32x4 | Firestone | Semi | ... | ..... | ..... | ..... | ... |
| Pierce-Arrow, 38 | 7250 | Own | 6 | 4 x5½ | 415 | 38.40 | ... | ..... | T | 2 | ¼ | 1½ | ⅝ | Hel | P | F | Own | P | Delco | West | C | Sep 4 | Own | S-F | BSp | 3.78 | S | A | 134 | 34x4½ | Goodrich | ¾ El | 7 | B | B & R | R | 4370 |
| Pierce-Arrow, 48 | 7750 | Own | 6 | 4½x5½ | 525 | 48.60 | — | —— | T | 2 | ¼ | 1½ | ⅝ | Hel | P† | F | own | P | Delco | West-2 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 142 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5103 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅝ | 1⅝ | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 | O D | U P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Perlman | Semi | 3 | B | R | B | 2350 |
| ¶Pilot, 6-45 | 1650 | Teetor | 6 | 3½x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅝ | 1 37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-2 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Perlman | Cant | 3 | B | B & R | R | 2890 |
| Premier, 6-C | 2585 | Own | 6 | 3⅜x5½ | 295 | 27.30 | 60 | 2400 | I | Blk | ⅝ | 1⅔ | ⅝ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B–P | R | R | 3400 |
| Reo, T & U | 1650 | Own | 6 | 3 ⅜x5 | ... | ..... | ... | 2750 | F | 2 | ⅝ | 2.33 | .26 | Hel | P | S | John | V | Remy S-H | Remy-2 | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 33x4s | Firestone | Semi | 4 | R | R | R | 2935 |
| Ri-Chard | 8000 | Own | 8 | 3¾x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ½ | Hel | P | F-S | Own | V | 2 Bosch M | West | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| Revere B | 3850 | Own | 4 | 4⅝x6 | 360 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | ⅜ | Spr | P | F-S | Mill | P | Bosch | West | D D | U P 4 | American | F-F | Beb | 3.50 | .. | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3850 |
| ¶Roamer, C-6-54 | ..... | Cont | 6 | 3½x5¼ | 303 | 29.40 | 54 | 2450 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 | D P | U P 3 | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4s | Wire W | Semi | 5 | B -R | B | B | 3000 |
| ¶Roamer, D-4-75 | ..... | Duesen | 4 | 3¾x6 | 299 | 25.40 | 75 | 2650 | I | Blk | ¼ | 2 | ½ | Hel | P | F & S | Stmb | V | Bosch | Bijur-2 | D P | U P | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4½s | Wire W | Semi | 2 | B | B | B | 3150 |
| Rock Falls, 10 | ..... | Buda | 6 | 3½x5¼ | 303 | 29.40 | ... | ..... | L | Blk | .. | ..... | ..... | ..... | P | F & S | Rayf | V | Bosch | West | D P | U P 3 | Columbia | F-F | ..... | 4 56 | .. | .. | 136 | 35x5 | Firestone | ¾ El | ... | ..... | ..... | ..... | 2800 |
| ¶Saxon, Six | 1295 | Cont | 6 | 2¾x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅝ | 1⅛ | ⁵⁄₁₆ | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-2 | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R–P | R | R | 2376 |
| Sayers | 1745 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 42 | 2200 | L | Blk | ¼ | 1⅝ | ¼ | Hel | P | F & S | Zeni | V | Delco | Delco-2 | D D | U P 3 | Hess | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2600 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3⅝x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅝ | 1¼ | ⁵⁄₁₆ | Hel | P | ....... | Zeni | V | Remy | Remy | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½c | D Wheels | Cant | 3 | B–R | R | B | 2100 |
| Scripps-Booth 6-39 | 1295 | North | 6 | 2⅝x4½ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅝ | ..... | ..... | Hel | P | F-S | Marv | V | Remy | Remy-2 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Perlman | Semi | 3 | B-P | B-R | B | .... |
| Senece, 4-27 | 1085 | LeRoi | 4 | 3¼x4½ | 138 | 15.63 | 27 | 2200 | L | Blk | ⅝ | ..... | ¼ | Hel | T-S | F & S | Scheb | .. | Conn | Al-Ch | D-D | U P 3 | Peru | F F | Sp B | 4.50 | S | T | 108 | 30x3½ | Jackson | Cant | 2 | B | R | B | 2100 |
| Simplex-Crane | *7000 | Own | 6 | 4⅜x6¾ | 564 | 45.94 | ... | ..... | L | 3 | ⅝ | ..... | ..... | Chn | P | F | Newc | P | Eisen | Bosch-2 | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ..... | Semi | 3 | B | B | B | .... |
| Singer, 19 | 5000 | H-Splm | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 3 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Rayf | V | Bosch S-H | West-1 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| ¶Standard, I | 3000 | Own | 8 | 3¼x5 | 331 | 33.80 | 70 | 2200 | L | 4 | ⅝ | 1⅝ | ⅝ | Hel | P | F | Zeni | V | Split | West | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B–R | B R & P | R | 3500 |
| ¶Stearns-Knight, 4 | 2350 | Own | 4 | 3¾x5½ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅝ | ..... | ..... | Chn | P | F & S | Schb | V | At-K S-H | West-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B–R | B & R | R | 3400 |
| Stephens, 84 | 1975 | Own | 6 | 3¼x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F | Till | V | Auto | Auto | D D | U P 3 | Stanpar | S-F | Sp B | 4.75 | S | S | 122 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-E, A-1 | 7000 | Own | 6 | ....... | 300 | 30.24 | 77 | 2700 | .. | Blk | .. | 2 | ⅜ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | ..... | ..... | ..... | 1800 |
| Studebaker, S-H | 1325 | Own | 4 | 3½x5 | 187 | 19.60 | 38 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 4.36 | S | S | 112 | 32x3½q | Kelsey | Semi | 3 | R | R | R | 2500 |
| Studebaker, E-H | 1685 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Ball | V | Remy S | Wagner | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2750 |
| Studebaker, E-G | 2135 | Own | 6 | 3⅞x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Ball | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| Stutz, 16-valve | 3100 | Own | 4 | 4⅜x6 | 361 | 30.63 | ... | ..... | T | Blk | ¼ | ..... | ..... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| Templar, 4-45 | 2485 | Own | 4 | 3⅜x5½ | 197 | 18.23 | 45 | 2100 | I | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | Zeni | V | Magneto | Bijur-2 | D D | U P 3 | American | S-F | Sp B | 4.41 | S | S | 118 | 32x4 | Firestone | Semi | 3 | B | B & R | R | 2750 |
| ¶Texan | 1250 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | 36 | 2700 | L | Blk | ⅝ | 1⅝ | ⅝ | Chn | T | F & S | Cart | V | Delco | Auto | P | U P 3 | Peru | F F | Sp B | 4.25 | T | A | 115 | 33x4s | Firestone | Cant | 3 | B | R | R | 2400 |
| Tulsa, D-1 | 1200 | Lycmg | 4 | 3½x5 | 187 | 19.60 | 35 | 1800 | L | Blk | ⅝ | ..... | ..... | Hel | T | F & S | Mill | V | Delco | Dyneto | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | R | B | 2400 |
| Velie, 34 | 1525 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 35 | 2050 | L | Blk | ⅝ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | ¾ El | 3 | B–P | R | R | 2716 |
| Velie, 39 | 1910 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅝ | 1¼ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B–R | R | R | 3316 |
| Vernon, 419 | ..... | Own | 4 | 3⅛x4 | 123 | 15.62 | 45 | 2800 | T | Blk | ⅝ | 1⅝ | ⁷⁄₃₂ | Hel | T | F & S | Own | G | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.63 | S | S | 108 | 30x3½c | Baker | Cant | 2 | B | R | R | 1500 |
| Vernon 819 | ..... | Own | 8 | 2⅝x4 | 173 | 22.05 | 62 | 2800 | T | 4 | ⅝ | 1⅝ | ⁷⁄₃₂ | Hel | T | F & S | Own | V | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.25 | S | S | 115 | 31x4c | Baker | Cant | 2 | R | R | R | 2100 |
| ¶Waco, T-37 | 950 | ....... |  | 3¾x4¼ | 188 | 22 50 | 37 | .... | L | Blk | .. | ..... | ..... | ..... | T | F & S | Schb | V | Split | ......... | D | U P 3 | ......... | F-F | ... | ..... | .. | .. | 112 | 32x3½q | ......... | ¾ El | .. | .... | B | ..... | 2350 |
| ¶Wescott 3-38 | 2090 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 55 | 2650 | L | Blk | .. | ..... | ⅝ | ..... | P | F | Rayf | .. | Delco | Delco | ...... | U P 3 | ......... | ..... | ..... | ..... | .. | .. | 118 | 33x4s | ......... | Semi | 4 | .... | ..... | ..... | ..... |
| Westcott, A-48 | 2590 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Cant | 3 | B–R | R | R | 3200 |
| Willys, 89-6 | 1625 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 45 | 1700 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Tilt. | V | ConnS | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.00 | T | T | 120 | 33x4½s | Stanweld | Cant | 3 | BRP | R | R | 3430 |
| Willys-Knight 88-4 | 1725 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅛ | ..... | ..... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| Winton, 33 | 3600 | Own | 6 | 3¾x5½ | 348 | 33.75 | 70 | 2200 | L | 2 | ¼ | 1¾ | ⅓ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.90 | S | T | 132 | 35x5 | Firestone | Semi | 4 | B–R | R | R | 3870 |
| Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ¼ | 2¼ | ⅝ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B–R | R | R | 4440 |
| Wolverine | 3500 | Duesen | 4 | 3⁹⁄₁₆x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .. | 2¼ | ⅝ | Gear: | P | F & S | Mill | V | Bosch: | Bijur: | D D | U P: | American | F-F | Sp B | 2.94 | .. | S | 117 | 32x4½ | ......... | Semi: | 3 | B | R | R | 2340 |

STEAM CARS

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Dive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Doble Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| Stanley, 735 | 3740 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| [illegible] | 2000 | 125 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3½x5 | Rear Axle | No Gr | Kero | Bunsen | Condensing | [illegible] | 33x[illegible] | Semi | Springs | Eng. Frame |

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**WOOD WHEELS for MOTOR VEHICLES**

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# MANUFACTURERS' NOTES

A $500,000 factory will be built at Mount Clemens, Mich., by Henry Ford for the manufacture of automobile and tractor parts. It will get its power from the Clinton River. The Ford engineers are now at work locating a suitable site.

The Grinding Process Tool Co., Detroit, is the new name for the Dertoit Reamer Salvage Co. The company will re-manufacture machine tools of all characters. The capital stock has been increased.

The Packard Motor Car Co., Detroit, will erect two buildings to house its service department and its local salesroom. The service building will be L-shaped with a street frontage of 400 ft.

The General Motors Corp. will build a $100,000 warehouse and add additional office space at the General Motors Truck Co. plant at Pontiac. The warehouse is to be 80 by 300 ft. Office rooms will be secured by adding a second story to the present structure. This will provide 8000 sq. ft. more floor space and it will be used by the sales and engineering departments.

The Fuller & Johnson Mfg. Co., Madison, Wis., will build an addition which will cost about $125,000.

The Turner Advertising Co., Chicago., has changed its name to Johnson, Read & Co., 202 South State Street.

The Detroit Seamless Steel Tubes Co. has begun construction in Dertoit of a $3,000,000 plant on a 60-acre tract of land. The first unit will cost $1,000,000 and will be completed by Jan. 1, 1920. The plant proper will occupy a space of 350 x 700 ft.

The Detroit Pressed Steel Co., Detroit, is planning to take immediate possession of the Carlton Avenue plant of the Detroit Shell Co., which it has acquired as an addition to its Mt. Elliot Avenue factory.

The Kellogg Manufacturing Co., Rochester, N. Y., has increased its capital from $75,000 to $300,000 to provide for its increasing business.

The Victor Mfg. & Gasket Co., Chicago, has built a new plant, covering four acres of ground, which will more than treble its present capacity. The company also has plans for an 8-story, 100 x 300, warehouse and storeroom. Plans for an increase in capital to $1,000,000 are under way.

The J. E. F. Spark Plug Co. of Milwaukee has ed its corporate style to The Viktry Mfg. Co. name of the J. E. F. Sales Corp. has been chan Viktry Sales Co. The name of its principal p will be the Viktry Disc or V. D. spark plugs.

Nordyke & Marmon Co.'s new No. 3 plant at I apolis, consisting of a five-story body shop 600 ft a one-story final assembly building 900 ft. long power plant and other buildings, is being rush completion.

The Champion Brass Works, Coldwater, Mich add a line of automobile accessories to its normal facturing line. The concern will increase its stock from $15,000 to $75,000.

The Liberty Accessories Corporation of St. Mo., has increased its capital stock to $100,00 has purchased the plant of D. C. Gilliland Manuf ing Co. and will put a new line of specialties market in addition to the present line.

The Ramstack & Sons Mfg. Co., Milwaukee, is organized with a capital stock of $100,000 to ma ture the J. E. F. spark plug. The present plant J. E. F. Spark Plug Co. will be used by the new cern.

The organization of a new American compa handle automobile accessories in the foreign fiel been formed as the Overseas Motor Service with offices at 1760 Broadway, New York City.

The Giddings & Lewis Mfg. Co., Fon Du Lac, manufacturers of machine tools and special mach is establishing a new department for producing t transmission units.

The Kearney & Trecker Co., Milwaukee, manufacturers of machine tools, is erecting a addition, 40 x 480 ft., to provide for enlarged ca

S. A. Taylor has been appointed foreign repre tive of the Garford Motor Truck Co., Lima, O. is leaving on a trip to Africa and the Far East.

P. A. Doyle, formerly general sales manage the Ten Broeck Tire Co., St. Louis, has recentl signed to join the International India Rubber South Bend, Ind., as manager of its central di His headquarters will be at Kansas City, Mo.

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The General Motors Corp. is planning to erect a dormitory building in Flint, Mich., for employees. The cost is estimated at about $2,500,000. It will be a seven-story building, occupying a full block, the building proper to be 280 x 214 ft.

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The Carlisle Tire & Rubber Co., Carlisle, Pa., has opened a branch in Los Angeles, Cal., at 1003 So. Figueroa Street, which is in charge of R. C. Cooper, formerly connected with the Para Auto Tire Co., Chicago.

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The Goodyear Tire & Rubber Co., Akron, has opened a branch in Little Rock, Ark., at 612 Louisiana Street. W. H. Ector is manager of the branch.

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The Signal Electric Mfg. Co., Menominee, Mich., has been incorporated with $150,00 capital to take over the business of the Tideman Electric Mfg. Co. The Tideman company has established a new plant at Cairo, Ill.

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The Norton Co. of Worcester, Mass., has opened a sales and stock room in Detroit at 73 West Congress Street.

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The Parry Mfg. Co. and the Martine Truck and Body Corp., both of York, Pa., have been consolidated, the new company being called the Martin-Parry Corp. The change will in no way affect the company's method of doing business.

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United Motors Service, with general offices in Detroit, has opened a branch in Buffalo at 1127-33 Main Street, where in addition to giving factory service on all motor car electrical equipment, it will also operate a special retail sales department.

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J. H. McKeough has been appointed manager of the truck division of the Nash Motors Co., Kenosha, Wis. He succeeds L. F. Collins, who resigned to join the Memphis-Nash Motor Co.

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The Peters Engineer Co., Philadelphia, is opening a factory branch of its welding and brazing service at 518 West 44th Street. Louis B. Lipschen & Co. are the metropolitan representatives.

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Construction of an administration building for the Oakland Motor Car Co., Pontiac, Mich., to cost in the neighborhood of $250,000, will commence shortly, it is expected. It will be a four-story structure 384 x 54 ft.

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The Advance Rubber Co., Brooklyn, N. Y., has opened a branch in Los Angeles, Cal., at 721 South Olive Street. Wm. J. Hartman is manager.

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### Bacon Heads McGraw Sales

The McGraw Tire & Rubber Co. announces the appointment of H. M. Bacon as general sales manager, with headquarters at the company's main office in Cleveland, Ohio.

Mr. Bacon comes from the Diamond Rubber Co., where he has been in charge of sales since 1914. He is well known throughout the tire and motor car industry. After a long experience in the motor car fields, he joined the Diamond Rubber Co. in 1911 and became its sales head three years later.

### Fremont Motors to Make Cars and Trucks

The Fremont Motors Corp., Fremont, Ohio, has been organized with a capital stock of $2,000,000 for the manufacture of passenger cars and trucks. The company will specialize in the manufacture of a four-passenger car to sell at $1,285.

Manufacturing will be carried on at the plant of the Burford Motor Truck Co., which has been purchased by the new corporation. The manufacture of the present Burford truck will be continued. The first passenger cars will be manufactured in about 60 days.

Fred M. Guy, said to be the inventor of the rotary valve motor, will act as sales manager of the concern, while C. W. Whitmore, formerly of the Packard Motor Car Co., is in charge of factory management.

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### "Why Magneto Ignition Makes a Good Engine Better"

A booklet entitled "Why Magneto Ignition Makes a Good Engine Better" has been brought out by the Magneto Manufacturers, 110 West 40th Street, New York City. The booklet tells why this association believes magneto ignition is superior to battery ignition. It contains 22 pages and is well illustrated.

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### Coe Made Eastern Field Secretary of N. A. D. A.

Charles F. Coe of Boston has been appointed eastern field secretary of the National Automobile Dealers' Association. Coe is well known to the trade throughout New England and the northwest, having gained prominence in trade organization work. He was active in all the war "drives" and raised many thousand dollars in the various Liberty Loan campaigns.

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### New York Registrations

Figures announced by the Secretary of State, covering the first six months' registration of motor vehicles in New York State show an addition of over 68,000 compared with the six months ended Aug. 1, 1918. Commercial cars have increased over 13,000, but motorcycles have decreased by over 4,700. On Aug. 1, 1919, New York State had a total motor vehicle registration of 504,771.

Comparative figures between Aug. 1, 1918 and Aug. 1, 1919, show an increase as follows:

In the first six months of 1918, the State automobile bureau collected $4,621,015, which is $607,136.50 less than so far this year. The last six months, as compared with all of last year, show an increase of 32,686 in passenger cars; 951 in omnibuses; 7767 in commercial cars, with a decrease of 585 in trailers.

Total receipts of the motor vehicle bureau on Aug. 1 this year amounted to $5,228,151.50, an advance of $282,854 over last year, when the receipts were $4,945,297.50.

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### Zenith Tire Plant

The Zenith Tire & Rubber Co., Cleveland, will start construction of its new plant Jan. 1. The directors, at a recent meeting, voted to increase the capital stock from $10,000,000 to $20,000,000. The company will manufacture cord tires only. The Zenith company is made up of Cleveland, Akron and Washington men, with a backing of British and American capital.

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### Marvel Cylinder Re-Boring Machine

The Marvel No. 5 cylinder reboring machine is manufactured by the Marvel Machinery Co., Minneapolis, Minn. The machine is especially designed

to do extremely accurate work, and the working parts are automatic in action. An automatic stop is provided so that after the operator sets the machine he can do other work while reboring cylinders. A friction disc feed is used so that any desired feed from 26 threads to 120 threads to the inch can be secured either with the advance or return of the bar, which makes it possible for the operators to take a hurried roughing cut with a coarse feed and finish with a fine feed cut, thus producing a smooth cylinder wall. Each cutter is provided with a graduated scale to aid the operator to set it to the desired over-size in reboring. The machine will handle anything from a small motor cycle cylinder to a large tractor engine cylinder.

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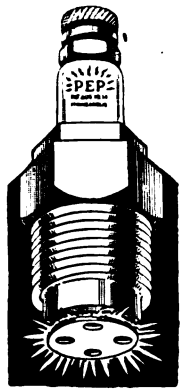
### Pep Spark Plug

The Pep Spark Plug, which is being placed on the market by the Pep Spark Plug Co., 932 McKnight




Bldg., Minneapolis, Minn., is provided with a disk electrode at its lower end, giving two inches of sparking surface. A ring of large, hot sparks all around the edge of the disk occurs as soon as the current passes through, and the disc protects the porcelain and prevents it from becoming fouled, it is stated.

### Black & Decker Lectroflater

An electric air compressor called the Lectroflater is being placed on the market by the Black & Decker Mfg Co., Baltimore, Md. It is of the self-contained unit type and the two-piece housing encloses the motor, the gear train and the compressor cylinder. End covers fastened with screws enclose the commutator and the brush rigging of the motor at one end and the gear train at the other. The compressor cylinder is fastened in the housing with machine screws through the flange on the cylinder head and that part of the housing enclosing the cylinder forms an air jacket for the cylinder.

In addition to being the frame in which the various parts of the machine are mounted, the housing completely encloses all these parts and forms one big air

jacket. A centrifugal fan on the armature shaft of the motor, draws air through the ports in the commutator end cover, circulates it through the motor and finally forces it around the compressor cylinder and out through the ports under the cylinder head.

The motor develops one-half horsepower and has a high starting torque. Both field and armature are built up of insulated laminations of high permeability.

The smallest size Lectroflater has a capacity of two cubic feet of free air per minute, which means that it will inflate a 34 by 4 tire from flat to 80 lbs. in about one and three-quarter minutes.

The entire machine with its high-speed motor is no bigger than the average slow-speed motor developing the same power, it is stated.

---

### "Klinch Linx"

"Klinch-Linx" are designed to replace one or any number of broken side links of tire chains. The links are simply slipped into place and clinched with a ham-

mer of pair of pliers. They can be used in an emergency to temporarily replace broken chain hooks. They are made by the American Auto Products Co., 1319 L Street, N. W., Washington, D. C.

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| Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1917-18 | A&B | Disco | 1845 | | 332 | | 906 | 1008 | | | | | | 1527 | SC | 171 | | 81 | | | 7½ | ⅞ | 1⅝ | 3/32 | 29 | 1⅝ | 3/32 | 27½ | | 3½ | ⅝ | |
| 1919 | B | Wagner | | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¾ | ⅛ | 37 | 1¾ | ⅛ | 36½ | | 3⅛ | | 2251 up |
| 1917 | All Models | Ward-L. | 1851 | | 320 | | 886 | 987 | | | | 362 | 7 | 1506 | | | | | | | | ½ | | | | | | | | | | |
| 1912-14-15 | | Jesco | 1878 | 557 | 345 | 756 | 924 | 1021 | | | 1281 | 405 | 67 | 1557 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 4¼ | ⅝ | |
| 1914 | | | 1861 | 520 | 319 | 701 | 892 | 997 | | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 3½ | ¼ | |
| 1914-15 | | | 1851 | 512 | | 697 | 886 | 987 | | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | | | ⅞ | | | | | | | | 4½ | ⅝ | |
| 1913 | 36A, 37A | | | | 322 | | 886 | 1117 | 1379 | | | | 1 | | DC | | | | | | | ⅞ | | | | | | | | 4 | ¼ | |
| 1912-14-15 | 48A, B, G, 4, 6, 8 | West | 1864 | 526 | 322 | | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 10 | ⅞ | | | | | | | 2¼ | 4⅛ | ¼ | |
| 1916 | K | West | 1851 | 514 | 317 | | 831 | 987 | 1332 | 1643 | 1293 | 470 | 58 | 1510 | SC | 167 | 81 | 63 | 63 | 8⅛ | 9⅛ | ⅞ | | | | | | | 2½ | 3 | 3/32 | |
| 1917 | A | West | 1851 | 514 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | 8¾ | ⅞ | | | | | | | 2½ | 3⅛ | 3/32 | |
| 1917 | B | | 1851 | 514 | 320 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 169 | 81 | 63 | 63 | | 9½ | ⅞ | 1⅝ | ⅛ | | | | | | 3½ | ⅝ | |
| 1913 | 32, 48 | North-E. | 1882 | 548 | 346 | 760 | 928 | 1022 | 1420 | 1631 | 1282 | 408 | 62 | 1596 | DC | | | | | | 9¾ | ⅞ | | | | | | | | 4½ | ⅞ | |
| 1914 | 41, 48 | North-E. | 1882 | 548 | 335 | 760 | 928 | 1022 | 1420 | 1655 | 1282 | 408 | 62 | 1596 | DC | Spec | Spec | Spec | Spec | 9 | 9¾ | ⅞ | 2½ | ⅝ | 40 | 2½ | ⅝ | 53½ | | 4½ | ⅞ | |
| 1915 | 48 | Jesco.† | 1874 | | | 732 | 912 | 1014 | 1408 | 1655 | 1237 | 396 | 11 | 1601 | DC | 176 | 90 | 90 | | 9⅛ | 10⅛ | ⅞ | 2½ | ⅝ | 49 | 2½ | ⅝ | 53½ | | 4½ | ⅞ | |
| 1915-16-17 | 41, 34 | Bosch | 1874 | 536 | 335 | 732 | 912 | 1014 | 1408 | 1655 | 1237 | 390 | 105 | 1601 | *DC | 141 | | 89 | 89 | 9½ | 10⅛ | ⅞ | 1½ | ⅝ | 47⅝ | 2 | ⅝ | 53½ | 2½ | 4½ | ⅝ | |
| 1918 | 34 | Bijur | 1839 | 514 | | 732 | 833 | 1088 | 1363 | 1645 | | 487 | | 1510 | SC | 129 / 101 | | 81 | 81 | 8⅞ | 9⅞ | ⅞ | 1½ | ⅝ | 47¼ | 2 | ⅝ | 53¼ | 2½ | 3½ | ⅝ | |
| 1919 | 34 | Bijur | 1839 | | | | | | 1363 | | | | | | SC | | | | | 9 | 9¾ | ⅞ | 1½ | ⅝ | 47½ | 2 | ⅝ | 53½ | 2½ | 3¾ | ⅝ | |
| 1914 | | North-E. | | 526 | | | 932 | 1003 | | | | | | | | | | | | | | | | | | | | | | 4 | ¼ | |
| 1914-15 | B | North-E. | | 560 | | | 953 | 1023 | | | | | | | | | | | | | | | | | | | | | | 5⅛ | ⅝ | |
| 1912-14 | | Jesco | | 526 | 322 | | | 1004 | | | 1151 | 381 | | | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | | | |
| 1914-15 | | West | | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 1 | | | | | | | | | ⅞ | | | | | | | | | | |
| 1916 | | | | | | | 841 | | | | | | 82 | | | | | | | | | ⅞ | | | | | | | | | | |
| 1917 | 4-36, 8-48 | | | | 319 | | 831 | | | | | | | | | | | | | | | ⅞ | | | | | | | 1⅝ | | | |
| 1912-14 | 35 | Desco | 1891 | 520 | 320 | 701 | 979 | 999 | 1357 | 1629 | 1148 | 376 | 126 | 1512 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | 4 | ¼ | 1 to 14000 |
| 1912-14 | 50-6 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | | | |
| 1912-14 | 25 | G & D | 1852 | | 317 | 796 | 980 | 1107 | 1325 | | 1226 | 413 | 69 | 1524 | DC | 166 | 82 | 64 | Spec | | 8⅝ | ½ | 1¼ | ⅝ | 17⅞ | 1¼ | ⅝ | 34½ | 1⅝ | 3⅝ | ¼ | |
| 1915-16 | 25 | G & D | 1872 | 535 | 351 | 796 | 980 | 991 | 1391 | 1653 | 1136 | 394 | 127 | 1506 | SC | 125 | | 63 | | 7½ | 8⅝ | ⅞ | 1½ | ⅝ | 46 | 1½ | ⅝ | 46 | 1⅝ | 3⅝ | ¼ | 14000 to 52000 |
| | | | | | | | | | | | | | | | | | | | | | | | Em | er | gency | S | er | vice | | | | 52001 to 110000 |
| 1915-16-17 | 25 | S. Huff | 1872 | 535 | 351 | 797 | 980 | 1011 | 1391 | 1653 | 1236 | 394 | 128 | 1527 | SC | 165 | | 63 | 63 | 7½ | 8¾ | ⅞ | 1¼ | ⅝ | 15 | 1¼ | ⅝ | 34½ | 1⅝ | 3⅝ | ⅝ | 110001 to 23980 |
| 1918 | 25 | | 1868 | | | | | | | 1653 | | | | 1594 | | | | | | | | | | | | | | | | | | |
| 1919 | 25 | Auto-K | | | | | | | | | | | | | SC | | | | | 7⅝ | 8⅞ | ⅞ | 1½ | ⅝ | 30 | 1½ | ⅝ | 34½ | 1⅝ | 3⅝ | ⅝ | 230800 to 2[illegible] |
| 1919 | | Auto-K | | | | | | | | | | | | | | | | | | 7⅝ | 8⅞ | ½ | 1¾ | ⅝ | 32 | 1¾ | ⅝ | 32 | 1½ | 3⅝ | ⅝ | 15001 up |
| 1918 | 5-Pass | S. Huff | | | | 797 | 980 | | 1392 | | | | | | | | | | | | 8¾ | ⅞ | 1¾ | ⅝ | 35¼ | 1⅝ | ⅝ | 37⅝ | | | | |
| 1915-16 | WH, L-6 | | 1863 | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1917-18 | WH, L-6, CE4, 6-T-5, L-6 | | 1863 | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1917-18 | CF-4-2 Ton | | 1896 | | | | | | | | | | | 1520 | | | | | | | | | | | | | | | | | | |
| 1916 | W-6 | West | | 526 | | | | 1003 | | | 1152 | | 98 | | | | | | | | | ⅞ | | | | | | | | 3¾ | ⅝ | |
| 1917-18 | EW, FW, D | West | 1891 | | 290 | | 894 | 1033 | | | 1209 | | 98 | 1514 | | | | | | | | | | | | | | | | | | |
| 1912-14 | 35G, H, M | Rush | 1864 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | rea | r | wheel t | ra | ns. | | | 4½ | ¼ | 991 to 1590 |
| 1912-14 | 35K, 35O | Rush | 1897 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | 2½ | ⅝ | 18⅝ | 3¾ | ⅝ | 9 | | 4½ | ¼ | 1591 to 2098 |
| 1915 | 22-70 | U.S.L. | 1907 | 543 | 298 | 800 | 984 | 1050 | 1415 | 1664 | 1275 | 508 | 129 | 1547 | SC | 175 | 89 | 89 | 89 | | 9¾ | ⅞ | | | | | | | 3 | 3¼ | ⅝ | 2099 to 2549 |
| 1916 | 22-72 | U.S.L. | 1815 | 543 | 342 | 753 | 984 | 1103 | 1413 | 1664 | 1264 | 503 | 130 | 1544 | SC | 177 | 89 | 89 | 89 | | 9¾ | ⅞ | | | | | | | 3 | | | 2550 to 3299 |
| | | | | | | | | | | | | | | | | | | 89 | 89 | | | | re | ar | whe | el t | ra | ns. | | | | |
| 1917 | 22-73 | U.S.L. | 1848 | 543 | 340 | 752 | 984 | 1100 | 1412 | 1663 | 1262 | 506 | 31 | 1543 | SC | 141 / 89 | | | | 9 | 9⅞ | ⅞ | 2½ | ⅝ | 47 | 2½ | ⅝ | 12 | 3 | 3¼ | ⅝ | 3300 to 4099 |
| 1918 | 22-73 | U.S.L. | 1838 | 520 | | | 835 | | | 1678 | | | 31 | 1516 | SC | 141 | 89 | 89 | 89 | 9⅛ | 9⅞ | ⅞ | 2½ | ⅝ | 12 | 2½ | ⅝ | 17⅝ | | 3¼ | ¼ | |
| 1918 | 19.50 | | 1839 | | | | | | | | | | | | DC | | | | | | 8½ | ⅞L | 2 | ⅝ | 36 | 2 | ⅝ | 24 | | 4¼ | ¼ | |
| 1912-14 | 36, 40, 45 | Jones | 8853 | | 319 | | 886 | 987 | | | 1145 | 374 | 64 | 1512 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| 1914 | 40, 45 | Apelco | 1868 | 533 | 330 | | 908 | 1009 | | | 1232 | 471 | 36 | 1594 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| 1914 | 40, 45 | G & D | 1876 | 514 | 333 | | 890 | 1014 | | | 1132 | 395 | 108 | 1510 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| 1915 | 50 | Delco | 1851 | 514 | 338 | | 890 | 1017 | | | 1293 | 362 | 58 | 1510 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| 1916-17 | 75, 80 | Delco | 1818 | 508 | 317 | | 967 | 1061 | | 1679 | 1163 | 458 | 25 | 1504 | | | | | | | | | | | | | | | | 3¾ | ⅝ | |
| 1912-14 | 22 Series 1913 | North-E. | 1883 | 552 | 282 | 781 | 949 | 1024 | | | 1232 | 409 | 131 | | DC | 170 | 82 | 82 | 64 | | | ⅞ El | 1½ | 3/32 | 18 | 1½ | 3/32 | 23 | 1½ | 3¾ | ¼ | 1830 to 22949 |
| 1914 | 22 Series 1914 | North-E. | 1868 | | 333 | 781 | 908 | 1014 | 1300 | 1633 | 1232 | | 36 | 1594 | DC | 170 | 82 | 82 | 64 | | 8 | ⅞ El | 1½ | 3/32 | 18 | 1½ | 3/32 | 23 | 1½ | 3¾ | ¼ | 2295 to 29000 |
| 1915-16-17 | 22, 25 | G & D | 1886 | 510 | 285 | 725 | 978 | 1028 | 1300 | | 1204 | 418 | 88 | 1599 | SC | 165 | 81 | 81 | 53 | 7½ | 8¾ | ⅞ El | 1⅝ | ⅝ | 13⅝ | 1⅝ | ⅝ | 31¼ | 1½ | 3⅞ | ⅝ | 29101 to 40249 |
| 1918 | [illegible] k | | 1880 | | 316 | 725 | | | | | | | 55 | | | 166 | 82 | 64 | 64 | | 8⅝ | ⅞ El | 1⅝ | ⅝ | 13 | 1⅝ | ⅝ | 30 | 1½ | | | |
| 1912-14 | 40 | North-E. | 1803 | 547 | 305 | | 924 | 1020 | 1418 | | 1280 | 411 | 81 | 1557 | | | | | | | | | | | | 2 | ⅝ | 44 | | | | |
| 1912-14 | | G & D | 1802 | 516 | 344 | | 900 | 1105 | 1316 | | 1222 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| 1915 | | | | 516 | 285 | | | 1026 | | | 1201 | | | | | | | | | | | | | | | | | | | 3¼ | ¼ | |
| 1916-17-18 | A, B | | 1821 | | 317 | | | 1063 | | | 1160 | 462 | 55 | 1504 | SC | 169 | 81 | | 63 | | | ⅞L | | | | | | | | 3¼ | ¼ | |
| 1912-14 | T-4, T-6 | G & D | | 516 | | | | 1105 | | | 1222 | | | | DC | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| 1918 | | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| 1913 | 2-4, 5-4, 7-4, 2-6, 5-6, 7-6 | Esterl. | 1826 | 529 | 291 | 705 | 835 | 1004 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | ½ | | | | | | | 2⅝ | 4¼ | ⅝ | 30001-40500 |
| 1914 | A5-40, A5-50, Sp. 6 Deluxe | Remy | 1897 / 1864 | 526 | 322 | 707 | 835 | 1003 | | 1661 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 9¼ | ½ | 2 | ⅝ | 47⅝ | 2¼ | ⅝ | 51½ | 2⅝ | 4¼ / 4¼ | ⅛ / ⅝ | 40501-50000 |
| 1915 | Lt. 4 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ½ | 1½ | ⅝ | 40 | 2 | ⅝ | 44 | 2½ | 4 | ¼ | 50001-60000 |
| 1915 | Lt. 6 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1111 | 1379 | 1680 | 1278 | 417 | 132 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ½ | | | | | | | 2½ | 4 | ¼ | 50001-60000 |
| 1916 | 6 of 16 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2½ | | | 60001-70000 |
| 1916 | Eight | West | 1863 | 526 | 323 | 705 | 835 | 1003 | | 1631 | 1152 | 382 | 21 | 1518 | DC | 166 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2¼ | | | 60001-70000 |
| 1917 | C-42 | West | 1831 | 514 | 317 | | 831 | 1078 | 1332 | 1643 | 1184 | 484 | 133 | 1510 | DC | 166 | | 64 | 64 | | 9⅝ | ⅞ | 1½ | ⅝ | 40 | 2 | ⅝ | 39½ | 2¼ | 3½ | ¼ | 70001-95000 |
| 1917 | D-40 Sp. | lit† | 1821 | 514 | 317 | | 829 | 1067 | 1305 | 1641 | 1167 | 460 | 134 | 1504 | DC | 124 | | 64 | 64 | 7½ | 7¼ | ⅞ | 2 | 3/32 | 35¼ | 2 | [illegible] | 38½ | ¼ | 3¼ | ⅝ | 70001-95000 |
| 1918 | C-42 | | 1830 | 514 | | 822 | 831 | | 1305 | 1643 | | 484 | | 1510 | DC | 166 | | 64 | 64 | | 10 | ⅞L | 1½ | ⅝ | 40 | 2 | [illegible] | 40 | 2¼ | 3½ | ⅝ | 95000 up |
| 1918 | D-40 | | 1818 | 514 | | | 829 | | | 1641 | | 460 | 134 | 1504 | DC | 166 | | 64 | 64 | | 9 | | 2 | 3/32 | 35¼ | 2 | [illegible] | 39 | 2¼ | 3¼ | ⅝ | |
| 1912-14 | M-40 | Ward-L. | 1860 | 520 | 319 | 705 | 892 | 991 | 1358 | 1657 | 1147 | 378 | 96 | 1512 | DC | | | | | | 9⅝ | ⅞ | | | | | | | 2⅝ | 4⅛ | ¼ | 2786 to 3999 |
| 1912-14-15 | MK-50 | Warner | 1812 | 543 | 338 | 740 | 916 | 1017 | 1411 | | 1243 | 401 | 97 | 1602 | DC | 126 | 82 | 64 | 82 | | 9¼ | ⅞ | 1¾ | 3/32 | 47½ | 2½ | 3/32 | 47½ | | 4 | ¼ | 4000 to 4999 (14 Model) |
| 1915-16 | MK-40 | A-L. | 1859 | 520 | 320 | 701 | 892 | 1017 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | DC | 126 | | 63 | 82 | 8½ | 9⅝ | ⅞ | 1¾ | 3/32 | 43 | 2 | 3/32 | 43 | 2⅝ | 3¾ | ⅝ | 6000 to 6499 & |
| 1917 | MK-50 | A-L. | 1826 | 520 | 319 | | 831 | 996 | | 1643 | 1188 | 479 | 135 | 1512 | DC | | | | | | | ⅞ | | | | | | | 2¾ | 4 | ¼ | 6500 to 7000 |
| 1917 | 6 | A-L. | 1826 | 520 | 319 | | | 996 | 1339 | | 1188 | 479 | 135 | | SC | 165-81 | | 63 | 82 | 8½ | 9⅝ | ⅞ | | | | | | | 2½ | | | |
| 1918 | 40c | | 1826 | | | 701 | 831 | | 1339 | | | | 135 | 1510 | | 165 | 83 | 63 | 81 | | | | | | | | | | 2½ | | | |
| 1918 | 50 | | 1826 | | | 822 | 831 | | 1339 | | | 479 | 135 | 1510 | | 165 | 83 | 63 | 81 | | 9¼ | | | | | | | | 2 | | | |
| 1919 | MK | Wagner | 1826 | | | | | | 1339 | | | | | | DC | | | | | 8⅝ | 11 | ⅞ | 2 | ⅝ | 40 | 2 | ⅝ | 42½ | 2½ | 3¾ | ⅝ | |
| 1914 | 4 | Desco | | 512 | | | | 987 | | | 1293 | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| 1917 | 4-30 | | | | | | | | | | | | | 1504 | | 165 | | 65 | 64 | | | | | | | | | | | | | |
| 1919 | R Roadster | Dynato | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅝ | 38 | 2 | ⅝ | 38 | | 3¼ | | 1900 to |
| 1914 | M-2, M-2½ | A-L. | 1897 | | 291 | | 898 | 1038 | 1370 | 1639 | 1146 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | | | |
| 1914-15 | M-2, M-2½ | A-I | 1859 | 520 | 320 | 697 | 892 | 996 | 1355 | 1629 | 1293 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 1½ | 3 | ⅝ | 501 up |
| 1915 | M | A-I | 1851 | 529 | 317 | 693 | 886 | 987 | 1323 | 1627 | | 362 | 7 | 1506 | | | | | | | 8 | ⅞ | 1¼ | 3/32 | 28 11/32 | 1¼ | 3/32 | 27⅝ | | | | |
| 1916-17 | M-2, M-3, M-4, M-5 | A-L. | 1821 | 506 | 317 | 693 | 882 | 1066 | 1302 | 1625 | 1297 | 361 | 136 | 1500 | DC | 166 | | Spec | | 7½ | 8½ | ⅞ | | | | | | | | 3¼ | ⅝ | Mod. 4 (8000 up) Mod. 3 (4001 up) |
| 1918 | 6 | | 1819 | | | 693 | 829 | | 1302 | | | | | | | 125 | | 63 | 63 | | 8½ | ⅞ | 1¾ | ⅝ | 31¼ | 2 | ⅝ | 34⅝ | 1½ | 3¼ | ⅝ | 9151 up |
| 1919 | S-7T-8R | Auto-L. | | | | | | | | | | | | | DC | | | | | | | ⅞ | 1¾ | ⅝ | 33 | 2 | ⅝ | 34 | 1¾ | 3⅜ | ⅝ | |
| 1914 | 4-42, 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | 83 | 61 | 61 | | | h. ½ & ⅞ | 2 | ⅝ | 40 | 4-4 | 2 r | ear w | | 4½ / 3⅜ | ¼ / ⅝ | |
| 1915 | 4-38, 6-40 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 107 | 1506 | SC | 165 | | 63 | 63 | | | el ½ & ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2¼ | 3½ | ⅝ | |
| 1915 | 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | | 1218 | 434 | 45 | 1521 | | | | | | | | el ⅞ | 2¼ | ⅝ | 46 | Re | ar | whe | 2¼ | 3⅜ | ⅝ | |
| 1916 | 6-30, 6-40 | Delco | 1829 | 508 | 320 | 717 | 965 | 1075 | 1310 | 1641 | 1179 | 507 | 137 | 1504 | SC | 165 | | 81 | 65 | | 8⅝ | el ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2 | 3¼ | ¼ | |
| 1917 | 6-66, 6-43 | Delco | 1830 | 514 | 320 | 719 | 965 | 1073 | 1333 | 1643 | 1176 | 479 | 138 | 1510 | SC | 125-81 | | 63 | 64 | | 10⅛ | ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2¼ | 3⅜ | ⅝ | |
| 1918 | 6-36 | Wagner | 1815 | 508 | | 822 | 967 | | | | | | | 1504 | | 129 | | 63 | 64 | | 8½ | | | | | | | | 1½ | 2⅞ | ⅝ | |
| 1918 | 6-66 | Delco | 1825 | 514 | | 822 | 965 | | 1333 | | | | | 1510 | | 129 | | 63 | 64 | | 9¼ | | | | | | | | 2¼ | 3½ | ⅝ | |
| 1914 | | West | 1892 | 523 | 289 | | 894 | 1034 | | | 1210 | | 71 | 1514 | | | | | | | | | | | | | | | | | | |
| 1915-16 | | Split f. | 1888 | | 286 | | 884 | | | | 1203 | | 139 | 1502 | | | | | | | | ⅞ | | | | | | | | | | |
| 1916-17 | 30 | | 1817 | | | 728 | 829 | | | | 1296 | | | | SC | | | | | 8¼ | 9 | ⅞ | 1¾ | ⅝ | 37½ | 1¾ | ⅝ | 38¾ | 1½ | 3¼ | ⅝ | |
| 1919 | 30C | Com. | | | | | | | | | | | | | SC | | | | | 7¼ | 8 | ⅞ | 1¾ | ⅝ | 35 | 1¾ | ⅝ | 37 | 1¾ | 3¾ | ⅝ | |
| 1914 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | | | | | | | | | | | | 3½ | ⅝ | |

...ndelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying

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| Car | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| r. | 1913-14 | | U.S.L. | 1864 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | 1/8 | | | | | | | | | | |
| | 1913-14-15 | | U.S.L. | | 526 | | | | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | 1/8 | | | | | | | | | | |
| | 1915 | | | 1859 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8 1/2 | 9 1/2 | 1/8 | | | | | | | | | | |
| | 1915 | | | 1863 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | 1/8 | | | | | | | | | | |
| ngum | 1919 | 20 | | | | | | | | | | | | | | | | | | | | | 1/8 | 2 1/4 | 5/8 | 54 | 2 1/4 | 5/8 | 56 | | | | |
| ny | 1916-17 | Murray 8 | West | 1891 | | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9 1/4 | 1/8 | | | | | | | | 3 1/4 | 5/8 | |
| | 1918 | 1918 | | 1839 | | | | | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9 5/8 | 1/8 | | | | | | | | 3 1/4 | 5/8 | |
| nl | 1913-14-15 | | West | | | | | | | | | 1151 | | | | | | | | | | | 1/8 | | | | | | | | | | |
| n. | 1913-14 | | G & D | 1803 | 516 | | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| lson | 1917 | 17-27 | | 1834 | | | | | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-34 | | 1817 | | | | | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3 1/4 | 5/8 | |
| | 1918 | 18, 35, 36, 38, 39 | | 1817 | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3 1/2 / 3 1/4 | 5/8 / 1/4 | |
| Six | 1918 | 681 | | 1817 | | | | | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8 1/2 | 1/4 | | | | | | | 2 1/4 | 3 3/4 | 5/8 | 100000-111600 |
| | 1918 | 671 | | 1818 | | | | | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| nal | 1913-14 | V-1, V-3 | G & D | 1803 | 516 | 305 | 713 | 900 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | 1/8 M | 2 | 5/8 | 20 3/4 | 2 1/2 | 5/8 | 43 5/8 | | 4 1/2 | 1/4 | 8001-9000 |
| | 1914 | 6-W | Deaco | 1851 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | 1/8 | 1 7/8 | 5/8 | 48 1/4 | 2 3/8 | 5/8 | 50 1/4 | | 3 3/4 | 5/8 | 9001-10000 |
| | 1915 | AA | Remy | 1842 | 520 | 327 | 702 | 893 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | 1/8 | 1 7/8 | 5/8 | 48 1/4 | 2 3/8 | 5/8 | 50 1/4 | | | | 10001-11600 |
| | 1915 | AB | West | 1842 | | 327 | 705 | 893 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | 1/8 | 1 7/8 | 5/8 | 48 1/4 | 2 3/8 | 5/8 | 50 1/4 | | 3 3/4 | 5/8 | 11001-12000 |
| | 1916-17 | Highway 6, AC, AE, AF | West | 1836 | 515 | 325 | 698 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | 1/8 | 1 3/4 | 5/16 | 43 1/4 | 2 | 5/16 | 45 | 2 1/4 | 3 1/2 / 2 1/4 | 5/8 / 5/16 | 12001-20000 |
| | 1916-17 | Highway12AD AH | West | 1842 | 521 | 327 | 702 | 893 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | 1/8 | 1 3/4 | 5/16 | 43 1/8 | 2 | 5/16 | 45 | 2 | 2 1/4 | 5/16 | 12001-20000 |
| | 1917 | Highway12AK | Bijur | 1842 | 515 | 327 | | 893 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | 1/8 | 1 1/4 | 5/16 | 43 1/8 | 2 | 5/16 | 45 | 2 | 2 7/8 | 5/8 | |
| | 1915 | AB | West | 1842 | 521 | 327 | 702 | 893 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | 1/8 | 1 7/8 | 5/8 | 48 1/4 | 2 3/8 | 5/8 | 50 1/4 | | 3 3/4 | 5/8 | |
| | 1918 | 6 | | | 515 | | 720 | | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | 1/8 | 1 1/4 | 5/16 | 43 1/8 | 2 | 5/16 | 45 | 2 1/4 | | | 20001-25001 & up |
| | 1918 | 12 | | 1842 | 515 | | 702 | | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9 5/8 | 1/8 | 1 1/4 | 5/16 | 43 1/8 | 2 | 5/16 | 45 | 2 | 2 7/8 | 5/8 | 20001-25001 & up |
| | 1919 | {Ser. AK 12 / Ser. AF3 | Bijur / West | 1842 / 1842 | | | | | | | | | | | | | | | | | 8 1/2 | 9 5/8 | 1/8 | 1 3/4 | 5/16 | 43 1/8 | 2 | 5/16 | 45 | 2 1/4 & 2 | 3 1/8 / 2 7/8 / 3 1/8 | 5/8 | 25836 to 34999 |
| m | 1917 | All | U.S.L. | | | | | | | | | 1256 | | | | | | | | | | | 1/8 | | | | | | | | 3 1/8 | 5/8 | |
| | 1918 | D Touring | | | | | | 840 | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | 1/8 | 1 1/4 | 5/16 | 32 | 1 1/4 | 5/16 | 32 | | 3 1/8 | 5/8 | |
| Em. | 1916 | Simplicity | Al-Ch | | 513 | | 698 | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | 1/8 | | | | | | | 1 1/4 | 3 1/4 | 5/16 | |
| e Tr. | 1918 | NW-2 | | | | | | | | | | | | | 1524 | | | | | | | | | | | | | | | | | | |
| nlk | 1913-14 | A, B, | G & D | | | | | 900 | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | 1/8 | | | | | | | 2 1/2 | | | |
| | 1914 | C, D. | West | 1861 | 512 | | 697 | 886 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | 1/8 | | | | | | | 2 1/2 | 4 | 1/4 | |
| | 1915-16-17 | C, D, F | West | 1853 | | | 819 | 886 | 989 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | 1/8 | | | | | | | 2 3/4 | 3 1/8 | 1/4 | 1917-10000.1112 |
| | 1918 | 18 | | | | | 697 | | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2 3/4 | 3 | 5/16 | 11125 up |
| n-a | 1917 | Speedster | Bosch | 1844 | | | | 839 | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| Scotia | 1914 | | | | 512 | | | | 989 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| ng. | 1913-14 | | | | 526 | | | | 1003 | | | | | | | DC | | | | | | | 1/8 | | | | | | | | | | |
| nnd | 1913 | 42, 6-60 | Delco | | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el 1/8 | 1 3/4 | 5/16 | 20 1/4 | Re | ar | whe | 2 3/4 | 4 1/8 | 5/16 | 4260-40001 42001-60001 61095 |
| | 1914 | 36 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 478 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9 1/2 | 1/8 | 1 3/4 | 5/16 | 36 | 2 | 5/16 | 36 | 2 | 3 1/2 | 1/4 | 360000-364000 |
| | 1914 | 43 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | 1/8 | 2 1/2 | 5/8 | 50 | 2 1/2 | 5/8 | 50 | | 4 1/4 | 5/8 | 430000-430500 |
| | 1914 | 48, 62 | Delco | 1807 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | 1/8 | 2 1/2 | 5/8 | 50 | 2 1/2 | 5/8 | 50 | 2 5/8 | 3 1/2 | 1/4 | {(48) 480000-4811 (62) 620000-6201 |
| | 1913-14 | 35 | DeacoAL | 1897 | 529 | 321 | | 898 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el 1/8 | 2 | 5/16 | 36 | Re | ar | whe | 2 | 3 1/2 | 1/4 | |
| | 1915 | 37, 49 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9 1/2 | 1/8 | | | | | | | 2 | 3 1/2 | 5/8 | (37 & 49) 370000-373599 |
| | 1916 | 32 | Remy | 1818 | 508 | 317 | 717 | 831 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9 1/2 | 1/8 | 1 5/8 | 5/16 | 36 | 1 1/8 | 5/16 | 34 3/8 | 1 3/4 | 2 3/4 | 5/8 | 320000-328000 |
| | 1916 | 38 | Delco | 1820 | 508 | 317 | 821 | 965 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9 1/2 | 1/8 | | | | | | | 2 | | | 380000-384001 |
| | 1916-17 | 50 | Delco | 1830 | 514 | 320 | 821 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9 1/2 | 1/8 | 1 5/8 | 5/16 | 40 5/8 | 1 7/8 | 5/16 | 43 1/8 | 2 1/4 | 3 1/2 | 5/8 | 500000-502000 |
| | 1917 | 32B, 34 | Delco | 1816 | 508 | 315 | | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8 1/2 | 1/8 | 1 5/8 | 5/16 | 35 R | ear | W | heel. | 2 1/4 | 2 3/4 | 5/8 | (32B) 330000-3471 |
| | 1918 | 34B | Remy | 1819 | 508 | | 821 | 829 | 1069 | 1345 | 1641 | | | | 1504 | SC | *25 | | 63 | 63 | | 8 1/4 | 1/4 | 1 5/8 | 5/16 | 35 | 1 7/8 | 5/16 | 34 3/4 | 2 1/4 | 2 11/16 | 5/16 | 30001 (34) up |
| | 1919 | 34B | Remy | 1819 | | | | | | | | | | | | SC | | | | | 7 3/8 | 8 1/2 | 1/8 | 1 5/8 | 5/16 | 35 | 1 7/8 | 5/16 | 34 3/4 | 2 1/4 | 2 3/4 | 5/8 | |
| | 1916 | 6-50 | West | 1863 | 512 | 320 | | 896 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | 1/8 | | | | | | | | 3 1/4 | 5/8 | |
| | 1916-17 | 6-50 | West | 1851 | | 323 | | 886 | 1003 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 82 | | | 1/8 | | | | | | | | 3 1/4 | 5/8 | |
| | 1918 | 6-50 | | | | | 697 | | | | | | | | | | | | | | | | | | | | | | | | 3 1/4 | 5/8 | |
| Hickory | 1916 | L. | Dyneto | | 508 | 317 | | 820 | 1073 | | | | 454 | | | | | | | | | | 1/8 | | | | | | | | | | |
| | 1916 | M | Dyneto | 1844 | 533 | 331 | | 839 | 1094 | | | 1249 | 496 | 99 | 1531 | | | | | | | | 1/8 | | | | | | | | 3 1/4 | 5/8 | |
| | 1917-18 | M | | | | 334 | | 839 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | 5/8 | 41 | 2 | 5/8 | 43 | 2 3/4 | 3 1/4 | 5/8 | |
| Reliable | 1917 | | | | | 282 | | | | | | | | | | DC | | | | | | | 1/8 | | | | | | | | | | |
| mobile | 1913 | 53 | Delco | 1919 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | 1/8 L | | | | | | | | 4 1/8 | 5/8 | 81000-81500 |
| | 1914-15 | 54, 55 | Delco | 1807 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 122 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7 1/2 | 8 1/2 | 1/8 L | 1 5/8 | 5/8 | 46 1/2 | 2 3/8 | 5/8 | 49 | | 4 1/4 | 5/8 | {(54) 83000-83999 (55) 92500-92999 |
| | 1915 | 42 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7 1/2 | 8 1/2 | 1/8 L | 1 5/8 | 5/16 | 34 3/4 | 1 7/8 | 5/16 | 35 3/4 | 1 7/8 | 3 1/2 | 1/4 | 91500-92499 |
| | 1916 | 43, 44 | Delco | 1821 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7 1/2 | 8 1/2 | 1/8 L | 1 5/8 | 5/16 | 35 | 1 7/8 | 5/16 | 38 1/8 | 1 7/8 | 3 1/2 / 2 7/8 | 5/16 / 5/16 | {(43) 94000-99999 (44) 109500-1098 |
| | 1917 | 45 | Delco | 1816 | 508 | 315 | 821 | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7 1/2 | 8 1/2 | 1/8 L | 1 5/8 | 5/16 | 35 | 1 7/8 | 5/16 | 38 1/8 | 1 3/4 | 2 7/8 | 5/16 | 119300-122499 |
| | 1918 | 45-37 | Del&Rm | 1819 | 508 | | | 967 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8 1/4 | 1/8 | 1 5/8 | 5/16 | 35 | 1 7/8 | 5/16 | 38 1/8 | 1 3/4 | 2 7/8 | 5/16 | |
| | 1918 | 45A | | 1816 | | | | | | | | | | | | SC | | | | | | 8 1/2 | 1/8 | 1 5/8 | 5/16 | 40 5/8 | 1 7/8 | 5/16 | 43 1/8 | | | | |
| pina | 1917 | | | 1821 | | 317 | | 829 | | 1306 | | | | | | | | | | | | | 1/8 | | | | | | | | 3 1/4 | 5/16 | |
| | 1918 | 45 | A-L | 1819 | | | | 829 | | 1306 | | | | | | | | | | | | 8 | 1/8 | 1 3/4 | 1/4 | 34 3/4 | 1 3/4 | 37 | [illegible] | | 3 1/4 | 5/16 | 5000-52000 |
| | 1919 | 45 | Auto-L | | | | | | | | | | | | | SC | | | | | 7 3/8 | 8 | 1/8 | 1 3/4 | 5/16 | 35 1/4 | 1 3/4 | 5/16 | 37 5/8 | 1 3/4 | 3 1/4 | 5/8 | 5201 up |
| nnd | 1914 | 65, 79 | G & D | 1851 | 514 | 317 | 711 | 831 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | 1/2 L | 1/2 | 5/8 | 10 5/8 | 2 1/4 | 5/16 | 41 | | 4 1/8 | 3/8 | |
| | 1915 | 80, 81, 82 | A-L | 1855 | 515 | 327 | 698 | 832 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9 5/8 | 1/2 L | 2 | 5/16 | 9 1/8 | 2 1/4 | 5/8 | 30 5/8 | 2 | 4 1/8 | 3/8 | |
| | 1916 | 75, 75B | A-L | 1819 | 508 | 317 | 717 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7 3/8 | 1/2 L | | | | | | | 1 3/4 | 3 1/8 | 5/16 | |
| | 1916-17 | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 1855 | 515 | 327 | 698 | 832 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9 3/4 | 1/8 | | | | | | | 2 | 3 1/4 / 4 1/8 | 1/4 / 3/8 | |
| | 1917 | 96 | A-L | 1819 | 508 | 317 | | 829 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8 3/8 | 1/8 | 1 3/4 | 5/8 | 12 1/2 | 1 3/4 | 5/8 | 38 | 1 3/4 | 3 3/8 | 5/8 | |
| | 1918 | 1200 | A-L | | 508 | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9 5/8 | 1/8 | 2 1/4 | 5/8 | 10 5/8 | 2 1/4 | 5/8 | 41 | | | | |
| | 1918 | 90 P, L, D | A-L | 1819 | 508 | | | 829 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8 3/4 | 1/8 | 1 3/4 | 5/8 | 12 1/2 | 1 3/4 | 5/8 | 38 | | | | |
| | 1918 | 85-6-B | A-L | 1855 | 508 | | 698 | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9 3/4 | | | | | | | | | | | |
| | 1918 | 85-4, 88-6, 89-6 | A-L | 1855 | | | | 832 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4 1/8 | 3/8 | |
| | 1919 | 90 | | 1819 | | | | | | | | | | | | DC | | | | | 7 1/4 | 8 3/4 | 1/8 | 1 3/4 | 5/8 | 50 | 1 3/4 | 5/8 | 76 | 1 3/4 | 3 3/8 | 3/8 | |
| | 1919 | 83BOE | | | | | | | | | | | | | | DC | | | | | 7 7/8 | 9 5/8 | 1/8 | 2 1/4 | 5/8 | 40 3/4 | 2 1/4 | 5/8 | 82 | 2 | 4 1/8 | 3/8 | |
| Magnetic | 1916-17 | GA | | 1918 | | 347 | 785 | | | | | | | 148 | | SC | 177-89 | | 67 | | 8 1/2 | 9 1/2 | 1/8 | | | | | | | 2 1/4 | | | |
| | 1916-17 | GB | | 1917 | | 355 | | 956 | 1059 | | | 1289 | | 149 | | DC | Spec | | Spec | Spec | 8 1/2 | 9 1/2 | 1/8 | | | | | | | 2 3/8 | | | |
| | 1918 | O-36 | | 1917 | | | | 956 | | | 1675 | | | | | | Spec | | Spec | Spec | 10 1/2 | | 1/8 | 2 1/2 | 5/8 | 20 3/4 | 2 1/2 | 5/8 | 50 3/4 | 2 3/4 | 3 1/4 | 5/8 | |
| | 1918 | M-25 | | 1917 | | | | | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3 1/2 | 5/8 | |
| | 1919 | W-42 | Own | 1917 | | | | | | | | | | | 1604 | DC | | | | | | 10 1/4 | 3/4 | 2 3/8 | 5/8 | 20 3/4 | 2 3/8 | 5/8 | 50 3/4 | 2 3/4 | 4 | 1/4 | |
| rd | 1913 | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | | | 3502 to 37999 |
| | 1913 | 134 8-3A, 134 8-5A | Delco | | | 310 | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 138, 348 | Bijur | 1808 | 528 | 353 | 794 | 974 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11 1/8 | M | 2 3/8 | 1/4 | 29 5/16 | 2 3/8 | 1/4 | 14 5/16 | | | | |
| | 1914-15-16-17 | 238, 338, 448, 548, 212, 6-36, 6-48 | Bijur | 1865 | 526 | 306 | 705 | 973 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605 / 1606 | DC | 172-84 | 66 | Spec | Spec | 9 1/2 | 10 1/2 | 1/8 M | 2 1/2 | 1/4 | 53 5/16 | 2 | 5/8 | 47 1/2 | | 4 / 4 1/8 | 1/4 / 1/4 | (1914) 38000 to 66000: (1915) 750 to 78386: (1917) 125051 to 150000 |
| | 1918 | 3-25, 3-35 | | 1865 | 526 | | 705 | | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8 1/2 | 1/8 | 2 | 5/8 | 37 1/2 | 2 1/2 | 1/4 | 53 5/8 | 2 1/4 | 3 | 5/8 | |
| | 1919 | 3-25, 3-35 | Bijur | 1865 | | | | | | 1378 | | | | | | SC | | | | | 8 | 8 1/2 | 1/8 | 2 | 1/4 | 47 1/2 | 2 1/2 | 1/4 | 53 5/16 | 2 1/4 | 3 | 5/8 | |
| | 1913 | 25 | Disco | 1901 | 516 | 330 | 730 | 910 | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | 1/8 | 1 3/4 | 5/8 | 29 1/4 | 1 3/4 | 5/8 | 28 5/8 | | | | {7000 to 14000 |
| | 1913 | 36 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | 1/8 | 1 3/4 | 1/4 | 40 5/8 | 2 | 5/16 | 45 3/4 | | | | |
| | 1913-14 | 25 | G & D | 1901 | 516 | 295 | 730 | 900 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | 1/8 | 1 3/4 | 5/8 | 29 1/4 | 1 3/4 | 5/8 | 28 5/8 | | | | |
| | 1914 | 36 | G & D | 1851 | 514 | 317 | 711 | 890 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9 1/2 | 1/8 | 1 3/4 | 1/4 | 40 5/8 | 2 | 5/16 | 45 3/4 | | 4 | 5/8 | 14001 to 20000 |
| | 1914-15 | 25 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8 1/2 | 9 | 1/8 | 1 3/4 | 5/8 | 42 | 2 | 5/8 | 42 | 2 | | | |
| | 1916 | 6-38, 6-46 | G & D | 1851 | 514 | 317 | 711 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8 1/4 | 9 | 1/8 | 2 | 5/16 | 35 1/4 | 2 | 5/8 | 38 1/2 | 2 | 3 1/2 | 5/16 | (6-38) 5000 up: (6-46) 65600 up |

ndelabra Screw Base. Miniature Base. *When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the nex
ger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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"Don't blame the dealer or maker. You can't be sure of long life from ordinary insulation any more than you can get *cord-tire* service from an ordinary *fabric* tire.

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| STA Form No. 8, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 87 | 6 | ..... | 64 | 49.60 |
| 71 | 6 | ..... | ... | 51.64 |
| 11 | 12 | ..... | ... | 43.55 |
| 7 | 12 | ..... | 65 | 50.30 |
| 90 | 12 | ..... | 65 | 50.53 |
| 37 | 12 | ..... | 65 | 51.37 |
| 20 | 12 | ..... | 65 | 50.35 |
| 31 | 12 | ..... | 65 | 49.49 |
| | 12 | ..... | 65 | 49.14 |
| 5 | 12 | ..... | 78 | 61.75 |
| 8 | 12 | ..... | 78 | 61.65 |
| 35 | 12 | ..... | 78 | 60.87 |
| 42 | 12 | ..... | 78 | 59.28 |
| -123 | 12 | ..... | 92 | 69.74 |
| -126 | 12 | ..... | 92 | 70.07 |
| 148 | 12 | ..... | 92 | 70.03 |
| 150 | 12 | ..... | 92 | 69.12 |
| 0 | 6 | ..... | 55 | 39.32 |

| READY Stock No. 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 8070 | 6 | 70 | 48 | $33.50 |
| 8076 | 6 | 70 | 48 | 33.50 |
| 8077 | 6 | 70 | 48 | 33.50 |
| J 8079 | 6 | 95 | 58 | 36.96 |
| 8080 | 6 | 95 | 58 | 36.96 |
| 8081 | 6 | 95 | 58 | 36.96 |
| 8082 | 6 | 95 | 58 | 36.96 |
| L 8083 | 6 | 95 | 58 | 36.96 |
| T 8084 | 6 | 105 | 63 | 43.89 |
| H 8085 | 6 | 95 | 58 | 36.96 |
| 8086 | 6 | 95 | 58 | 36.96 |
| B 8088 | 6 | 95 | 58 | 41.58 |
| 8090 | 6 | 110 | 63 | 41.58 |
| 8091 | 6 | 110 | 63 | 41.58 |
| 8092 | 6 | 110 | 63 | 41.58 |
| 8096 | 6 | 110 | 63 | 41.58 |
| 8097 | 6 | 110 | 63 | 41.58 |
| 8099 | 6 | 110 | 82 | 55.44 |
| 8110 | 6 | 140 | 72 | 46.20 |
| 8114 | 6 | 150 | 74 | 48.51 |
| SE 8115 | 6 | 150 | 74 | 50.82 |
| 8116 | 6 | 140 | 72 | 46.20 |
| 8117 | 6 | 140 | 72 | 46.20 |
| 8131 | 6 | 185 | 86 | 57.75 |
| 8128 | 6 | 185 | 85 | 57.75 |
| 8140 | 12 | 35 | 64 | 45.05 |
| 8142 | 12 | 35 | 64 | 45.0 |
| FM 8144 | 12 | 35 | 64 | 45.63 |
| 8150 | 12 | 50 | 77 | 51.98 |
| 8151 | 12 | 50 | 77 | 51.98 |
| 8152 | 12 | 50 | 77 | 51.98 |
| F 8153 | 12 | 50 | 77 | 51.98 |
| 8156 | 12 | 50 | 77 | 51.98 |
| 8158 | 12 | 50 | 77 | 51.98 |
| 8160 | 12 | 70 | 94 | 60.06 |
| 8161 | 12 | 70 | 94 | 60.06 |
| 8166 | 12 | 70 | 94 | 60.06 |
| 8172 | 12 | 95 | 108 | 65.84 |
| L 8187 | 12 | 110 | 122 | 71.61 |
| 8190 | 16 | 35 | 83 | 57.75 |
| 8200 | 16 | 50 | 102 | 65.84 |
| 8236 | 18 | 35 | 90 | 63.53 |
| 8245 | 18 | 50 | 112 | 69.30 |
| 8256 | 18 | 70 | 140 | 80.85 |
| 8270 | 24 | 20 | 93 | 65.26 |
| 8277 | 24 | 20 | 94 | 65.26 |
| e 8278 | 24 | 18 | 70 | 61.22 |
| 8288 | 24 | 35 | 121 | 77.96 |
| 8295 | 30 | 20 | 115 | 80.85 |
| 8192 | 16 | 35 | 64 | 57.75 |
| 8087 | 6 | 95 | 56 | 36.96 |
| 8281 | 24 | 35 | 127 | 77.39 |
| 8210 | 16 | 70 | 123 | 73.92 |
| 8246 | 18 | 50 | 112 | 72.19 |
| 8071 | 6 | 70 | 48 | 33.50 |

| MBIA ype er, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| E | 6 | 120 | 89 | 64.60 |
| F | 6 | 120 | 89 | 64.60 |
| | 6 | 96 | 52 | 47.25 |
| 3 | 6 | 96 | 52 | 47.25 |
| | 6 | 118 | 60 | 54.10 |
| V | 6 | 118 | 60 | 54.10 |
| | 6 | 140 | 69 | 60.90 |
| E | 6 | 140 | 69 | 60.90 |
| SC | 6 | 140 | 69 | 60.90 |
| 7 | 6 | 140 | 69 | 60.90 |
| | 12 | 75 | 86 | 77.70 |
| Z | 12 | 75 | 86 | 77.70 |
| B6 | 12 | 75 | 86 | 77.70 |
| | 12 | 75 | 86 | 77.70 |
| K | 12 | 75 | 86 | 77.70 |
| Z | 12 | 75 | 86 | 77.70 |
| E | 6 | 85 | 45 | 44.65 |

## COLUMBIA Type

September, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 181 | 6 | 85 | 45 | 44.65 |
| 181 | 6 | 85 | 45 | 44.65 |
| 181 | 6 | 85 | 45 | 44.65 |
| 182 | 6 | 85 | 45 | 44.65 |
| 182 | 6 | 85 | 45 | 44.65 |
| 182 | 6 | 85 | 45 | 44.65 |
| 182 | 6 | 85 | 45 | 44.65 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 182 | 6 | 105 | 52 | 50.95 |
| 183 | 6 | 105 | 52 | 50.95 |
| 183 | 6 | 105 | 52 | 50.95 |
| 183 | 6 | 105 | 52 | 50.95 |
| 183 | 6 | 105 | 52 | 50.95 |
| 183 | 6 | 125 | 60 | 57.25 |
| 183 | 6 | 125 | 60 | 57.25 |
| 183 | 6 | 125 | 60 | 57.25 |
| 184 | 6 | 125 | 60 | 57.25 |
| 184 | 6 | 125 | 60 | 57.25 |
| 184 | 12 | 47.5 | 60 | 63.00 |
| 184 | 12 | 47.5 | 60 | 63.00 |
| 184 | 12 | 47.5 | 60 | 63.00 |
| 184 | 12 | 85 | 90 | 87.15 |
| 184 | 12 | 85 | 90 | 87.15 |
| 184 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 85 | 48 | 47.25 |
| 185 | 6 | 102 | 53 | 53.05 |
| 185 | 6 | 102 | 53 | 53.05 |
| 186 | 6 | 102 | 53 | 53.05 |
| 186 | 6 | 102 | 53 | 53.05 |
| 186 | 6 | 135 | 69 | 64.60 |
| 186 | 6 | 135 | 69 | 64.60 |
| 186 | 6 | 135 | 69 | 64.60 |
| 186 | 6 | 135 | 69 | 64.60 |
| 186 | 12 | 37.5 | 55 | 59.35 |
| 186 | 12 | 37.5 | 55 | 59.35 |
| 186 | 12 | 37.5 | 55 | 59.35 |
| 187 | 12 | 37.5 | 55 | 59.35 |
| 187 | 12 | 37.5 | 55 | 59.35 |
| 187 | 12 | 37.5 | 55 | 59.35 |
| 187 | 12 | 54 | 68 | 70.90 |
| 187 | 12 | 54 | 68 | 70.90 |
| 187 | 12 | 54 | 68 | 70.90 |
| 187 | 16 | 37.5 | 72 | 77.70 |
| 187 | 16 | 37.5 | 72 | 77.70 |
| 188 | 16 | 37.5 | 72 | 77.70 |
| 188 | 16 | 54 | 90 | 94.50 |
| 188 | 16 | 54 | 90 | 94.50 |
| 188 | 24 | 25 | 82 | 88.20 |
| 188 | 24 | 25 | 82 | 88.20 |
| 188 | 30 | 25 | 105 | 105.00 |
| 188 | 6 | 70 | 44 | 41.50 |
| 188 | 6 | 85 | 50 | 47.25 |
| 188 | 6 | 85 | 50 | 47.25 |
| 188 | 6 | 85 | 50 | 47.25 |
| 189 | 6 | 85 | 50 | 47.25 |
| 189 | 6 | 85 | 50 | 47.25 |
| 189 | 6 | 102 | 56 | 53.05 |
| 189 | 6 | 102 | 56 | 53.05 |
| 189 | 6 | 102 | 56 | 53.05 |
| 189 | 6 | 102 | 56 | 53.05 |
| 189 | 6 | 102 | 56 | 53.05 |
| 189 | 6 | 135 | 66 | 64.60 |
| 189 | 6 | 135 | 66 | 64.60 |
| 189 | 6 | 135 | 66 | 64.60 |
| 189 | 8 | 102 | 76 | 80.35 |
| 190 | 12 | 37.5 | 55 | 59.35 |
| 190 | 12 | 37.5 | 55 | 59.35 |
| 190 | 12 | 37.5 | 55 | 59.35 |
| 190 | 12 | 37.5 | 55 | 59.35 |
| 190 | 12 | 54 | 67 | 70.90 |
| 190 | 12 | 54 | 67 | 70.90 |
| 190 | 12 | 54 | 67 | 70.90 |
| 190 | 12 | 70 | 79 | 81.40 |
| 190 | 12 | 70 | 79 | 81.40 |
| 190 | 12 | 102 | 107 | 102.40 |
| 190 | 12 | 102 | 107 | 102.40 |
| 191 | 18 | 37.5 | 82 | 85.05 |
| 191 | 18 | 54 | 98 | 105.00 |
| 191 | 18 | 54 | 98 | 105.00 |
| 191 | 24 | 25 | 82 | 88.20 |
| 191 | 6 | 150 | 62 | 59.85 |
| 191 | 24 | 42 | 92 | 110.25 |
| 191 | 24 | 42 | 92 | 110.25 |
| 191 | 24 | 42 | 92 | 110.25 |
| 191 | 24 | 17 | 68 | 87.15 |
| 192 | 6 | 25 | 21 | 23.00 |
| 192 | 6 | 37.5 | 25 | 27.75 |
| 192 | 6 | 54 | 34 | 32.50 |
| 192 | 6 | 70 | 41 | 37.25 |
| 192 | 6 | 85 | 48 | 42.00 |
| 192 | 6 | 102 | 53 | 46.75 |
| 192 | 6 | 135 | 69 | 56.25 |
| 192 | 12 | 75 | 86 | 77.70 |

## GENERAL LEAD Types Assembled

Type and Part No.
June 12, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 693 SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 SR-6-160D | 6 | 195 | 80 | 60.50 |
| 711 GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 GLB-7-6L | 6 | 134 | 67 | 48.40 |
| 723 GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 SR-12-50A | 12 | 50 | 70 | 58.00 |
| 733 SR-12-50E | 12 | 50 | 70 | 58.00 |
| 734 SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 SR-16-35A | 16 | 35 | 76 | 66.00 |
| 757 SR-16-35E | 16 | 35 | 76 | 67.70 |
| 758 SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 SH-16-35E | 16 | 35 | 76 | 67.70 |
| 760 SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 SR-16-50E | 16 | 50 | 90 | 77.00 |
| 762 SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 SH-16-50E | 16 | 70 | 90 | 77.00 |
| 764 SR-16-60A | 16 | 70 | 105 | 88.00 |
| 765 SR-16-60E | 16 | 70 | 105 | 88.00 |
| 766 SH-16-60A | 16 | 70 | 105 | 88.00 |
| 767 SH-16-60E | 16 | 70 | 105 | 88.00 |
| 768 SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 SH-18-50A | 18 | 50 | 102 | 85.25 |
| 775 SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 SR-24-35A | 24 | 35 | 115 | 92.40 |
| 785 SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 793 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 3GS-15 (Spc. Trns.) | 6 | 171 | 80 | 64.90 |
| 795 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 900 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 901 SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 902 STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 903 STR-12-35A | 12 | 37 | 51 | 38.50 |
| 904 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 905 12-ES-3R | 12 | 15 | 70 | 68.20 |
| 906 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 907 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 908 TWL-6-40 | 6 | 21 | 29 | 18.70 |
| 909 TWL-6-60 | 6 | 40 | 40 | 23.30 |
| 810 TWL-6-90 | 6 | 65 | 40 | 29.30 |

## GENERAL LEAD

June 12, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 811 TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 819 STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

## GOULD Type and Part No.

Feb. 25, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 823 ASL | 6 | 25 | 24 | $21.50 |
| 824 AEL | 6 | 25 | 24 | 21.50 |
| 825 ASL | 6 | 45 | 31 | 26.10 |
| 826 AEL | 6 | 45 | 31 | 26.10 |
| 827 ASL | 6 | 63 | 38 | 30.72 |
| 828 AEL | 6 | 63 | 38 | 30.72 |
| 829 ASL | 6 | 81 | 46 | 35.33 |
| 830 AEL | 6 | 81 | 46 | 35.33 |
| 831 ASL | 6 | 99 | 54 | 39.94 |
| 832 AEL | 6 | 99 | 54 | 39.94 |
| 833 ASL | 6 | 115 | 62 | 44.54 |
| 834 AEL | 6 | 115 | 62 | 44.54 |
| 835 ASL | 6 | 132 | 69 | 49.15 |
| 836 AEL | 6 | 132 | 69 | 49.15 |
| 837 ASL | 12 | 25 | 50 | on app |
| 838 AEL | 12 | 25 | 50 | on app |
| 839 ASL | 12 | 45 | 67 | 49.15 |
| 840 AEL | 12 | 45 | 67 | 49.15 |
| 841 ASL | 12 | 63 | 85 | 58.1 |
| 842 AEL | 12 | 63 | 85 | 58.1 |
| 843 ASL | 12 | 25 | 74 | on app |
| 844 AEL | 12 | 25 | 74 | on app |
| 845 ASL | 12 | 45 | 101 | on app |
| 846 AEL | 12 | 45 | 101 | on app |
| 847 ASL | 12 | ..... | ... | on app |
| 848 AEL | 12 | ..... | ... | on app |
| 849 ASL | 24 | 25 | 93 | 77.82 |
| 850 ASL | 24 | 45 | 134 | 93.03 |
| 851 ASLR | 6 | ..... | ... | on app |
| 852 AELR | 6 | ..... | ... | on app |
| 853 ASLR | 6 | ..... | ... | on app |
| 854 AELR | 6 | ..... | ... | on app |
| 855 ASLR | 6 | ..... | ... | on app |
| 856 AELR | 6 | ..... | ... | on app |
| 857 ASLR | 6 | ..... | ... | on app |
| 858 AELR | 6 | ..... | ... | on app |
| 859 ASLR | 6 | ..... | ... | on app |
| 860 AELR | 6 | ..... | ... | on app |
| 861 ASLR | 6 | ..... | ... | on app |
| 862 AELR | 6 | ..... | ... | on app |
| 863 ASLR | 6 | 132 | ... | on app |
| 864 AELR | 6 | ..... | ... | on app |
| 865 ASLR | 12 | ..... | ... | on app |
| 866 AELR | 12 | ..... | ... | on app |
| 867 ASLR | 12 | ..... | ... | on app |
| 868 AELR | 12 | ..... | ... | on app |
| 869 ASLR | 12 | ..... | ... | on app |
| 870 AELR | 12 | ..... | ... | on app |
| 871 ASLR | 18 | ..... | ... | on app |
| 872 AELR | 18 | ..... | ... | on app |
| 873 AELR | 18 | ..... | ... | on app |
| 874 ASLR | 18 | ..... | ... | on app |
| 875 AELR | 18 | ..... | ... | on app |
| 876 ASLR | 24 | ..... | ... | on app |
| 877 ASLR | 24 | ..... | ... | on app |
| 878 BSL | 6 | 50 | 35 | 27.75 |
| 879 BEL | 6 | 50 | 35 | 27.75 |
| 880 BSH | 6 | 50 | 35 | 27.75 |
| 881 BEH | 6 | 50 | 35 | 27.75 |
| 882 BSL | 6 | 70 | 42 | 32.26 |
| 883 BEL | 6 | 70 | 42 | 32.26 |
| 884 BSH | 6 | 70 | 42 | 32.26 |
| 885 BEH | 6 | 70 | 42 | 32.26 |
| 886 BSL | 6 | 85 | 50 | 36.76 |
| 887 BEL | 6 | 85 | 50 | 36.76 |
| 888 BSH | 6 | 85 | 50 | 36.76 |
| 889 BEHH | 6 | 85 | 50 | 36.75 |
| 890 BSLA | 6 | 85 | 55 | on app |
| 891 BELA | 6 | 85 | 55 | on app |
| 892 BSL | 6 | 100 | 59 | 41.27 |
| 893 BEL | 6 | 100 | 59 | 41.27 |
| 894 BSH | 6 | 100 | 59 | 41.27 |
| 895 BEH | 6 | 100 | 59 | 41.27 |
| 896 BSL | 6 | 130 | 69 | 50.28 |
| 897 BEL | 6 | 130 | 69 | 50.28 |
| 898 BSH | 6 | 130 | 69 | 50.28 |
| 899 BEH | 6 | 130 | 69 | 50.28 |
| 900 BSHH | 6 | 100 | 62 | 41.98 |
| 901 BEHH | 6 | 100 | 62 | 41.98 |
| 902 BSHH | 6 | 145 | 80 | 51.20 |
| 903 BEHH | 6 | 145 | 80 | 51.20 |
| 904 BSL | 8 | 100 | 72 | on app |
| 905 BEL | 8 | 100 | 72 | on app |
| 906 GOULD | ... | 8 | 100 | 72 on app |
| 907 BEH | 8 | 100 | 72 | on app |
| 908 BSL | 12 | 35 | 58 | 46.08 |
| 909 BEL | 12 | 35 | 58 | 46.08 |
| 910 BSH | 12 | 35 | 58 | $46.08 |
| 911 BEH | 12 | 35 | 58 | 46.08 |
| 912 BSL | 12 | 50 | 70 | 54.78 |
| 913 BEL | 12 | 50 | 70 | 54.78 |
| 914 BSH | 12 | 50 | 70 | 54.78 |
| 915 BEH | 12 | 50 | 70 | 54.78 |
| 916 BSL | 12 | 70 | 82 | 63.49 |
| 917 BEL | 12 | 70 | 82 | 63.49 |
| 918 BSH | 12 | 70 | 82 | 63.49 |
| 919 BEH | 12 | 70 | 82 | 63.49 |
| 920 BSL | 12 | 95 | 96 | 72.19 |

## GOULD Type and Part No.

Feb. 25, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 921 BEL | 12 | 95 | 96 | 72.19 |
| 922 BSH | 12 | 95 | 96 | 72.19 |
| 923 BEH | 12 | 95 | 96 | 72.19 |
| 924 BSL | 16 | 35 | 76 | 61.99 |
| 925 BEL | 16 | 35 | 76 | 61.99 |
| 926 BSH | 16 | 35 | 76 | 61.99 |
| 927 BEH | 16 | 35 | 76 | 61.99 |
| 928 BSL | 16 | 50 | 90 | 72.71 |
| 929 BEL | 16 | 50 | 90 | 72.71 |
| 930 BSH | 16 | 50 | 90 | 72.71 |
| 931 BEH | 16 | 50 | 90 | 72.71 |
| 932 BSL | 16 | 70 | 105 | 84.99 |
| 933 BEL | 16 | 70 | 105 | 84.99 |
| 934 BSH | 16 | 70 | 105 | 84.99 |
| 935 BEH | 16 | 70 | 105 | 84.99 |
| 936 BSL | 18 | 35 | 85 | 66.56 |
| 937 BEL | 18 | 35 | 85 | 66.56 |
| 938 BSH | 18 | 35 | 85 | 66.56 |
| 939 BEH | 18 | 35 | 85 | 66.56 |
| 940 BSL | 18 | 50 | 102 | 80.38 |
| 941 BEL | 18 | 50 | 102 | 80.38 |
| 942 BSH | 18 | 50 | 102 | 80.38 |
| 943 BEH | 18 | 50 | 102 | 80.38 |
| 944 BSL | 18 | 70 | 122 | 94.21 |
| 946 BEL | 18 | 70 | 122 | 94.21 |
| 947 BSH | 18 | 70 | 122 | 94.21 |
| 948 BEL | 18 | 70 | 122 | 94.21 |
| 949 BSL | 24 | 20 | 85 | 69.63 |
| 950 BEL | 24 | 20 | 85 | 69.63 |
| 951 BSH | 24 | 20 | 85 | 63.63 |
| 952 BEH | 24 | 20 | 85 | 63.63 |
| 953 BSL | 24 | 35 | 120 | 84.48 |
| 954 BEL | 24 | 35 | 120 | 84.48 |
| 955 BSH | 24 | 35 | 120 | 84.48 |
| 956 BEH | 24 | 35 | 120 | 84.48 |
| 957 BSL | 24 | 50 | 146 | on app |
| 958 BEL | 24 | 50 | 146 | on app |
| 959 BSH | 24 | 50 | 146 | on app |
| 960 BEH | 24 | 50 | 146 | on app |
| 961 EF | 6 | 100 | 48 | on app |
| 962 EI | 6 | 100 | 48 | on app |
| 963 ESK | 6 | 100 | 48 | 40.86 |
| 964 EEK | 6 | 100 | 48 | 40.86 |
| 965 ESJ | 6 | 100 | 48 | 40.18 |
| 966 EEJ | 6 | 100 | 48 | 40.18 |
| 967 ESJ | 6 | 84 | 44 | 36.10 |
| 968 EEJ | 6 | 84 | 44 | 36.10 |
| 969 F | 6 | 150 | 82 | 61.57 |
| 970 G | 6 | 150 | 82 | 59.39 |
| 971 GMV | 6 | 150 | 83 | 61.57 |
| 972 I | 6 | 13 | 67 | 66.56 |
| 973 BSLP | 6 | 130 | 69 | 50.28 |
| 974 BSPH | 8 | 100 | 72 | 56.17 |
| 975 ACH | 6 | 45 | 103 | 72.14 |
| 976 ACHR | ... | ... | ... | ... |
| 977 ALG | 6 | 70 | 42 | 39.94 |
| 978 BHG | 6 | 99 | 54 | 32.25 |
| 979 BML | 6 | 85 | 50 | 37.00 |
| 980 BML | 12 | 35 | 45 | 46.08 |
| 981 BEH | 12 | 100 | ... | 80.90 |
| 982 ASL | 6 | 25 | ... | 90.98 |
| 983 ASL | 6 | 35 | ... | ...58 |
| 984 AEL | 12 | 81 | ... | 67... |

## PHILADELPHIA DIAM'D GRID. Type & Patr No.

August 1, 1919

| Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 985 116LL-A | 6 | 60 | 44 | 33.60 |
| 986 116LL-A-2 | 6 | 60 | 44 | 35.20 |
| 987 136LL-A | 6 | 77 | 50 | 38.10 |
| 988 136LL-A-5 | 6 | 77 | 50 | 38.10 |
| 989 136LL-A-8 | 6 | 77 | 50 | 39.60 |
| 990 136LL-A-11 | 6 | 77 | 50 | 38.10 |
| 991 136LL-A-3 | 6 | 77 | 50 | 38.80 |
| 992 136LL-D | 6 | 77 | 50 | 38.10 |
| 993 136LL-D-4 | 6 | 77 | 50 | 38.10 |
| 994 136LL-D-7 | 6 | 77 | 50 | 38.10 |
| 995 136LL-D-6 | 6 | 77 | 50 | 38.10 |
| 996 156LL-A | 6 | 95 | 56 | 42.10 |
| 997 136LL-A-7 | 6 | 95 | 56 | 43.20 |
| 998 156LL-A-9 | 6 | 95 | 56 | 42.10 |
| 999 156LL-A-11 | 6 | 95 | 56 | 42.10 |
| 1000 156LL-A-12 | 6 | 95 | 56 | 42.10 |
| 1001 156LL-A-10 | 6 | 95 | 56 | 42.10 |
| 1002 156LL-D | 6 | 95 | 56 | 42.10 |
| 1003 196LL-A | 6 | 130 | 70 | 49.60 |
| 1004 196LL-A-4 | 6 | 130 | 70 | 51.00 |
| 1005 196LL-A-1 | 6 | 130 | 70 | 49.60 |
| 006 196LL-D | 6 | 130 | 70 | 49.60 |
| 1007 236LL-D | 6 | 165 | 84 | 56.70 |
| 1008 512LL-A-3 | 12 | 18 | 46 | 40.00 |
| 1009 712LL-A-4 | 12 | 30 | 58 | 47.50 |
| 1010 712LL-A-16 | 12 | 30 | 58 | 48.30 |
| 1011 712LL-A-1 6 & | 12 | 30 | 58 | 49.40 |
| 1012 712LL-A-15 6 & | 12 | 30 | 58 | 48.10 |
| 1013 712LL-A-9 6 & | 12 | 30 | 58 | 48.10 |
| 1014 912LL-A-2 | 12 | 44 | 70 | 55.20 |
| 1015 912LL-A-4 | 12 | 44 | 70 | 55 90 |
| 1016 912LL-E-1 | 12 | 44 | 70 | 55.20 |
| 1017 1112LL-A-4 | 12 | 60 | 82 | 62.50 |
| 1018 1312LL-A-1 6 & | 12 | 77 | 95 | 67.90 |
| 1019 1512LL-E | 12 | 95 | 112 | 72.30 |
| 1020 716LL-A-1 | 16 | 30 | 75 | 61.20 |
| 1021 716LL-A-4 | 16 | 30 | 75 | 63.30 |
| 1022 916LL-A-3 | 16 | 44 | 90 | 68.60 |
| 1023 1116LL-A-1 | 16 | 60 | 105 | 78.10 |
| 1024 524LL-A-1 | 24 | 18 | 90 | 70.50 |
| 1025 724LL-H-1 | 24 | 30 | 105 | 79.90 |

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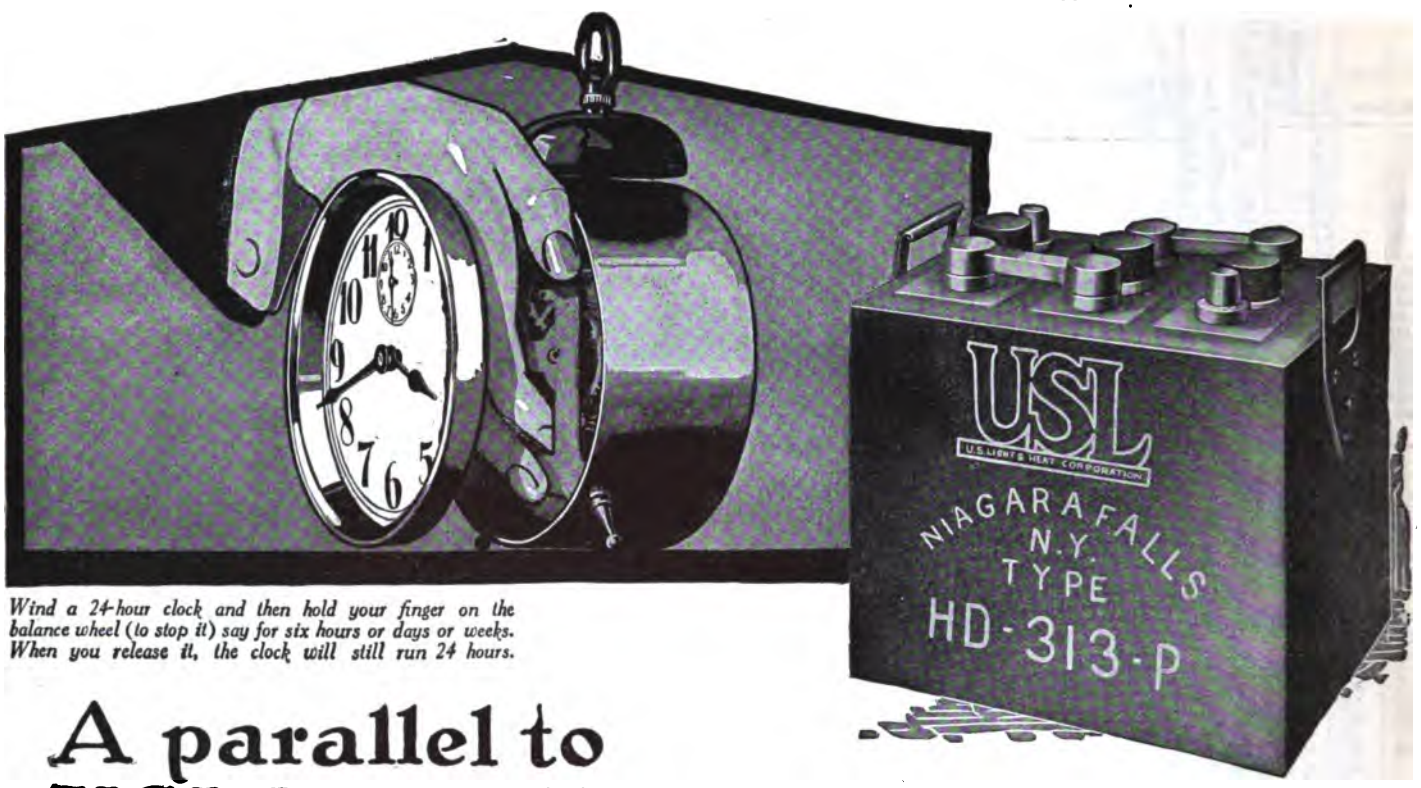


*Wind a 24-hour clock and then hold your finger on the balance wheel (to stop it) say for six hours or days or weeks. When you release it, the clock will still run 24 hours.*

# A parallel to USL "Dry Charged" Storage Batteries

A PARALLEL in that the battery is first fully charged and given an *operating test* at the factory, making it ready to work.

Then the electrolyte is drawn off—and the battery sealed air tight. Now it *can't* work.

In this state, action cannot go on until the battery is unsealed and filled again with electrolyte; then regardless of the lapse of time between the finishing test at the factory and the day it's put in service, the battery delivers every hour of the work built into it at the start.

This USL "Dry-Charged" is the only method which makes it possible for the motorist to buy a battery that is perfected and tested at the factory; then held inactive, until ready for use. Not an hour of its service has been used; it's not shelf worn; it's as perfect as though placed on your car and driven away fresh from our testing rooms in Niagara Falls.

Before you buy your next battery let the *USL Service* man in your town tell you all about USL "Dry-Charged," USL machine-pasted plates and the USL 15-months guaranteed adjustment plan.

**U. S. Light & Heat Corporation, Niagara Falls, N. Y.**

USL TRADE MARK
U.S. LIGHT & HEAT CORPORATION

**FREE** *Our 50-cent Battery Book that answers every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

# storage batteries

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| ADELPHIA D GRID k Part No. ust 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|
| -A | 6 | 60 | 44 | 33.60 |
| -A-2 | 6 | 60 | 44 | 33.60 |
| J | 6 | 60 | 44 | 33.60 |
| -A | 6 | 77 | 50 | 38.10 |
| -A-3 | 6 | 77 | 50 | 39.60 |
| -A-9 | 6 | 77 | 50 | 39.80 |
| -D-1 | 6 | 77 | 50 | 38.10 |
| -A | 6 | 95 | 56 | 42.10 |
| -A-4 | 6 | 95 | 56 | 43.60 |
| -A-5 | 6 | 95 | 56 | 43.90 |
| -D-1 | 6 | 95 | 56 | 42.10 |
| -A | 6 | 130 | 70 | 49.60 |
| -A-5 | 6 | 130 | 70 | 51.00 |
| -A-7 | 6 | 130 | 70 | 51.20 |
| -A-2 | 6 | 130 | 70 | 49.60 |
| -D-1 | 6 | 130 | 70 | 49.60 |
| -A-2 | 6 | 14 | 77 | ..... |
| -A-1 | 12 | 30 | 58 | 47.50 |
| -A | 12 | 44 | 70 | 55.20 |
| -A-4 | 12 | 44 | 70 | 55.90 |
| -A-5 | 12 | 44 | 70 | 56.90 |
| -E-1 | 12 | 44 | 70 | 56.20 |
| -G-1 | 12 | 44 | 70 | 56.10 |
| H-A-1 | 12 | 60 | 82 | 62.40 |
| H-A | 12 | 77 | 95 | 67.50 |
| H-E-3 | 12 | 95 | 112 | 72.60 |
| -A-1 | 16 | 30 | 75 | 61.20 |
| -F | 16 | 44 | 90 | 68.10 |
| -G-1 | 18 | 30 | 85 | 67.10 |
| H-G-1 | 18 | 60 | 125 | ..... |
| -H-2 | 24 | 18 | 90 | 70.30 |
| -H-2 | 24 | 30 | 105 | 79.30 |
| -H-1 | 24 | 30 | 105 | .... |
| -Y-1 | 24 | 30 | 105 | 79.30 |
| -A-1 | 6 | 35 | 30 | 28.60 |
| -A | 6 | 70 | 48 | 37.00 |
| -A-1 | 6 | 70 | 48 | 37.00 |
| -A-2 | 6 | 70 | 48 | 37.00 |
| -A-4 | 6 | 70 | 48 | 37.00 |
| -A-5 | 6 | 70 | 48 | 37.00 |
| -A-10 | 6 | 70 | 48 | 37.00 |
| -A-14 | 6 | 70 | 48 | 37.00 |
| -A-15 | 6 | 70 | 48 | 37.00 |
| -A-16 | 6 | 70 | 48 | 37.00 |
| -A-7 | 6 | 70 | 48 | 37.00 |
| -D-3 | 6 | 70 | 48 | 37.00 |
| -D-2 | 6 | 70 | 48 | 37.00 |
| LM-A | 6 | 90 | 57 | 40.80 |
| -A | 6 | 90 | 57 | 41.70 |
| -A-1 | 6 | 90 | 57 | 41.70 |
| -A-3 | 6 | 90 | 57 | 41.70 |
| -A-7 | 6 | 90 | 57 | 41.70 |
| -A-9 | 6 | 90 | 57 | 41.70 |
| -A-11 | 6 | 90 | 57 | 41.70 |
| -A-12 | 6 | 90 | 57 | 41.70 |
| -A-5 | 6 | 90 | 57 | 41.70 |
| -A-6 | 6 | 90 | 57 | 41.70 |
| -D | 6 | 90 | 57 | 41.70 |
| -D-1 | 6 | 90 | 57 | 41.70 |
| -D-2 | 6 | 90 | 57 | 41.70 |
| -D-4 | 6 | 90 | 57 | 41.70 |
| -D-3 | 6 | 90 | 57 | 41.70 |
| -J-1 | 6 | 90 | 57 | 41.70 |
| -A | 6 | 100 | 66 | 46.10 |
| -A-1 | 6 | 100 | 66 | 46.10 |
| -A-2 | 6 | 100 | 66 | 46.10 |
| -D-1 | 6 | 100 | 66 | 46.10 |
| -J-1 | 6 | 130 | 75 | 50.60 |
| -A-1 | 12 | 35 | 67 | 48.40 |
| -A-5 | 12 | 35 | 67 | 48.40 |
| -A-6 6 & | 12 | 35 | 67 | 48.70 |
| -E-1 | 12 | 35 | 67 | 48.40 |
| -A-1 6 & | 12 | 50 | 81 | 50.10 |
| -E-1 | 12 | 50 | 81 | 55.70 |
| -E-5 6 & | 12 | 50 | 81 | 56.10 |
| M-A-1 | 12 | 70 | 95 | 62.00 |
| M-A-2 | 12 | 70 | 95 | 62.00 |
| M-E-1 | 12 | 70 | 95 | 62.00 |
| M-E-2 | 12 | 70 | 95 | 62.00 |
| -A-1 | 6 | 100 | 42 | 43.90 |
| -A-6 | 6 | 100 | 42 | 43.10 |
| -A-8 | 6 | 100 | 42 | 43.70 |
| -A-1 | 6 | 150 | 80 | 53.90 |
| -A-4 | 6 | 150 | 80 | 52.10 |
| -J-1 | 6 | 150 | 80 | 52.10 |
| -J-2 | 6 | 150 | 80 | 55.90 |
| -A-1 6 & | 12 | 70 | 98 | 61.30 |
| -1 | 30 | 15 | 100 | 78.70 |
| -H-2 | 24 | 15 | 68 | 65.70 |
| -4 | 18 | 40 | 96 | 71.40 |
| -A-1 12& | 24 | 25 | 96 | 72.60 |
| A-2 | 6 | 95 | 56 | 42.10 |
| A-3 | 6 | 77 | 50 | 38.10 |
| MD | 6 | 70 | 48 | 36.00 |
| HA | 6 | 148 | 77 | ..... |
| -A-1 | 6 | 67 | 39 | 36.10 |
| -A-1 | 6 | 28 | 24 | 27.90 |
| A-1 | 6 | 60 | 44 | 33.60 |
| A | 6 | 50 | 39 | 31.56 |
| | 6 | 60 | 36 | 30.00 |
| A-12 | 6 | 70 | 48 | 37.00 |
| | 6 | 75 | 45 | 00.06 |
| A-1 | 6 | 77 | 50 | 38.10 |
| M-A | 6 | 70 | 48 | 36.00 |
| -A-1 | 6 | 70 | 45 | 33.60 |
| | 6 | 39 | 23 | 24.40 |
| A-2 | 6 | 130 | 70 | 49.60 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|---|
| 1132 | AD-313B | 67 | 6 | 90 | 49 | $37.38 |
| 1133 | AD-313-B | 70C | 6 | 90 | 49 | 37.38 |
| 1134 | AD-313-B | 1C | 6 | 90 | 49 | 37.38 |
| 1135 | AD-313-B | 71C | 6 | 90 | 49 | 37.38 |
| 1136 | AD-313-B | 74 | 6 | 90 | 49 | 37.38 |
| 1137 | AD-313-B | 69 | 6 | 90 | 49 | 37.38 |
| 1138 | AD-313-B | 68 | 6 | 90 | 49 | 37.38 |
| 1139 | AD-313-B | 81D | 6 | 90 | 49 | 37.38 |
| 1140 | AD-313-D | 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D | 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D | 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D | 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D | 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B | 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B | 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B | 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A | 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B | 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B | 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B | 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J | 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B | 9C | .. | .... | ... | ...... |
| 1157 | AD-323-B | 67 | .. | .... | ... | ...... |
| 1158 | AD-327-A | 7C | .. | .... | ... | ...... |
| 1159 | CD-309-B | 81E | 6 | 63 | 39 | .... |
| 1160 | CD-311-C | 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C | 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C | 81E | 6 | 84 | 47 | 36.80 |
| 1163 | CD-311-C | 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C | 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C | 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C | 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C | 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C | 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C | 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C | 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A | 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A | 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F | 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E | 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B | 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B | 9C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B | 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B | 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B | 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B | 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B | 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B | 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B | 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B | 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B | 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B | 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B | 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B | 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B | 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B | 81E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A | 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A | 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A | 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A | 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B | 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B | 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B | 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D | 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D | 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E | 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B | 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B | 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B | 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H | 6A] | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B | 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B | 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L | 115C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B | 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K | 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K | 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B | 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B | 85 | 6 | 144 | 69 | 48.30 |
| 1217 | F-319-B | 88C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A | 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A | 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K | 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L | 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B | 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B | 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B | 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L | 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L | 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G | 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G | 4 | 6 | 166 | 80 | 54.05 |
| 1229 | F-415-A | 52C | ... | ..... | ... | ..... |
| 1230 | AD-607-B | 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B | 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B | 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B | 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B | 63A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C | 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B | 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B | 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B | 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B | 116D | 12 | 52½ | 70 | 54.05 |
| 1241 | AD-609-A | 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B | 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B | 96 | 12 | 70 | 84 | 60.38 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|---|
| 1244 | AD-613-B | 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C | 98A | 12 | 90 | 97 | ...... |
| 1246 | AD-615-H | 117 | 12 | 106 | 110 | ...... |
| 1247 | CD-607-B | 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B | 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B | 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B | 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B | 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B | 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C | 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C | 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A | 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B | 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G | 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A | 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A | 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E | 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B | 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A | 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A | 18A | 12 | 84 | 95 | 64.98 |
| 1265 | F-607-B | 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B | 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E | 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B | 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B | 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B | 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B | 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F | 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B | 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G | 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A | 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A | 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G | 99A | 12 | 85 | 104 | ...... |
| 1279 | EL-607-D | | 12 | ..... | ... | 54.05 |
| 1280 | AD-807-B | 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B | 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B | 103 | 16 | ..... | ... | 68.43 |
| 1283 | AD-811-B | 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A | 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A | 105 | 18 | ..... | ... | 75.90 |
| 1286 | F105-911-A | | 18 | ..... | ... | 85.68 |
| 1287 | EDC-909 | | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A | 32A | 24 | ..... | ... | ...... |
| 1289 | F-1207-C | 33 | 24 | ..... | ... | ...... |
| 1290 | EL-1207 | | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | | 30 | ..... | ... | 77.63 |
| 1293 | AD-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L | 107 | 6 | 70 | 43 | 37.38 |
| 1295 | AD-311-B | 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B | 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B | 1C | 6 | 70 | 4[illegible] | 33.93 |

| Serial No. | PREST-O-LITE Type and Replacement No. September 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1300 | 611AH7 | 400 | 6 | 70 | 42 | 34.30 |
| 1301 | 611WHN | 405 | 6 | 70 | 42 | 34.30 |
| 1302 | 611WHN | 406 | 6 | 70 | 42 | 34.30 |
| 1303 | 611RHN | 411 | 6 | 85 | 51 | 38.25 |
| 1304 | 611RHN | 412 | 6 | 85 | 51 | 38.25 |
| 1305 | 611RHN | 413 | 6 | 85 | 51 | 38.25 |
| 1306 | 611RHN | 414 | 6 | 85 | 51 | 38.25 |
| 1307 | 611RHN | 415 | 6 | 85 | 51 | 38.25 |
| 1308 | 611RHN | 416 | 6 | 85 | 51 | 38.25 |
| 1309 | 611RHN | 417 | 6 | 85 | 51 | 38.25 |
| 1310 | 611RHN | 418 | 6 | 85 | 51 | 38.25 |
| 1311 | 611RHN | 419 | 6 | 85 | 51 | 38.25 |
| 1312 | 611RHN | 430 | 6 | 85 | 51 | 38.25 |
| 1313 | 611RHN2 | 431 | 6 | 85 | 51 | 38.25 |
| 1314 | 611JFN | 436 | 6 | 110 | 62 | 35.70 |
| 1315 | 611BHN | 440 | 6 | 110 | 62 | 45.35 |
| 1316 | 611BHN | 441 | 6 | 110 | 62 | 45.35 |
| 1317 | 611BHN | 442 | 6 | 110 | 62 | 45.35 |
| 1316 | 613AH | 447 | 6 | 85 | 50 | 38.95 |
| 1319 | 613AH | 448 | 6 | 85 | 50 | 38.95 |
| 1320 | 613AH | 449 | 6 | 85 | 50 | 38.95 |
| 1321 | 613AH | 450 | 6 | 85 | 50 | 38.95 |
| 1322 | 613AH2 | 455 | 6 | 85 | 50 | 38.95 |
| 1323 | 613WHN | 460 | 6 | 85 | 50 | 38.95 |
| 1324 | 613WHN | 461 | 6 | 85 | 50 | 38.95 |
| 1325 | 613WHN | 462 | 6 | 85 | 50 | 38.95 |
| 1326 | 613WHN | 463 | 6 | 85 | 50 | 38.95 |
| 1327 | 613WHN | 464 | 6 | 85 | 50 | 39.95 |
| 1328 | 613WHN | 465 | 6 | 85 | 50 | 38.95 |
| 1329 | 613WHN2 | 475 | 6 | 85 | 50 | 38.95 |
| 1330 | 613WHN2 | 476 | 6 | 85 | 50 | 38.95 |
| 1331 | 613WHN2 | 477 | 6 | 85 | 50 | 38.95 |
| 1332 | 613RHN | 485 | 6 | 105 | 56 | 42.95 |
| 1333 | 613RHN | 486 | 6 | 105 | 56 | 42.95 |
| 1334 | 613RHN | 487 | 6 | 105 | 56 | 42.95 |
| 1335 | 613RHN | 488 | 6 | 105 | 56 | 42.95 |
| 1336 | 613RHN | 489 | 6 | 105 | 56 | 42.95 |
| 1337 | 613RHN | 490 | 6 | 105 | 56 | 42.95 |
| 1338 | 613RHN | 491 | 6 | 105 | 56 | 42.95 |
| 1339 | 613RHN | 492 | 6 | 105 | 56 | 42.95 |
| 1340 | 613RHN | 493 | 6 | 105 | 56 | 42.95 |
| 1341 | 613RHN2 | 503 | 6 | 105 | 56 | 42.95 |
| 1342 | 613JFN2 | 504 | 6 | 105 | 56 | 42.95 |
| 1343 | 613RHN2 | 505 | 6 | 105 | 56 | 42.95 |
| 1344 | 613RHN7 | 510 | 6 | 105 | 56 | 42.95 |
| 1345 | 613JFN | 515 | 6 | 90 | 40 | 38.30 |
| 1346 | 613BHN | 520 | 6 | ..... | ... | 51.00 |
| 1347 | 613BHN7 | 525 | 6 | ..... | ... | 51.00 |
| 1348 | 613BHN7 | 526 | 6 | ..... | ... | 51.00 |
| 1349 | 613CM2 | 531 | 6 | ..... | ... | 68.45 |

| Serial No. | PREST-O-LITE Type and Replacement No August 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lb. | Price |
|---|---|---|---|---|---|---|
| 1350 | 613CM2 | 532 | 6 | ..... | ... | 68.45 |
| 1351 | 615AH | 537 | 6 | 102 | 59 | 41.65 |
| 1352 | 615AH | 538 | 6 | 102 | 59 | 41.65 |
| 1353 | 615AH | 539 | 6 | 102 | 59 | 41.65 |
| 1354 | 615AH2 | 544 | 6 | 102 | 59 | 41.65 |
| 1355 | 615WHN | 550 | 6 | 102 | 59 | 41.65 |
| 1356 | 615WHN | 551 | 6 | 102 | 59 | 41.65 |
| 1357 | 615WHN | 552 | 6 | 102 | 59 | 41.65 |
| 1358 | 615WHN | 553 | 6 | 102 | 59 | 41.65 |
| 1359 | 615WHN | 554 | 6 | 102 | 59 | 41.65 |
| 1360 | 615WHN2 | 560 | 6 | 102 | 59 | 41.65 |
| 1361 | 615RHN | 568 | 6 | 125 | 65 | 48.50 |
| 1362 | 615RHN | 569 | 6 | 125 | 65 | 48.50 |
| 1363 | 615RHN | 570 | 6 | 125 | 65 | 48.50 |
| 1364 | 615RHN2 | 578 | 6 | 125 | 65 | 48.50 |
| 1365 | 615RHN2 | 579 | 6 | 125 | 65 | 48.50 |
| 1366 | 615RHN2 | 580 | 6 | 125 | 65 | 48.50 |
| 1367 | 615JFN | 585 | 6 | 110 | 46 | 41.65 |
| 1368 | 615JFN | 586 | 6 | 110 | 46 | 41.65 |
| 1369 | 615JFN2 | 592 | 6 | 110 | 46 | 41.65 |
| 1370 | 615BHN | 598 | 6 | 160 | 80 | 59.05 |
| 1371 | 615BHN | 599 | 6 | 160 | 80 | 59.05 |
| 1372 | 615BHN | 600 | 6 | 160 | 80 | 59.05 |
| 1373 | 619AH | 610 | 6 | 135 | 69 | 51.00 |
| 1374 | 619AH | 611 | 6 | 135 | 69 | 51.00 |
| 1375 | 619AH | 612 | 6 | 135 | 69 | 51.00 |
| 1376 | 619AH | 613 | 6 | 135 | 69 | 51.00 |
| 1377 | 619WHN | 623 | 6 | 135 | 69 | 51.00 |
| 1378 | 619WHN | 624 | 6 | 135 | 69 | 51.00 |
| 1379 | 619WHN | 625 | 6 | 135 | 69 | 51.00 |
| 1380 | 619WHN | 626 | 6 | 135 | 69 | 51.00 |
| 1381 | 619RHN | 631 | 6 | ..... | ... | 59.75 |
| 1382 | 619RHN2 | 636 | 6 | ..... | ... | 59.75 |
| 1383 | 619JFN7 | 641 | 6 | ..... | ... | 52.40 |
| 1384 | 127AH | 646 | 12 | 37.5 | 51 | 52.40 |
| 1385 | 127AH | 647 | 12 | 37.5 | 51 | 52.40 |
| 1386 | 127AH | 648 | 12 | 37.5 | 51 | 52.40 |
| 1387 | 127WMN | 657 | 12 | 37.5 | 51 | 47.45 |
| 1388 | 127WHN | 658 | 12 | 37.5 | 57 | 47.45 |
| 1389 | 127WHN | 659 | 12 | 37.5 | 57 | 47.45 |
| 1390 | 127WHN | 660 | 12 | 37.5 | 57 | 47.45 |
| 1391 | 127WHN | 661 | 12 | 37.5 | 57 | 47.45 |
| 1392 | 127WHN | 662 | 12 | 37.5 | 57 | 47.45 |
| 1393 | 127WHN | 663 | 12 | 37.5 | 57 | 47.45 |
| 1394 | 127WHN | 664 | 12 | 37.5 | 57 | 47.45 |
| 1395 | 127WHN | 665 | 12 | 37.5 | 57 | 47.45 |
| 1396 | 127RHN | 675 | 12 | 47.5 | 69 | 47.95 |
| 1397 | 127RHN | 676 | 12 | 47.5 | 69 | 47.95 |
| 1398 | 127RHN | 677 | 12 | 47.5 | 69 | 47.95 |
| 1399 | 127RHN | 678 | 12 | 47.5 | 69 | 47.95 |
| 1400 | 127RHN | 679 | 12 | 47.5 | 69 | 47.95 |
| 1401 | 129AH | 688 | 12 | 54 | 70 | 55.30 |
| 1402 | 129WHN | 693 | 12 | 54 | 70 | 55.30 |
| 1403 | 129WHN | 694 | 12 | 54 | 70 | 55.30 |
| 1404 | 129WHN | 695 | 12 | 54 | 70 | 55.30 |
| 1405 | 129WHN | 696 | 12 | 54 | 70 | 55.30 |
| 1406 | 129WHN3 | 701 | 12 | 54 | 70 | 55.30 |
| 1407 | 129RHN | 706 | 12 | 66 | 83 | 61.75 |
| 1408 | 129RHN3 | 711 | 12 | 66 | 83 | 61.75 |
| 1409 | 129RHN3 | 712 | 12 | 66 | 83 | 61.75 |
| 1410 | 1211AH | 717 | 12 | 70 | 80 | 64.15 |
| 1411 | 1211WHN | 722 | 12 | 70 | 80 | 64.15 |
| 1412 | 1211RHN | 727 | 12 | 85 | 97 | 71.40 |
| 1413 | 1211RHN3 | 732 | 12 | 85 | 97 | 71.40 |
| 1414 | 1211RHN3 | 733 | 12 | 85 | 97 | 71.40 |
| 1415 | 1213AH | 738 | 12 | 85 | 92 | 71.75 |
| 1416 | 1213WHN | 743 | 12 | 85 | 92 | 71.75 |
| 1417 | 1215AH3 | 748 | 12 | 103 | 110 | 80.75 |
| 1418 | 167WHN | 753 | 16 | 37.5 | 75 | 63.10 |
| 1419 | 167WHN | 754 | 16 | 37.5 | 75 | 63.10 |
| 1420 | 169WHN | 759 | 16 | 54 | 90 | 71.40 |
| 1421 | 169WHN | 760 | 16 | 54 | 90 | 71.40 |
| 1422 | 187AH5 | 765 | 18 | 37.5 | 85 | 68.40 |
| 1423 | 167RHN7 | 770 | 16 | ..... | ... | ..... |
| 1424 | 1811AH5 | 775 | 18 | 70 | 115 | ..... |
| 1425 | 243GM6 | 780 | 24 | ..... | ... | 66.85 |
| 1426 | 245AH6 | 785 | 24 | 25 | 90 | ..... |
| 1427 | 247AH5 | 790 | 24 | 37.5 | 115 | 85.90 |
| 1428 | 305WHN | 795 | 30 | ..... | ... | 83.15 |
| 1429 | 67WHP | 800 | 6 | ..... | ... | 21.40 |

| Serial No. | WITHERBEE May 1, 1919 | | Volts | | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1500 | WRS | 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS | 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS | 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE | 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1509 | WHE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1510 | WLS | 6-80 | 6 | ..... | 55 | 41.50 |
| 1511 | WLE | 6-80 | 6 | ..... | 55 | 41.50 |
| 1512 | WRS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1513 | WRE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1514 | WHS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1515 | WHE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1516 | WLS | 6-100 | 6 | ..... | 65 | 46.00 |
| 1517 | WLE | 6-100 | 6 | ..... | 65 | 46.00 |
| 1518 | WRS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1519 | WRE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1520 | WHS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1521 | WHE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1522 | WGS | 80 | 6 | ..... | 62 | 43.00 |
| 1523 | WGE | 80 | 6 | ..... | 62 | 43.00 |

| Serial No. | WITHERBEE September 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1524 | WGS | 120 | 6 | ..... | 80 | 53.00 |
| 1525 | WGE | 120 | 6 | ..... | 80 | 53.00 |
| 1526 | WGJ | 6-120 | 6 | ..... | 85 | 60.00 |
| 1527 | WRS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1528 | WRE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1529 | WHS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1530 | WHE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1531 | WLS | 12-35 | 12 | ..... | 62 | 49.50 |
| 1532 | WLE | 12-35 | 12 | ..... | 62 | 49.50 |
| 1533 | WRS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1534 | WRE | 12-50 | 12 | ..... | 70 | 53.00 |
| 1535 | WHS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1536 | WHE | 12-50 | 12 | ..... | 72 | 53.00 |
| 1537 | WLS | 12-50 | 12 | ..... | 78 | 58.00 |
| 1538 | WLE | 12-50 | 12 | ..... | 78 | 58.00 |
| 1539 | WRS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1540 | WRE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1541 | WHS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1542 | WHE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1543 | WLS | 12-60 | 12 | ..... | 90 | 64.00 |
| 1544 | WLE | 12-60 | 12 | ..... | 90 | 64.00 |
| 1545 | WRS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1546 | WRE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1547 | WHS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1548 | WHE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1549 | WLS | 12-80 | 12 | ..... | 102 | ...... |
| 1550 | WLE | 12-80 | 12 | ..... | 102 | ...... |
| 1551 | WRS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1552 | WRE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1553 | WHS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1554 | WHE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1555 | WLS | 12-100 | 12 | ..... | 120 | ...... |
| 1556 | WLE | 12-100 | 12 | ..... | 120 | ...... |
| 1557 | WRS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1558 | WRE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1559 | WHS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1560 | WHE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1561 | WRS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1562 | WRE | -16-50 | 16 | ..... | 90 | 63.00 |
| 1563 | WHS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1564 | WHE | 16-50 | 16 | ..... | 90 | 63.00 |
| 1565 | WRS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1566 | WRE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1567 | WHS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1568 | WHE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1569 | WRS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1570 | WRE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1571 | WHS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1572 | WHE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1573 | WRS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1574 | WRE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1575 | WHS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1576 | WHE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1577 | WRS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1578 | WRE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1579 | WHS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1580 | WHE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1581 | WRS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1582 | WRE | 24-20 | 24 | ..... | 85 | 65.00 |
| 1583 | WHS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1585 | WRS | 24-35 | 24 | ..... | 120 | ...... |
| 1586 | WRE | 24-35 | 24 | ..... | 120 | ...... |
| 1587 | WHS | 24-35 | 24 | ..... | 120 | ...... |
| 1588 | WHE | 24-35 | 24 | ..... | 120 | ...... |
| 1589 | WRS | 24-50 | 24 | ..... | 146 | ...... |
| 1590 | WRE | 24-50 | 24 | ..... | 146 | ...... |
| 1591 | WHS | 24-50 | 24 | ..... | 106 | ...... |
| 1592 | WHE | 24-50 | 24 | ..... | 146 | ...... |
| 1593 | WLS-T | 12-35 | 12 | ..... | ... | 49.50 |
| 1594 | WRS-T | 12-35 | 12 | ..... | ... | 46.50 |
| 1595 | WLJ | 6-80 | 6 | ..... | ... | 41.50 |
| 1596 | WRS-T | 16-50 | 16 | ..... | ... | 63.00 |
| 1597 | WLS | 12-20 | 12 | ..... | ... | 40.00 |
| 1598 | WRS-T | 16-35 | 16 | ..... | ... | 57.00 |
| 1599 | WHJ | 6-60 | 6 | ..... | ... | 33.00 |
| 1600 | WRS-T | 24-20 | 24 | ..... | ... | 65.00 |
| 1601 | WRS-T | 12-50 | 12 | ..... | ... | 53.00 |
| 1602 | WRS-T | 12-60 | 12 | ..... | ... | 58.50 |
| 1603 | WRJ | 6-100 | 6 | ..... | ... | 41.00 |
| 1604 | WLS | 24-50 | 24 | ..... | ... | 96.00 |
| 1605 | WHE | 8-100 | 8 | ..... | ... | 58.00 |
| 1606 | PWRS | 6-120 | 6 | ..... | ... | 60.50 |
| 1607 | WHS-T | 12-35 | 12 | ..... | ... | 46.00 |
| 1608 | WRS-T | 12-80 | 12 | ..... | ... | 61.00 |
| 1609 | WRS-T | 12-100 | 12 | ..... | ... | 66.00 |

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| Serial No. | UNIVERSAL Type and Assembly March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1625 | LS-611B | 6 | ..... | 42 | 32.00 |
| 1626 | LS-611N | 6 | ..... | 42 | 32.00 |
| 1627 | LS-613B | 6 | ..... | 50 | 36.00 |
| 1628 | LS-613N | 6 | ..... | 50 | 36.00 |
| 1629 | LS-615B | 6 | ..... | 59 | 40.00 |
| 1630 | LS-615N | 6 | ..... | 59 | 40.00 |
| 1631 | LS-619B | 6 | ..... | 69 | 47.00 |
| 1632 | LS-619N | 6 | ..... | 69 | 47.00 |
| 1633 | HS-611B | 6 | ..... | 42 | 32.00 |
| 1634 | HS-611N | 6 | ..... | 42 | 32.00 |
| 1635 | HS-613B | 6 | ..... | 50 | 36.00 |
| 1636 | HS-613N | 6 | ..... | 50 | 36.00 |
| 1637 | HS-615B | 6 | ..... | 59 | 40.00 |
| 1638 | HS-615N | 6 | ..... | 59 | 40.00 |
| 1639 | HS-619B | 6 | ..... | 69 | 47.00 |
| 1640 | HS-619N | 6 | ..... | 69 | 47.00 |
| 1641 | MS-611B | 6 | ..... | 49 | 34.00 |
| 1642 | MS-611N | 6 | ..... | 49 | 34.00 |
| 1643 | MS-613B | 6 | ..... | 58 | 38.00 |
| 1644 | MS-613N | 6 | ..... | 58 | 38.00 |
| 1645 | MS-615B | 6 | ..... | 67 | 41.00 |
| 1646 | MS-615N | 6 | ..... | 67 | 41.00 |
| 1647 | BS-611B | 6 | ..... | 50 | 39.00 |
| 1648 | BS-611N | 6 | ..... | 50 | 39.00 |
| 1649 | BS-613B | 6 | ..... | 59 | 45.00 |
| 1650 | BS-613N | 6 | ..... | 59 | 45.00 |
| 1651 | BS-615B | 6 | ..... | 64 | 49.00 |
| 1652 | BS-615N | 6 | ..... | 64 | 49.00 |
| 1653 | LS-127B | 12 | ..... | 58 | 45.00 |
| 1654 | LS-127N | 12 | ..... | 58 | 45.00 |
| 1655 | LS-129B | 12 | ..... | 70 | 54.00 |
| 1656 | LS-129N | 12 | ..... | 70 | 54.00 |
| 1657 | LS-1211B | 12 | ..... | 80 | 62.00 |
| 1658 | LS-1211N | 12 | ..... | 82 | 62.00 |
| 1659 | MS-127B | 12 | ..... | 68 | 48.00 |

| Serial No. | UNIVERSAL Type and Assembly March, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1660 | MS-127N | 12 | ..... | 68 | 48.00 |
| 1661 | MS-129B | 12 | ..... | 82 | 57.00 |
| 1662 | MS-129N | 12 | ..... | 82 | 57.00 |
| 1663 | MS-1211B | 12 | ..... | 96 | 64.00 |
| 1664 | MS-1211N | 12 | ..... | 96 | 64.00 |
| 1665 | LS-167B | 16 | ..... | 76 | 63.00 |
| 1666 | LS-169B | 16 | ..... | 90 | 70.00 |
| 1667 | HS-127B | 12 | ..... | 58 | 46.00 |
| 1668 | HS-127N | 12 | ..... | 58 | 46.00 |
| 1669 | HS-129B | 12 | ..... | 70 | 54.00 |
| 1670 | HS-129N | 12 | ..... | 70 | 54.00 |
| 1671 | HS-1211B | 12 | ..... | 82 | 62.00 |
| 1672 | HS-1211N | 12 | ..... | 82 | 62.00 |
| 1673 | HS-187B | 18 | ..... | 95 | 70.00 |
| 1674 | HS-187N | 18 | ..... | 95 | 70.00 |
| 1675 | HS-245B | 24 | ..... | 85 | 73.00 |
| 1676 | HS-245N | 24 | ..... | 85 | 73.00 |
| 1677 | MS-613 Spec... | 6 | ..... | ... | ..... |
| 1678 | MS-617B | 6 | ..... | ... | ..... |
| 1679 | LS-245B | 24 | ..... | ... | ..... |
| 1680 | BS-129B | 12 | ..... | ... | ..... |
| 1681 | MS-245B | 24 | ..... | ... | ..... |
| 1682 | HS-1811N | 18 | ..... | ... | ..... |
| 1683 | ..... | ... | ..... | ... | ..... |

| Serial No. | MAC-LAR Type | Volts | Amperes Hrs. at5Hour Rate | Net Wgt.Lbs. | Price |
|---|---|---|---|---|---|
| 1700 | Master 6-S | 6 | ..... | 45 | $25.00 |
| 1701 | Master 6-D | 6 | ..... | 45 | 25.00 |
| 1702 | Master 12-S | 12 | ..... | 59 | 36.00 |
| 1703 | Master 12-D | 12 | ..... | 59 | 36.00 |

### The Man Who Sees Ahead

"I class men by the range of their vision. There are three classes: the man who looks backward, the man who looks at the present and the man who looks ahead," said M. B. Hoagland, sales manager of the Signal Motor Truck Co., in addressing a group of his salesmen recently.

"For the man who looks backward, there is little hope in business, for you will find that the same cobwebs are in his business that his grandfather allowed to collect.

"The man who looks at the present has some chance, for he is at least up-to-date, and being so is assured of a measure of success. He is posted on conditions as they are at present, and while there are no cobwebs around his office, the trouble is that the shutters are all drawn tight and not a gleam of the future percolates through.

"But the real man, the big man, the successful man, is the chap who looks at his business through a powerful telescope and sees it as it will be in the days after to-morrow. Instead of allowing his business to die out with the fading of the present day, he is planning on the demands and prospects of the future, so that, later on, the sun will come up and shine on an ever-increasing business.

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C. E. Wilson, formerly of the Wesinghouse Electric & Manufacturing Co., has been made manager of the motor and equipment division of the Remey Electric Co., with complete supervision of engineering and sales.

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John M. Pendleton has been appointed distributer for the Bessemer Motor Truck Co., Grove City, Pa., in New York State as far north as Schenectady; in New Jersey, north of Trenton; and in the entire states of Rhode Island and Massachusetts. He has opened headquarters under the name of the Bessemer Agency of New York, at 505 West Fifty-fifth Street, New York City.

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H. L. McClaren, who recently resigned as president and general manager of the Ajax and Racine rubber companies, has become president and active general manager of the J. & D. Tire Co., Charlotte, N. C. He succeeds William F. Smith, who has resigned.

# Association Items

## AUTOMOBILE CALENDAR

ELLENSBURG, WASH.—Tractor Demonstration; W. L. Davis, County Agricultural Agent; October 15.

NEW YORK, N. Y.—Opening of International Farm Tractor & Implement Exchange, Grand Central Palace; October 15.

RALEIGH, N. C.—Car, Truck and Tractor Show; October 20-25.

SHREVEPOR, LA.—Car, Truck and Tractor Show; October 22-27.

CHICAGO, ILL.—Show, Auspices Automotive Equipment Association, Medina Temple; November 3-8.

DETROIT, MICH.—Annual Meeting, National Assn. of Motor Truck Sales Manager; Hotel Statler; November 7-8.

NEW YORK, N. Y.—Automobile Show, Hotel Commodore; November 16-23.

CLEVELAND, O.—Third Annual Convention, Ohio Auto Trades Assn.; December 3-5.

NEW YORK, N. Y.—Automobile Show, Auspices National Automobile Chamber of Commerce, Grand Central Palace; S. A. Miles, Manager; January 3-10.

NEW YORK, N. Y.—Commercial Car and Accessories Show, Eighth Coast Artillery Armory; January 3-10.

CHICAGO, ILL.—Automobile Show, Auspices National Automobile Chamber of Commerce, Coliseum; S. A. Miles, Manager; January 24-31.

CHICAGO, ILL.—Truck Show, Auspices National Automobile Chamber of Commerce, Drexel Pavilion; S. A. Miles, Manager; January 24-31.

KANSAS CITY, MO.—Fifth Annual, Kansas City Tractor Club; Guy H. Hall, Manager; February.

MANCHESTER, ENGLAND—North of England Motor Exhibition; February.

LOUISVILLE, KY.—Seventeenth Annual Convention, American Road Builders' Assn.; February 9-13.

LOUISVILLE, KY.—Meeting, Tenth American Good Roads Congress; February 9-13.

LOUISVILLE, KY.—Eleventh National Good Roads Show; February 9-13.

LOUISVILLE, KY.—Twelfth Annual Exhibition, Auspices Louisville Automobile Dealers' Assn., First Regiment Armory; February 23-28.

SAN FRANCISCO, CAL.—Seventh Annual Foreign Trade Convention; May 15-20.

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### New Baltimore Agency for Acme

The Acme Motor Sales Co., Baltimore, Md., has been formed to handle the Acme line of motor trucks, manufactured by the Acme Motor Truck Co., Cadillac, Mich. The new company has the entire states of Maryland, Delaware and the District of Columbia. Comer Smith is president.

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H. L. Hall has resigned as branch manager of the Swinehart Tire & Rubber Co., and will return to the Troy Carriage Sunshade Co., with which he was previously connected for eight years. He will take charge of the Chicago office of the Troy Carriage Co. at 20 East Jackson Boulevard.

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Charles M. Prendergast, recently general superintendent of the Briscoe Motor Corp., is general superintendent of the Auto Body Co., Lansing. He succeeds Alex. Urquhart, who resigned after 18 years of service to become superintendent of the Lansing Body Co.

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# List-Prices of all Makes of Tires and Tubes

## REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme Rubber Mfg. Co., | P. | 15.00 | 16.10 | †16.90 | 21.50 | †22.40 | 22.80 | 24.00 | †25.70 | †28.80 | †29.80 | 31.00 | 32.00 | 33.10 | 34.30 | 35.50 | †42.30 | 43.70 | 45.10 | 46.40 | 47.80 | 49.20 | 54.00 | 55.70 | 57.40 | †71.80 | †73.80 |
| Tranton, N. J. | Kam Thread N.S. | ..... | †16.70 | ..... | †22.60 | †23.50 | 24.00 | ..... | ..... | ..... | †31.40 | 32.70 | 33.70 | 34.90 | ..... | ..... | †44.40 | d45.80 | 47.40 | 48.70 | 50.20 | 51.70 | 56.70 | 58.60 | 60.10 | ..... | ..... |
| | Dimple Tread N.S. | 17.20 | 18.40 | †19.60 | 24.60 | †25.60 | 26.20 | 27.90 | †29.60 | †33.10 | †34.30 | 35.80 | 37.10 | 38.20 | 39.40 | 40.90 | †48.70 | 50.20 | 51.80 | 53.40 | 55.00 | 56.50 | 62.00 | 64.10 | 66.00 | †82.50 | †84.80 |
| May 10, 1919 | Hemisphere N.S. | ..... | †20.10 | ..... | 27.10 | ..... | 28.80 | 30.60 | ..... | ..... | †37.90 | 39.30 | 40.80 | 42.00 | 43.30 | †45.00 | †53.60 | ..... | 57.00 | 58.70 | 60.50 | 62.20 | 68.20 | †70.30 | 72.60 | ..... | ..... |
| (5000 miles) | G. & R. Tubes | 3.45 | 3.60 | 3.85 | 4.65 | 4.80 | 5.10 | 5.50 | 5.65 | 5.65 | 5.80 | 6.00 | 6.20 | 6.35 | 6.50 | 6.70 | 7.60 | 7.80 | 7.90 | 8.05 | 8.25 | 8.45 | 9.35 | 9.65 | 9.85 | 10.45 | 10.75 |
| Advance Rubber Co., (4000 m.) | P. | †15.40 | †16.20 | ..... | †21.10 | †22.20 | 24.70 | †28.80 | ..... | ..... | †32.30 | 33.00 | 34.50 | 35.30 | 36.50 | 37.60 | ..... | †46.00 | 47.50 | 49.70 | 50.50 | 52.60 | †54.70 | †56.80 | †60.10 | †90.20 | ..... |
| 1717-8th Ave.(6000m.) | TopNotch N.S. | †16.20 | †17.05 | ..... | †22.10 | †23.40 | 25.90 | †30.20 | ..... | ..... | †33.90 | 34.60 | 36.10 | 37.10 | 38.10 | 39.40 | ..... | †48.25 | 50.00 | 52.10 | 53.10 | 55.20 | †57.35 | †59.50 | †63.10 | †94.60 | ..... |
| Brooklyn, N.Y. May 15, 1919 | R.T. | 3.74 | 3.96 | ..... | 4.68 | 5.28 | 5.39 | ..... | ..... | ..... | 6.33 | 6.55 | 6.71 | 6.93 | 7.10 | 7.26 | ..... | 8.53 | 8.69 | 8.97 | 9.13 | 9.30 | 10.25 | 10.56 | 10.78 | 11.66 | ..... |
| Aeonite Tire & Rubber Co., | N.S. | ..... | ..... | ..... | e33.00 | ..... | d37.50 | ..... | ..... | ..... | e45.25 | d47.00 | d49.75 | d52.50 | ..... | ..... | ..... | d59.50 | d61.75 | *65.25 | d71.00 | ..... | *80.75 | ..... | *86.00 | ..... | ..... |
| Trenton, N.J. Feb. 1 | Tubes | ..... | ..... | ..... | 5.80 | ..... | 5.65 | ..... | ..... | ..... | 6.60 | 6.75 | 7.00 | 7.30 | ..... | ..... | ..... | 8.90 | 9.10 | 9.30 | 9.65 | ..... | 11.00 | ..... | 11.60 | ..... | ..... |
| All Star—see Star | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ajax Rubber Co., | P. | ..... | 13.65 | ..... | 17.75 | ..... | 20.65 | ..... | ..... | ..... | 27.15 | 27.75 | 28.95 | 29.65 | ..... | ..... | ..... | ..... | 40.00 | 41.75 | 42.40 | ..... | 47.70 | ..... | 50.55 | ..... | ..... |
| 1796 Broadway, | Road King N.S. | ..... | 14.90 | ..... | 19.05 | ..... | 22.20 | ..... | ..... | ..... | 29.50 | 30.05 | 31.55 | 32.20 | ..... | ..... | 40.40 | 41.65 | 43.00 | 44.90 | 45.55 | ..... | 54.50 | ..... | 57.50 | ..... | ..... |
| N. Y. City | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 39.05 | ..... | ..... | ..... | ..... | 49.65 | 50.90 | 52.30 | ..... | ..... | 55.75 | 57.40 | 59.00 | 60.30 | 61.75 | ..... | 73.20 | ..... | 76.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| (5000 miles) | R.T. | 2.90 | 3.00 | ..... | 3.55 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.40 | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| Amason Rubber Co., | N.S. | c16.30 | c17.25 | ..... | c22.25 | ..... | d26.30 | ..... | ..... | ..... | c32.60 | d33.40 | *35.85 | *36.50 | ..... | ..... | ..... | d47.20 | *48.60 | *50.65 | *51.45 | d53.85 | *60.70 | ..... | *62.75 | ..... | ..... |
| Akron, O. May 15, 1919 | Ribbed | ..... | c16.35 | ..... | c21.25 | ..... | d25.10 | ..... | ..... | ..... | ..... | d31.85 | *34.05 | *34.65 | ..... | ..... | ..... | ..... | *46.15 | *48.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (5000 miles) | Cord. N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.10 | *52.40 | *53.90 | ..... | ..... | d57.55 | ..... | *60.60 | *62.10 | *63.50 | d74.25 | *75.25 | ..... | *78.90 | ..... | ..... |
| | Tubes | 3.10 | 3.50 | ..... | 4.05 | ..... | 4.25 | ..... | ..... | ..... | 5.35 | 5.55 | 5.75 | 5.85 | 6.00 | 6.10 | 6.50 | 6.75 | 6.85 | 7.00 | 7.15 | 7.45 | 8.00 | 8.45 | 8.50 | 8.65 | 9.85 |
| American Rubber & | Ribbed T. | ..... | 15.40 | ..... | 19.70 | 21.25 | 24.00 | ..... | ..... | ..... | 30.00 | 30.85 | 32.45 | 33.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tire Co., Akron, O. | N.S. | 15.30 | 16.20 | ..... | 20.55 | 22.25 | 24.85 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| May 12, 1919 | G.T. | 2.85 | 2.95 | ..... | 3.60 | 3.65 | 3.70 | 3.80 | ..... | ..... | 4.55 | 4.65 | 4.80 | 4.95 | 5.05 | 5.20 | 5.80 | 5.95 | 6.10 | 6.15 | 6.40 | 6.60 | 7.50 | 7.60 | 7.75 | 8.85 | 9.05 |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | 4.00 | 4.25 | 4.50 | ..... | ..... | 5.00 | 5.10 | 5.30 | 5.45 | 5.60 | 5.80 | 6.35 | 6.55 | 6.70 | 6.90 | 7.20 | 7.40 | 8.30 | 8.45 | 8.60 | 9.80 | 9.95 |
| | Cord P. | ..... | ..... | ..... | c34.60 | ..... | d37.00 | ..... | ..... | ..... | ..... | d47.05 | d48.25 | d49.55 | ..... | ..... | d52.95 | d54.35 | d55.75 | d57.15 | d58.50 | ..... | *69.30 | ..... | *72.65 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c36.45 | ..... | d38.95 | ..... | ..... | ..... | ..... | d49.50 | d50.15 | d52.15 | ..... | ..... | d55.75 | d57.20 | d58.70 | d60.15 | d61.55 | ..... | *73.00 | ..... | *76.50 | ..... | ..... |
| | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.85 | 7.20 | ..... | ..... | 8.25 | 8.45 | 8.60 | 8.80 | 9.00 | ..... | 10.15 | ..... | 10.35 | ..... | ..... |
| Anderson | Ex-ply Ribbed Tread | 19.80 | 20.60 | 23.85 | 26.90 | 28.45 | 29.85 | 35.00 | ..... | 33.50 | 34.00 | 44.90 | 46.30 | 47.50 | 49.50 | 52.00 | 61.00 | 62.00 | 63.00 | 65.50 | 68.00 | 70.50 | 66.10 | 71.40 | 71.90 | ..... | ..... |
| Rubber Works | Ex-ply Cog Tread | 19.80 | 20.60 | ..... | 26.90 | ..... | 28.95 | ..... | ..... | ..... | 34.00 | 44.90 | 46.30 | 47.50 | 55.70 | 58.50 | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 71.90 | ..... | ..... |
| Anderson, Ind. | Cord Ribbed Tread | 23.75 | 24.80 | 29.75 | 34.25 | 34.75 | 42.00 | ..... | 40.30 | 40.80 | 60.55 | 52.10 | 53.45 | ..... | ..... | ..... | ..... | ..... | ..... | 5.75 | 6.85 | 9.60 | d67.05 | *67.05 | 22.00 | ..... | ..... |
| (Chas. E. | Cord Ribbed Cog Tread | 23.75 | 24.80 | ..... | 32.25 | ..... | 34.75 | ..... | ..... | ..... | 40.80 | 50.55 | 52.10 | 53.45 | ..... | ..... | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 79.10 | ..... | ..... |
| Miller. Aug. 1, 1919 | G.T. | 3.35 | 3.50 | 3.75 | 4.00 | 4.25 | 4.90 | 5.60 | ..... | 5.15 | 5.25 | 5.50 | 5.75 | 6.00 | 6.25 | 6.50 | 7.00 | 7.25 | 7.50 | 7.85 | 8.10 | 8.40 | 9.00 | 9.30 | 9.60 | ..... | ..... |
| (5000 miles) | R.T. | 3.60 | 4.00 | 4.50 | 4.80 | 5.00 | 5.25 | 5.90 | ..... | 6.30 | 6.50 | 6.80 | 7.10 | 7.40 | 7.85 | 8.10 | 8.25 | 8.50 | 8.75 | 9.00 | 9.30 | 9.60 | 10.25 | 10.60 | 10.90 | ..... | ..... |
| Archer Cord Tire Sept. 1 | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | ..... | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| & Rubber Co., | Pyramid Tread | ..... | ..... | ..... | ..... | ..... | 37.00 | ..... | ..... | ..... | ..... | 47.90 | 48.10 | 49.50 | ..... | ..... | ..... | ..... | 55.80 | 57.10 | 58.40 | ..... | 69.25 | ..... | 72.50 | ..... | ..... |
| Minneapolis, Minn. | Fabric Casings P. | ..... | c12.90 | ..... | c16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Fabric Casings N.S. | ..... | c14.75 | ..... | c18.70 | ..... | 21.85 | ..... | ..... | ..... | c29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | ..... | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | Tubes | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tubes | ..... | 5.95 | ..... | 6.10 | ..... | 6.15 | ..... | ..... | ..... | 6.45 | 7.15 | 7.45 | 7.60 | ..... | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Armstrong Rubber Co., | Ribbed Tread | ..... | e26.35 | ..... | e32.95 | ..... | d37.65 | ..... | ..... | ..... | e45.40 | ..... | d51.00 | ..... | ..... | ..... | ..... | ..... | d61.80 | ..... | ..... | ..... | d80.90 | ..... | ..... | ..... | ..... |
| 2 W. 61st St., N. Y. | N.S. | ..... | ..... | ..... | e32.95 | ..... | d37.65 | ..... | ..... | ..... | e45.40 | d49.50 | d51.00 | *52.75 | ..... | ..... | d57.40 | d59.65 | *61.80 | d65.80 | *71.10 | ..... | *80.90 | ..... | *86.05 | ..... | ..... |
| | R.T. | ..... | 4.01 | ..... | 4.20 | ..... | 5.37 | ..... | ..... | ..... | 5.71 | 5.80 | 6.04 | 6.27 | ..... | ..... | 7.35 | 7.60 | 7.83 | 7.97 | 8.30 | ..... | 9.38 | ..... | 9.95 | ..... | ..... |
| (6000 miles) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | ..... | d4 .30 | ..... | ..... | ..... | ..... | ..... | d57.00 | ..... | ..... | ..... | d70.80 | ..... | ..... | ..... | ..... |
| July 15. 1919 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | *50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | *58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| Arrow—see Hood | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bailey—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Rubber Tire | Concord | $16.97 | 17.37 | ..... | 21.10 | 23.39 | 24.82 | 26.99 | ..... | ..... | 29.01 | 29.82 | 30 90 | 31.99 | 33.22 | 34.30 | ..... | 38.47 | 39.74 | 40.97 | 43.23 | 44.41 | 50.15 | 52.56 | 54.80 | 72.55 | 78.69 |
| Mfg. Co. | Box Tread | 18.67 | 19.58 | ..... | 24.49 | 25.27 | 27.95 | 30.37 | ..... | ..... | 33.79 | 34.90 | 35.92 | 37.21 | 38.42 | 39.71 | ..... | 42.07 | 43.60 | 46.19 | 50.17 | 51.18 | 57.02 | 59.24 | 60.62 | 75.45 | 87.75 |
| Orangeville, Maryland | Tubes | 3.25 | 3.34 | ..... | 4.30 | 4.45 | 4.60 | 4.95 | ..... | ..... | 5.45 | 5.55 | 5.75 | 5.95 | 6.05 | 6.20 | ..... | 7.25 | 7.45 | 7.60 | 7.85 | 8.10 | 8.90 | 9.15 | 9.45 | 10.80 | 11.05 |
| Aug. 1, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# Assured Mileage

IT isn't altogether what's put into tires that makes them dependable. As much rests upon *how* they are made.

Makers, for years, have been baffled by tires falling short in service, due to "buckles" and "mold pinches" arising during vulcanization.

In McGraw Tires, these structural defects are prevented, so far as humanly possible, by the Duplex Method. This process safeguards the casing during vulcanization. The fabric layers "set" smooth and even. No creases can form. The tire comes out of the molds a perfect structure. The user gets high and full mileage.

**The McGraw Dealers' franchise offers an unusual opportunity for profitable business. Write for details.**

***Cords 8000 Miles Fabrics 6000 Miles***

THE McGRAW TIRE & RUBBER COMPANY
CLEVELAND, OHIO
Factories: East Palestine, Ohio

# McGraw TIRES

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| Bar-Circle—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Batavia Rubber Co., | P | ..... | c15.80 | ..... | c20.05 | ..... | d23.50 | ..... | ..... | ..... | ..... | d31.95 | d33.50 | d34.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1928 Broadway, N.Y. | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | *26.05 | *29.60 | ..... | ..... | ..... | d35.55 | *37.30 | *38.05 | d39.80 | q40.40 | q47.45 | d49 00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | ..... | ..... | *65.80 | ..... | ..... | ..... | ..... |
| (4000 miles) | Security N.S. | c15.85 | c18.50 | ..... | c23.50 | c25.30 | *27.45 | *31.20 | ..... | ..... | c36.65 | *37.40 | *39.25 | *40.10 | *41.90 | *42.55 | q50.00 | d51 60 | *53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.95 | q108.90 | ..... | ..... | ..... |
| May 1 | G.T. | 3.25 | 3.35 | ..... | 3.80 | 4.00 | 4.20 | 4 50 | ..... | ..... | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9.25 | 10.10 | 10.40 | ..... | ..... | ..... |
| Beacon Tire Co., | "Rib Skid" | c14.50 | c14.75 | ..... | c18.70 | ..... | d21.85 | ..... | ..... | ..... | c29.20 | d29.70 | d31.20 | d31.85 | ..... | d35.50 | ..... | ..... | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | ..... | d55.60 | ..... | ..... | ..... | ..... | ..... |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | 6.60 | ..... | ..... | 6.85 | 6.90 | 7.25 | 8.35 | 8.45 | ..... | 8.70 | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | ..... | ..... | d55.80 | d57.10 | ..... | ..... | d69.25 | ..... | d72.50 | ..... | ..... | ..... | ..... | ..... |
| Besaw—see Cleveland Rubber Works | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P. | 16.75 | 17.60 | ..... | 21.75 | ..... | 25.40 | 28.85 | ..... | ..... | 31.75 | 34.00 | 34.80 | 36.15 | 37.90 | 39.65 | 40.95 | 41.75 | 43.60 | 46.15 | 48.90 | 51.80 | 56.80 | 58.80 | 60.45 | 73.80 | 79.70 | ..... | ..... | ..... |
| 49 West 64th St., N.Y. City | N.S. | 18.40 | 19.35 | ..... | 23.90 | ..... | 27.95 | 31.75 | ..... | ..... | 34.90 | 37.40 | 38.30 | 39.75 | 41.70 | 43.60 | 45.05 | 45.90 | 47.95 | 50.75 | 53.80 | 57.00 | 62.50 | 64.70 | 66.50 | 81.20 | 87.75 | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | 33.00 | ..... | 40.00 | ..... | ..... | ..... | ..... | 49.60 | 51.30 | 53.00 | ..... | ..... | 58.40 | 60.00 | 61.60 | 63.20 | 64.80 | ..... | 77.75 | ..... | 81.00 | ..... | ..... | ..... | ..... | ..... |
| Aug. 11, 1919 | R.T. | 3.40 | 3.55 | ..... | 4.05 | ..... | 4.35 | 4.75 | ..... | ..... | 5.25 | 5.45 | 5.65 | 5.85 | 6.05 | 6.25 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.85 | 8.50 | 8.70 | 8.95 | 10.00 | 10.25 | ..... | ..... | ..... |
| Bilt-On Tire Co., Cleveland, O. | N.S. | ..... | 10.50 | ..... | 12.70 | 12.50 | 14.75 | ..... | ..... | ..... | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | ..... | ..... | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 20.95 | ..... | ..... | ..... | ..... | ..... |
| Biltwell Tire & Rubber Co., | Ribbed | ..... | c17.99 | ..... | c22.12 | ..... | d25.89 | ..... | ..... | ..... | c32.73 | d34.92 | d35.97 | d37.02 | ..... | ..... | d42.37 | d43.93 | *45.49 | d47.43 | *50.14 | ..... | *57.15 | ..... | *60.27 | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | N.S. | ..... | ..... | ..... | c26.90 | ..... | d30.99 | ..... | ..... | ..... | c37.18 | d39.98 | d41.04 | d42.57 | ..... | ..... | d48.93 | d50.87 | *52.82 | d53.79 | *56.75 | ..... | *65.53 | ..... | *68.74 | ..... | ..... | ..... | ..... | ..... |
| June 10, 1919 | G.T. | 3.55 | 3.70 | ..... | 4.75 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.20 | 6.35 | 6.60 | 6.70 | 6.85 | 7.80 | 8.00 | 8.30 | 8.40 | 8.65 | 9.10 | 9.75 | 10.15 | 10.45 | ..... | ..... | ..... | ..... | ..... |
| Black Oak—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bonner—see Story | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | ..... | c14.40 | ..... | c18.40 | d19.65 | d20.90 | ..... | ..... | ..... | c28.00 | d28.65 | d29.85 | d30.65 | ..... | d32.75 | d38.50 | ..... | d40.95 | d42.90 | d43.50 | ..... | d50.25 | ..... | d53.30 | ..... | ..... | ..... | ..... | ..... |
| Rubber Co., | Rib Tread | ..... | c15.80 | ..... | c20.20 | c21.60 | d23.00 | ..... | ..... | ..... | c30.80 | d31.55 | d32.85 | d33.70 | ..... | d36.05 | d42.25 | ..... | d45.05 | d47.10 | d48.00 | ..... | d55.25 | ..... | d58.75 | ..... | ..... | ..... | ..... | ..... |
| Sycamore, Ill. | (5000 miles) N.S. | ..... | c18.75 | ..... | c23.80 | c25.60 | d27.20 | ..... | ..... | ..... | c36.30 | d37.05 | d38.90 | d39.70 | ..... | d42.10 | d49.50 | ..... | d52.75 | d55.05 | d55.95 | ..... | d64.70 | ..... | d68.60 | ..... | ..... | ..... | ..... | ..... |
| June 1, 1919 | R.T. | ..... | 3.90 | ..... | 4.45 | 4.70 | 4.90 | ..... | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.90 | ..... | 7.15 | 8.35 | ..... | 8.55 | 8.75 | 8.85 | ..... | 10.40 | ..... | 10.85 | ..... | ..... | ..... | ..... | ..... |
| | B.T. | ..... | 3.40 | ..... | 3.80 | 4.00 | 4.20 | ..... | ..... | ..... | 5.35 | 5.50 | 5.70 | 5.85 | ..... | 6.10 | 7.05 | ..... | 7.25 | 7.35 | 7.50 | ..... | 8.85 | ..... | 9.20 | ..... | ..... | ..... | ..... | ..... |
| ‡Braender Rubber & Tire Co., | P. | ..... | c14.30 | ..... | $18.65 | ..... | $21.60 | ..... | ..... | ..... | $28.45 | $29.10 | $30.40 | $31.20 | ..... | ..... | $39.45 | $40.65 | 41.95 | 43.90 | 44.50 | ..... | 50.05 | ..... | 60.50 | ..... | ..... | ..... | ..... | ..... |
| Rutherford, N.J. | N.S. | c17.15 | c17.50 | ..... | $22.20 | ..... | $25.90 | ..... | ..... | ..... | $34.70 | $35.35 | $37.00 | $37.85 | ..... | ..... | $47.20 | $48.65 | 50.25 | 52.50 | 53.30 | ..... | 61.65 | ..... | 65.30 | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | R.T. | 3.50 | 3.55 | ..... | 4.10 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | ..... | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | ..... | 8.75 | ..... | 9.20 | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 2.80 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.95 | ..... | ..... | ..... | c40.00 | d54.35 | d54.70 | d56.20 | ..... | ..... | d60.00 | d61.60 | d63.25 | d64.90 | d66.30 | ..... | d78.60 | ..... | d82.20 | ..... | ..... | ..... | ..... | ..... |
| Brazilian Tubes—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 | ..... | ..... | ..... |
| May 1 (10,000 m.) | Tubes | 4.25 | 4.40 | ..... | 5.25 | 5.40 | 5.45 | 5.75 | ..... | ..... | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 | ..... | ..... | ..... |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | ..... | 18.05 | ..... | 21.15 | ..... | ..... | ..... | 28.15 | 28.75 | 30.15 | 30.85 | ..... | ..... | 38.50 | 39.65 | 40.95 | 42.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. | Ribbed Tread | ..... | 16.20 | ..... | 20.60 | ..... | 24.00 | ..... | ..... | ..... | 32.10 | 32.80 | 34.40 | 35.10 | ..... | ..... | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | ..... | 57.15 | ..... | 60.55 | ..... | ..... | ..... | ..... | ..... |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | ..... | 21.15 | ..... | 24.70 | ..... | ..... | ..... | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | ..... | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | ..... | 58.80 | 59.70 | 62.35 | ..... | ..... | ..... | ..... | ..... |
| | Cord Driving Tread | ..... | ..... | ..... | ..... | ..... | 37.20 | ..... | ..... | ..... | ..... | 47.40 | 48.60 | 49.95 | ..... | ..... | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | ..... | 69.90 | ..... | 73.15 | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 40.05 | ..... | ..... | ..... | ..... | 50.90 | 52.20 | 53.65 | ..... | ..... | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | ..... | 74.05 | ..... | 78.65 | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 2.80 | 2.85 | ..... | 3.30 | ..... | 3.55 | ..... | ..... | ..... | 4.60 | 4.75 | 4.90 | 5.00 | ..... | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | ..... | 7.65 | 7.80 | 7.90 | ..... | ..... | ..... | ..... | ..... |
| | R.T. | 3.20 | 3.30 | ..... | 3.90 | ..... | 4.15 | ..... | ..... | ..... | 5.25 | 5.40 | 5.60 | 5.85 | ..... | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | ..... | 8.20 | 8.40 | 8.50 | ..... | ..... | ..... | ..... | ..... |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | ..... | 20.65 | 21.80 | 24.25 | 28.15 | ..... | ..... | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | ..... | ..... | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | ..... | ..... | ..... | ..... | ..... |
| Bucyrus, O. | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | 5.10 | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... | ..... | ..... | ..... |
| Apr. 22 | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | 5.60 | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... | ..... | ..... | ..... |
| | "Henderson" Cord | ..... | ..... | ..... | 41.65 | ..... | 44.50 | ..... | ..... | ..... | 54.60 | 56.55 | 58.00 | 59.60 | ..... | ..... | ..... | ..... | 67.05 | 68.75 | 70.35 | ..... | 79.55 | ..... | 87.40 | ..... | ..... | ..... | ..... | ..... |
| Bull—see Kansas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | ..... | c22.20 | ..... | c24.00 | ..... | d32.00 | ..... | ..... | ..... | c39.00 | d42.25 | d43.35 | d44.65 | ..... | ..... | d48.65 | d50.10 | d51.65 | d53.50 | d56.80 | ..... | d65.80 | ..... | †70.00 | ..... | ..... | ..... | ..... | ..... |
| Noblesville, Ind. | N.S. | ..... | c23.75 | ..... | c28.15 | ..... | d36.55 | ..... | ..... | ..... | c43.70 | d47.00 | d47.80 | d49.30 | ..... | ..... | d53.10 | 54.85 | d56.55 | d58.85 | d62.00 | ..... | d72.60 | ..... | †76.00 | ..... | ..... | ..... | ..... | ..... |
| (7500 miles) | R.T. | ..... | 4.25 | ..... | 4.45 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.40 | 6.85 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.50 | ..... | 10.55 | ..... | ..... | ..... | ..... | ..... |
| Butler Bros., | Ribbed | ..... | c16.45 | ..... | c21.20 | ..... | d25.55 | ..... | ..... | ..... | c32.90 | d34.85 | c36.80 | c38.40 | ..... | ..... | ..... | d47.30 | d49.00 | d51.05 | d52.20 | ..... | *59.00 | ..... | *64.15 | ..... | ..... | ..... | ..... | ..... |
| 426 Randolph St., Chicago | N.S. | ..... | c16.85 | ..... | c21.75 | ..... | d26.35 | ..... | ..... | ..... | c33.75 | d35.75 | d37.25 | d39.40 | ..... | ..... | ..... | d48.50 | d50.25 | d52.35 | d53.55 | ..... | *61.35 | ..... | *65.80 | ..... | ..... | ..... | ..... | ..... |
| May 12 (5000 miles) | "Sheridon" Tubes | ..... | 2.75 | ..... | 3.35 | ..... | 3.85 | ..... | ..... | ..... | 4.60 | 4.75 | 4.85 | 4.95 | ..... | ..... | ..... | 5.90 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... |
| Canton-Blackstone Co., | Knight N.S. | ..... | c23.50 | ..... | c29.40 | ..... | d33.60 | ..... | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.15 | ..... | ..... | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | ..... | q72.25 | ..... | q76.80 | ..... | ..... | ..... | ..... | ..... |
| Youngstown, O. | Knight Ribbed T. | ..... | c22.35 | ..... | d27.95 | ..... | d31.90 | ..... | ..... | ..... | d38.50 | d42.00 | d43.25 | d44.80 | ..... | ..... | *48.70 | d50.60 | c52.45 | d55.55 | ..... | ..... | d68.65 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Knight R.T. | ..... | 3.85 | ..... | 4.80 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 | ..... | ..... | ..... |
| | Canton Cord | ..... | ..... | ..... | ..... | ..... | d46.30 | ..... | ..... | ..... | ..... | d59.45 | d60.95 | d62.55 | ..... | ..... | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | ..... | *87.45 | ..... | *88.95 | ..... | ..... | ..... | ..... | ..... |
| | Canton Tubes | ..... | ..... | ..... | ..... | ..... | 5.60 | ..... | ..... | ..... | ..... | 7.20 | 7.30 | 7.40 | ..... | ..... | 8.50 | 8.65 | 8.75 | 9.00 | 9.15 | ..... | 9.55 | ..... | 9.95 | ..... | ..... | ..... | ..... | ..... |
| Capitol—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlisle Cord Tire Co., Lightning Tread | | ..... | ..... | ..... | ..... | ..... | d38.00 | ..... | ..... | ..... | ..... | d49.00 | d49.50 | d50.75 | ..... | ..... | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | ..... | d71.00 | ..... | d74.00 | ..... | ..... | ..... | ..... | ..... |
| Andover, Mass. May 20, 1919 | R.T. | ..... | 4.00 | ..... | 4.50 | ..... | 4.75 | ..... | ..... | ..... | 5.20 | 5.50 | 5.65 | 5.90 | ..... | ..... | 6.80 | 7.00 | 7.20 | 7.40 | 7.75 | ..... | 8.75 | ..... | 9.00 | ..... | 11.00 | ..... | ..... | ..... |
| Carspring—see New Jersey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | ..... | 19.15 | ..... | 23.35 | ..... | 26.50 | ..... | ..... | ..... | 34.75 | 36.05 | 37.60 | 38.50 | ..... | ..... | 45.90 | 47.15 | 48.45 | 50.15 | 51.40 | ..... | 59.50 | 61.60 | 62.05 | ..... | ..... | ..... | ..... | ..... |
| Plainfield, N.J. | N.S. | 18.90 | 19.95 | ..... | 24.25 | ..... | ..... | ..... | ..... | ..... | 35.70 | 37.90 | 39.10 | 39.50 | ..... | ..... | 47.60 | 49.30 | 51.00 | 52.70 | 54.40 | ..... | 61.20 | 64.60 | 65.45 | 82.65 | 84.55 | ..... | ..... | ..... |
| July 5, 1919 | Tubes | 3.30 | 3.50 | ..... | 4.25 | 4.35 | 4.50 | 5.00 | ..... | ..... | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 | ..... | ..... | ..... |

**Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.**

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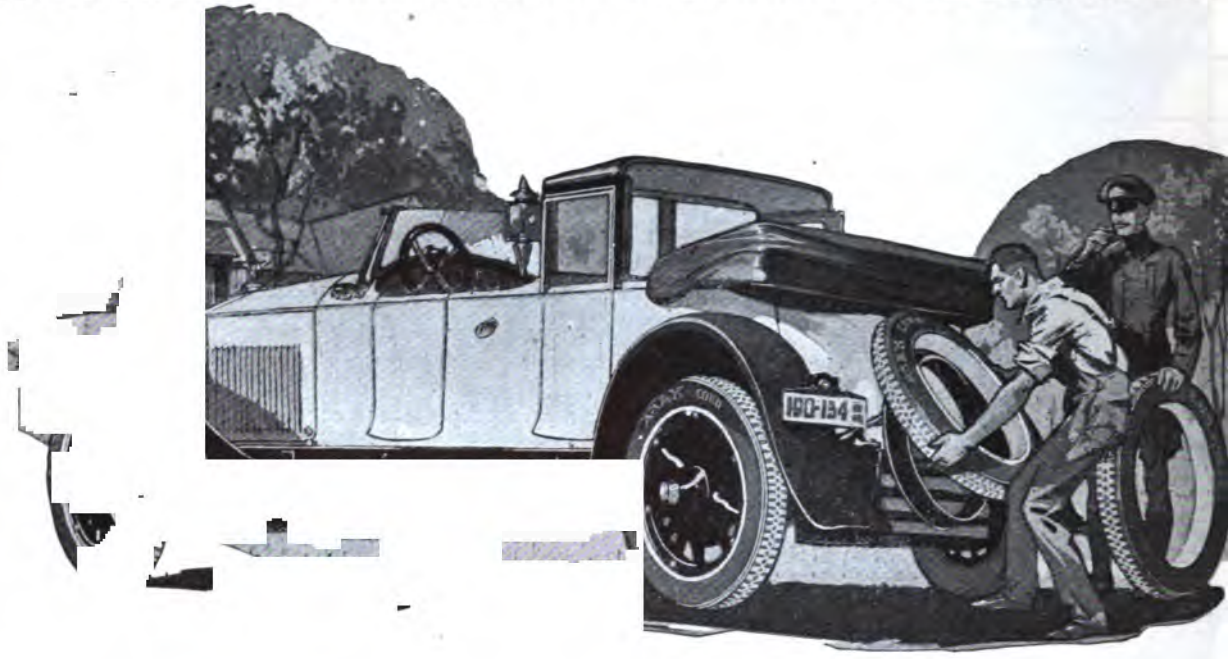

# AJAX CORD

SUCCESS—spelled with a capital "S"—is being won by those tire dealers who sell the Ajax Cord. And by the word "success" we mean *real* success, in the fullest, biggest sense. Check up—yourself. Note the genuine prosperity of the Ajax Franchised Dealer in surrounding localities.

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Write for full particulars

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Factories: Trenton, N. J. Branches in Leading Cities

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dreadnaught Tire & Rubber Co. (6000 m.) Baltimore, Md. May 12, 1919 | Ribbed Tread | ..... | c17.75 | ..... | c22.30 | c24.25 | *26.20 | ..... | ..... | ..... | c34.25 | *34.85 | *36.25 | *37.55 | ..... | q40.60 | ..... | d47.75 | *48.55 | *49.65 | *51.55 | q54.85 | *60.15 | q61.75 | *63.00 | ..... | ..... |
| | Vacuum Tread | ..... | c18.75 | ..... | c22.90 | c24.90 | *26.90 | ..... | ..... | ..... | c35.15 | *35.75 | *37.20 | *38.50 | ..... | q41.65 | ..... | d48.95 | *49.80 | *50.95 | *52.90 | q56.25 | *61.70 | q63.35 | *64.65 | ..... | ..... |
| | G.T. | ..... | 3.05 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | ..... | 5.70 | ..... | 6.40 | 6.50 | 6.60 | 6.80 | 7.10 | 8.00 | 8.15 | 8.30 | ..... | ..... |
| | R.T. | ..... | 3.35 | ..... | 4.15 | 4.20 | 4.35 | ..... | ..... | ..... | 5.35 | 5.55 | 5.70 | 5.80 | ..... | 6.25 | ..... | 7.00 | 7.15 | 7.30 | 7.55 | 7.80 | 8.85 | 9.10 | 9.15 | ..... | ..... |
| Dry Climate Tire & Rubber Co., Arvada, Colo. (5000 miles) May 12, 1919. | "Victory" P. | ..... | 16.70 | ..... | 19.75 | ..... | *26.25 | ..... | ..... | ..... | 26.95 | d26.25 | *27.40 | *33.00 | ..... | ..... | ..... | ..... | *37.80 | q39.55 | q41.75 | ..... | d45.10 | q48.20 | q54.00 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 21.00 | ..... | *28.00 | ..... | ..... | ..... | 31.25 | d31.85 | *33.35 | *38.10 | ..... | ..... | ..... | d43.85 | d45.25 | q47.30 | q48.00 | ..... | d55.55 | q56.40 | q58.85 | ..... | ..... |
| | G.T | 2.70 | 2.75 | ..... | 3.25 | 3.50 | 3.70 | 4.00 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | 7.60 | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.40 | ..... | 3.90 | 4.10 | 4.25 | 4.50 | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.90 | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | 8.55 | 8.85 | ..... | ..... |
| Dunlop Tire Sales Co., New York June 1, 1919 | Cross Groove | ..... | 22.90 | ..... | 26.10 | 27.75 | 29.50 | 31.50 | ..... | ..... | 36.25 | 39.65 | 40.90 | 43.95 | 45.55 | 48.10 | 49.55 | 50.40 | 51.45 | 54.00 | 55.25 | 56.60 | 60.30 | 63.55 | 65.95 | 73.50 | ..... |
| | Traction N.S. | ..... | ..... | ..... | 27.10 | 29.30 | 30.25 | 32.60 | ..... | ..... | 38.95 | 40.35 | 44.60 | 46.70 | 48.65 | 50.00 | 50.65 | 51.35 | 54.10 | 55.65 | 57.70 | 59.55 | 66.80 | 69.80 | 70.90 | 77.60 | 80.20 |
| | Tubes | ..... | 4.55 | ..... | 5.45 | 5.50 | 5.70 | 6.00 | ..... | ..... | 7.00 | 7.15 | 7.25 | 7.60 | 7.85 | 8.00 | 8.85 | 8.95 | 9.05 | 9.25 | 9.55 | 9.70 | 10.75 | 10.95 | 11.20 | 12.10 | 13.40 |
| Duplex Tire Co., Inc., 106 W. 52nd St., N. Y. June 20, 1919 (6000 miles) | N.S. | ..... | 18.00 | ..... | 23.00 | ..... | 26.50 | ..... | ..... | ..... | 36.90 | 48.50 | 51.00 | 52.45 | ..... | ..... | ..... | ..... | 60.80 | 61.70 | 64.65 | ..... | 73.60 | ..... | 82.80 | ..... | ..... |
| | R.T. | ..... | 4.50 | ..... | 6.15 | ..... | 6.50 | ..... | ..... | ..... | 8.95 | 8.30 | 8.50 | 8.75 | ..... | ..... | 10.15 | ..... | 10.60 | 10.90 | 11.15 | ..... | 12.55 | ..... | 13.05 | ..... | ..... |
| Dural Rubber Corp., Flemington, N.J. May 12 1919, | G.T. | 3.25 | 3.35 | 3.75 | 3.95 | 4.15 | 4.20 | 4.55 | 4.85 | 5.5 | 5.20 | 5.35 | 5.50 | 5.70 | 6.05 | 6.25 | 6.90 | 7.00 | 7.10 | 7.30 | 7.50 | 7.75 | 8.55 | 8.70 | 8.80 | 10.30 | 10.60 |
| | R.T. | 2.90 | 3.10 | 3.35 | 3.55 | 3.75 | 3.80 | 4.10 | 4.35 | 4.75 | 4.70 | 4.80 | 4.95 | 5.15 | 5.45 | 5.60 | 6.20 | 6.30 | 6.40 | 6.55 | 6.75 | 6.95 | 7.70 | 7.85 | 7.90 | 9.25 | 9.55 |
| East Palestine Rubber Co. Pittsburgh, "Nabob" (6000 m.) Pa. Feb. 4, 1919 | P. | c19.95 | c20.95 | ..... | †25.45 | c28.20 | 29.90 | *32.50 | ..... | ..... | §35.00 | *36.30 | *37.65 | *38.95 | *40.10 | *41.35 | ..... | *46.35 | *47.95 | *49.40 | *50.75 | *52.10 | *58.95 | *60.65 | *62.15 | *81.05 | q93.10 |
| | N.S. | ..... | c25.00 | ..... | †31.30 | c32.30 | 35.70 | *38.80 | ..... | ..... | §43.15 | *44.55 | *45.90 | *47.50 | *49.05 | *51.80 | ..... | *53.70 | *55.65 | *59.60 | *64.05 | *65.40 | *72.85 | *75.65 | *77.45 | *93.35 | q112.05 |
| | T. | 3.65 | 3.75 | ..... | 4.60 | 4.95 | 5.15 | 5.45 | ..... | ..... | 6.10 | 6.20 | 6.40 | 6.65 | 6.75 | 6.90 | ..... | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.15 | 10.55 | 12.05 | 12.25 |
| Ehman Tire & Rubber Co., 176 N. Mich. Ave., Chicago, Ill. May 12, 1919 | Track Tread | ..... | 16.55 | ..... | 21.00 | ..... | 24.55 | ..... | ..... | ..... | 32.85 | 33.45 | 35.00 | 35.85 | ..... | ..... | ..... | 46.05 | ..... | 49.70 | ..... | ..... | ..... | ..... | ..... | ..... | ....M |
| | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 53.50 | 54.50 | 55.50 | ..... | ..... | 59.25 | 60.75 | 62.25 | 63.80 | 65.20 | ..... | 77.75 | ..... | 81.25 | ..... | ..... |
| | N.S. Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 56.40 | 57.45 | 58.50 | ..... | ..... | 62.45 | 64.00 | 65.60 | 67.20 | 68.80 | ..... | 81.75 | ..... | 85.50 | ..... | ..... |
| | G. & R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.60 | ..... | ..... | ..... | 5.20 | 5.35 | 5.65 | 5.85 | ..... | ..... | 6.90 | 7.05 | 7.20 | 7.25 | 7.65 | ..... | 8.85 | ..... | 9.15 | ..... | ..... |
| Empire Rubber & Tire Co., Trenton, N. J. May 12, 1919 | Grey N.S. | ..... | ..... | ..... | *22.20 | c23.30 | †25.90 | 29.40 | 30.65 | ..... | *34.40 | †35.00 | †36.55 | †37.25 | 38.75 | 39.00 | c47.55 | †48.75 | †50.35 | c52.55 | †53.40 | 55.70 | c61.70 | 62.70 | c65.40 | ..... | ..... |
| | Grey N.S. | ..... | c15.70 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c30.95 | d31.50 | d32.90 | d33.50 | ..... | ..... | d42.50 | d43.85 | d45.15 | *47.30 | d48.00 | ..... | *55.55 | ..... | *58.85 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.55 | d49.30 | d50.50 | ..... | ..... | d54.05 | d55.45 | d57.00 | d58.35 | d59.70 | ..... | d70.80 | ..... | d74.00 | ..... | ..... |
| | G.T. | 2.70 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.35 | ..... | 3.95 | ..... | 4.20 | ..... | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | ..... | 8.80 | ..... | ..... |
| Everlaster—see Kokomo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excello Tire & Rubber Co., 15th St., Phila., Pa. May 19, 1919 (6000 miles) | P. | ..... | †26.45 | ..... | 30.55 | †31.60 | 32.80 | 33.85 | ..... | †36.50 | †38.45 | 39.20 | 39.80 | 40.90 | 41.60 | 42.80 | 50.20 | 47.65 | 50.25 | 50.95 | 51.85 | 53.25 | 58.85 | 59.20 | 60.60 | 70.50 | 72.25 |
| | Multi-grip N.S. | ..... | †28.00 | ..... | 32.85 | †33.40 | 36.05 | 37.30 | ..... | †41.25 | †42.95 | 43.90 | 44.75 | 45.70 | 46.85 | 47.80 | 54.90 | 52.30 | 54.15 | 58.20 | 62.00 | 63.75 | 67.25 | 68.90 | 71.60 | 81.40 | 85.50 |
| | R.T. | ..... | 3.80 | ..... | 4.75 | 4.95 | 5.20 | 5.40 | ..... | 5.80 | 6.05 | 6.15 | 6.35 | 6.50 | 6.60 | 6.70 | 7.75 | 8.00 | 8.25 | 8.45 | 8.70 | 8.75 | 9.65 | 9.90 | 10.40 | 11.25 | 11.40 |
| Falls Rubber Co., Cuyahoga Falls, O. May 12, 1919 | Ribbed | ..... | c18.75 | ..... | c24.00 | ..... | d27.00 | ..... | ..... | ..... | c34.25 | d35.50 | d37.00 | d38.00 | ..... | ..... | ..... | ..... | d46.50 | d49.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Neverslip N.S. | ..... | c20.25 | ..... | c25.25 | ..... | d29.75 | ..... | ..... | ..... | c36.75 | d38.00 | d39.25 | d40.50 | ..... | ..... | d45.50 | d66.50 | d48.00 | d50.50 | *53.00 | ..... | *64.00 | q65.50 | *67.00 | q84.00 | ..... |
| | "Evergreen" Tubes | ..... | 3.50 | ..... | 4.15 | ..... | 4.40 | ..... | ..... | ..... | 5.20 | 5.40 | 5.60 | 5.80 | ..... | ..... | 7.00 | 7.15 | 7.30 | 7.50 | 7.65 | ..... | 8.95 | 9.15 | 9.35 | 10.75 | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.50 | ..... | ..... | ..... | ..... | d51.25 | d52.75 | d54.00 | ..... | ..... | d59.50 | d41.25 | d63.00 | d65.00 | *67.00 | ..... | *80.50 | ..... | *83.50 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d52.75 | d54.25 | d56.00 | ..... | ..... | d61.50 | d63.25 | .65.00 | d67.00 | *69.00 | ..... | *83.50 | ..... | *86.50 | ..... | ..... |
| Faure, A., May12,1919, 153 W. 56th St., N.Y. City | Neverskid, N.S. | ..... | c22.70 | ..... | c29.00 | ..... | ..... | ..... | ..... | ..... | c45.15 | c47.40 | ..... | c54.25 | ..... | ..... | c68.75 | ..... | c73.10 | c46.20 | d77.40 | ..... | ..... | c89.55 | c89.80 | ..... | c133.40 |
| | Neverskid S.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d48.30 | d49.40 | ..... | ..... | d62.05 | d64.35 | d66.50 | d69.65 | d70.60 | ..... | d81.65 | ..... | d86.60 | ..... | ..... |
| | R.T. | ..... | 4.20 | ..... | 4.80 | ..... | ..... | ..... | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.35 | ..... | ..... | 8.40 | 8.60 | 8.75 | 8.95 | 9.30 | ..... | 10.65 | 12.60 | 11.20 | ..... | 13.90 |
| Federal Rubber Co., Cudahy, Wis. May 12, 1919 | P. | ..... | 13.50 | ..... | 17.40 | ..... | 20.25 | ..... | ..... | ..... | 26.70 | 27.35 | 28.50 | 29.20 | ..... | ..... | ..... | 38.10 | 39.40 | 41.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Traffik | ..... | 14.15 | ..... | 18.25 | ..... | 21.25 | ..... | ..... | ..... | 28.05 | 28.70 | 29.95 | 30.65 | ..... | ..... | ..... | 40.00 | 41.35 | 43.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Rugged | ..... | 16.30 | ..... | 22.80 | ..... | 25.50 | ..... | ..... | ..... | 32.75 | 33.50 | 34.95 | 35.75 | ..... | ..... | ..... | 46.65 | 48.25 | 50.40 | 51.20 | ..... | 55.40 | ..... | 61.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 38.40 | ..... | ..... | ..... | ..... | 48.90 | 50.10 | 51.45 | ..... | ..... | 54.85 | 56.50 | 58.05 | 59.40 | 60.80 | ..... | 72.05 | ..... | 75.35 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.40 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.95 | 6.10 | 6.25 | 6.40 | 7.15 | ..... | 7.50 | ..... | 7.85 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 4.50 | ..... | 5.00 | ..... | ..... | ..... | 5.90 | 6.15 | 6.40 | 6.65 | ..... | ..... | 8.35 | 8.55 | 8.75 | 8.95 | 10.00 | ..... | 10.50 | ..... | 11.00 | ..... | ..... |
| Fellsen Tires, Inc., New York City May 15, 1919 (6000 miles) | P. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | ..... | c37.05 | *37.15 | *38.20 | *39.25 | ..... | ..... | *43.75 | *45.45 | *47.15 | *49.35 | *54.35 | ..... | *61.40 | ..... | *65.40 | ..... | ..... |
| | N.S. | ..... | c24.00 | ..... | c28.00 | ..... | 35.00 | ..... | ..... | ..... | c41.90 | *43.10 | *44.35 | *45.85 | ..... | ..... | 49.80 | *51.70 | *53.55 | 56.70 | 62.45 | ..... | *69.75 | ..... | *74.15 | ..... | ..... |
| | Tubes | ..... | 4.25 | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.49 | 6.65 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Firestone Tire & Rubber Co., Akron, O. May 12, 1919 | P. | ..... | c12.90 | ..... | c16.80 | c17.65 | d19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | d28.10 | ..... | ..... | d35.55 | d36.60 | d37.80 | d39.55 | ..... | ..... | *45.10 | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c15.75 | ..... | c20.00 | c21.50 | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | d35.60 | ..... | d42.50 | d43.85 | d45.25 | d47.30 | *48.00 | d50.15 | *55.55 | ..... | *58.85 | ..... | ..... |
| | Cord P. | ..... | ..... | ..... | c28.25 | ..... | d35.20 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | *55.60 | ..... | *66.00 | ..... | *60.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c30.50 | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.25 | 3.50 | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | 4.10 | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.70 | 8.35 | ..... | 8.75 | ..... | ..... |
| Fisk Rubber Co., Chicopee Falls, Mass. May 12, 1919 | P. | ..... | c12.90 | ..... | c16.80 | ..... | d19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | d28.10 | ..... | ..... | ..... | d36.60 | d37.80 | d39.55 | ..... | ..... | d46.60 | ..... | ..... | ..... | ..... |
| | N.S. | c15.00 | c15.10 | ..... | 19.15 | ..... | d22.40 | ..... | ..... | ..... | c29.50 | d30.55 | d31.95 | d32.70 | ..... | ..... | d40.75 | d42.05 | *43.35 | d45.35 | *46.00 | ..... | *53.25 | d54.05 | *56.40 | ..... | ..... |
| | Red Top, N.S. | ..... | c18.15 | ..... | c25.75 | ..... | d28.90 | ..... | ..... | ..... | c34.30 | d36.00 | d37.75 | d38.75 | ..... | ..... | ..... | ..... | d48.65 | d50.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d35.20 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c29.45 | ..... | d36.90 | ..... | ..... | ..... | ..... | d46.85 | d48.05 | d49.45 | ..... | ..... | d52.65 | q54.20 | d55.70 | d57.05 | d58.35 | ..... | *69.15 | d71.50 | *72.40 | ..... | ..... |
| | G.T. | 2.90 | 2.95 | ..... | 3.65 | ..... | 3.95 | ..... | ..... | ..... | 4.50 | 4.80 | 4.80 | 5.10 | ..... | ..... | 6.25 | 6.25 | 6.60 | 6.60 | 6.90 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| G. & J. Tire Co., 1790 Broadway, N.Y. City May 12, 1919 | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 45.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| | "G" N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| | Stalwart N.S. | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.25 | 3.40 | 3.70 | ..... | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | ..... | ..... | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | ..... | 7.50 | ..... | 7.70 | ..... | ..... |
| | R.T. | ..... | 3.55 | ..... | 4.25 | 4.35 | 4.55 | ..... | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | ..... | ..... | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | ..... | 8.75 | ..... | 9.10 | ..... | ..... |

G. & J.—see U. S. Tire Co.

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# FEDERAL

## "Extra Gauge" Red Tube

### Extra Thickness Surplus Service

WHEN dealers recommend Federal EXTRA GAUGE Red Tubes they are really recommending extra miles of economical service.

Federal EXTRA GAUGE Red Tubes have a surplus thickness of pure, lively, durable rubber, They are built up in many layers, giving reinforced strength and freedom from porosity that especially adapts them for use with Cord or other over-size tires.

With extra thickness and superior strength, Federal EXTRA GUAGE Red Tubes combine greater resiliency that noticeably increases riding ease.

The use of Federal EXTRA GAUGE Red Tubes means genuine tire economy, because their longer life insures greater mileage and increased satisfactory service from casings.

**The Federal Rubber Company of Illinois**
**Factories, Cudahy, Wisconsin**

Manufacturers of Federal Automobile Tires, Tubes and Sundries, Motorcycle, Bicycle and Carriage Tires, Rubber Heels, Fibre Soles, Horse Shoe Pads, Rubber Matting and Mechanical Rubber Goods.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **General Tire & Rubber Co.,** | P. | ..... | 16.10 | ..... | 19.70 | ..... | 24.50 | 29.50 | ..... | ..... | 31.95 | 32.45 | 34.40 | 35.00 | 38.50 | 39.00 | ..... | ..... | 43.10 | 45.20 | 47.00 | 52.90 | 55.55 | 60.40 | 57.40 | ..... | ..... |
| Akron, O. | N.S. | 18.20 | 18.30 | ..... | 23.15 | 26.40 | 27.55 | 33.30 | ..... | ..... | 36.15 | 36.85 | 38.95 | 39.65 | 44.15 | 44.85 | ..... | 48.80 | 50.15 | 52.80 | 53.55 | 59.10 | 62.35 | 68.75 | 65.85 | ..... | ..... |
| May 12, 1919 | Cord Rib Tread | ..... | ..... | ..... | ..... | ..... | d38.05 | ..... | ..... | ..... | ..... | d48.25 | d49.55 | d51.00 | ..... | ..... | *54.50 | d55.85 | *57.40 | d58.70 | *60.10 | ..... | *71.35 | ..... | *74.60 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d39.80 | ..... | ..... | ..... | ..... | d51.50 | d51.90 | d53.30 | ..... | ..... | *56.90 | d58.40 | *60.00 | d61.50 | *62.90 | ..... | *74.50 | ..... | *77.95 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | ..... | 3.60 | 3.90 | 4.20 | 4.50 | ..... | ..... | 4.80 | 4.95 | 5.15 | 5.35 | 5.60 | 5.95 | 6.70 | 6.80 | 6.90 | 7.05 | 7.25 | 7.55 | 8.14 | 8.35 | 8.50 | ..... | ..... |
| | R.T. | 3.55 | 3.60 | ..... | 4.30 | 4.50 | 4.80 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.35 | 6.60 | 6.90 | 7.35 | 7.45 | 7.60 | 7.75 | 7.90 | 8.15 | 9.35 | 9.60 | 9.75 | ..... | ..... |
| **Giant Tire &** | Ribbed Tread | c11.45 | c11.95 | ..... | c14.95 | c15.60 | 17.15 | ..... | ..... | ..... | c20.35 | d20.95 | 21.60 | 2.220 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 34.40 | ..... | ..... | ..... | ..... |
| Rubber Co., Findlay, O. | N.S. | ..... | c11.95 | ..... | c14.95 | ..... | 17.15 | ..... | ..... | ..... | c20.35 | d20.95 | 21.60 | 22.20 | ..... | 23.30 | ..... | ..... | 27.40 | 28.40 | 30.60 | ..... | ..... | ..... | 36.65 | ..... | ..... |
| Sept. 1, 1919 | "Grant" | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Giant—see also Porter | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gilletre Rubber Co., | P. | 14.00 | 13.10 | ..... | 17.25 | ..... | 20.00 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | 30.20 | 35.55 | 36.60 | 37.80 | 39.55 | ..... | ..... | 45.10 | 49.95 | 50.50 | ..... | ..... |
| 1834 Broadway, | Ribbed Tread N.S. | 14.75 | 15.75 | ..... | 20.00 | ..... | 23.35 | 25.35 | ..... | ..... | 31.00 | 31.65 | 33.25 | 34.10 | 35.95 | 34.50 | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | ..... | 55.55 | 56.40 | 58.85 | ..... | ..... |
| New York City | G.T. | 2.70 | 3.00 | ..... | 3.70 | ..... | 3.95 | 4.25 | ..... | ..... | 4.80 | 4.95 | 5.10 | 5.15 | 5.40 | 5.60 | 5.85 | 6.10 | 6.40 | 6.55 | 6.85 | ..... | 7.90 | 8.05 | 8.25 | ..... | ..... |
| May 12, 1919 | R.T. | 3.30 | 3.35 | ..... | 4.20 | ..... | 4.40 | 4.80 | ..... | ..... | 5.40 | 5.45 | 5.55 | 5.65 | 5.90 | 5.90 | 6.10 | 6.65 | 7.30 | 7.40 | 7.65 | ..... | 8.70 | 8.90 | 9.00 | ..... | ..... |
| | Cord P. | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | 51.65 | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 37.80 | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.05 | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| **Gladiator Tire & Rubber Co.,** | F. | 16.50 | 15.50 | ..... | 19.80 | 21.25 | 23.20 | 26.30 | ..... | 30.35 | 31.00 | 31.65 | 33.20 | 34.00 | 35.55 | 36.1 | 42.45 | 43.50 | 44.90 | 47.05 | 47.80 | 49.80 | 55.25 | 56.15 | 58.65 | ..... | ..... |
| Auburn, Ind. | N.S. | 18.15 | 17.05 | ..... | 21.80 | 23.35 | 25.50 | 28.90 | ..... | 34.90 | 35.55 | 36.30 | 37.95 | 38.80 | 44.35 | 45.50 | 46.70 | 47.85 | 49.40 | 51.75 | 52.60 | 54.75 | 60.75 | 61.75 | 64.50 | ..... | ..... |
| (4000 miles) | G.T. | 3.00 | 3.05 | ..... | 3.75 | 3.80 | 3.85 | 3.95 | ..... | 4.65 | 4.75 | 4.85 | 5.00 | 5.15 | 5.35 | 5.50 | 5.85 | 6.05 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 7.90 | 8.10 | ..... | ..... |
| Jan. 1, 1919 | R.T. | 3.25 | 3.35 | ..... | 4.20 | 4.25 | 4.30 | 4.40 | ..... | 5.20 | 5.30 | 5.40 | 5.55 | 5.70 | 5.90 | 6.10 | 6.60 | 6.80 | 7.00 | 7.15 | 7.35 | 7.65 | 8.70 | 8.85 | 8.95 | ..... | ..... |
| **Globe Rubber Tire** | (5000 miles) P. | c17.40 | ..... | ..... | $19.90 | c26.50 | $27.20 | $29.65 | ..... | ..... | $30.25 | $33.75 | $35.85 | $36.95 | $37.50 | $38.35 | $40.90 | d42.70 | $44.20 | $45.55 | $46.85 | $48.20 | $54.10 | $55.85 | $57.15 | c72.65 | c74.15 |
| Mfg. Co., Good Grip | (6000 miles) N.S. | c18.80 | ..... | ..... | $22.40 | c28.95 | $29.95 | $34.10 | ..... | ..... | $33 0 | $37.75 | $39.35 | $39.95 | $41.50 | $41.85 | $46.45 | d47.65 | $49.65 | $52.50 | $55.65 | $57.60 | $62.20 | $63.50 | $67.90 | c82.85 | c88.90 |
| Trenton, N. J. | (8000) Cord N.S. | ..... | ..... | ..... | c28.95 | ..... | d37.50 | ..... | ..... | ..... | ..... | d53.40 | d54.70 | d56.15 | ..... | ..... | d60.10 | c61.55 | d62.95 | d64.75 | d66.30 | ..... | $78.10 | ..... | $80.95 | ..... | ..... |
| | R.T. | 3.25 | 3.45 | 3.65 | 3.95 | 4.15 | 4.40 | 4.65 | ..... | 5.55 | 5.65 | 5.80 | 6.10 | 6.15 | 6.25 | 6.50 | 7.10 | 7.20 | 7.30 | 7.40 | 7.60 | 7.80 | 8.65 | 8.95 | 9.10 | 9.85 | 9.95 |
| Sept. 15, 1919 | G.T. | 2.80 | 2.95 | 3.25 | 3.60 | 3.65 | 3.95 | 4.05 | ..... | 4.90 | 5.10 | 5.15 | 5.35 | 5.45 | 5.60 | 5.75 | 6.30 | 6.35 | 6.50 | 6.60 | 6.80 | 6.90 | 7.80 | 7.90 | 8.10 | 8.75 | 8.95 |
| **Goodrich Co., B. F.,** | P. | ..... | c12.90 | ..... | c16.80 | ..... | $19.45 | ..... | ..... | ..... | c25.65 | d26.20 | *27.40 | *28.10 | ..... | ..... | d35.55 | d36.60 | *37.80 | *39.55 | *40.10 | ..... | *45.10 | ..... | *47.75 | ..... | ..... |
| Akron, O. | "Safety" N.S. | ..... | c14.75 | ..... | c18.70 | ..... | $21.85 | ..... | ..... | ..... | c29.20 | d29.70 | *31.20 | *31.85 | ..... | ..... | d40.15 | d41.45 | *42.75 | *44.70 | *45.35 | ..... | *52.50 | ..... | *55.60 | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | 9.10 |
| | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | 10.25 |
| | Silvertown Ribbed Tread | ..... | ..... | ..... | c24.55 | ..... | d35.20 | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | *50.40 | d51.65 | *53.10 | d54.30 | *55.60 | ..... | *66.00 | ..... | *69.00 | ..... | q83.70 |
| | Silvertown Safety Tread | ..... | ..... | ..... | c26.00 | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | *52.70 | d54.25 | *55.80 | d57.10 | *58.35 | ..... | *69.25 | ..... | *72.50 | ..... | q88.00 |
| **Goodyear Tire & Rubber Co.,** | P. | ..... | c12.90 | ..... | c16.80 | c17.65 | 19.45 | ..... | ..... | ..... | c25.65 | d26.20 | d27.40 | 28.10 | ..... | ..... | d35.55 | d36.60 | d37.80 | d39.55 | ..... | ..... | *45.10 | *49.95 | ..... | ..... | ..... |
| Akron, O. | All Weather, N.S | ..... | c15.75 | ..... | c20.00 | c21.50 | 23.35 | d26.50 | ..... | ..... | §31.25 | *31.85 | *33.35 | 34.10 | d35.60 | *36.15 | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | d50.15 | *55.55 | *56.40 | *58.85 | ..... | ..... |
| May 12, 1919 | Regular Tubes | ..... | 2.75 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | ..... | ..... |
| | Heavy Tourist Tubes | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | 8.55 | 8.75 | ..... | 10.60 |
| | Cord Ribbed | ..... | ..... | ..... | c24.55 | ..... | d35.20 | ..... | ..... | ..... | d43.25 | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | *53.10 | d54.30 | *55.60 | ..... | *66.00 | ..... | *69.00 | ..... | *83.70 |
| | Cord N.S. | ..... | ..... | ..... | c26.45 | ..... | d37.80 | ..... | ..... | ..... | d46.40 | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | d58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | *89.90 |
| | Cord Ribbed | ..... | ..... | ..... | d32.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | d35.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Gordon Tire & Rubber Co.,** | P. | ..... | c16.90 | ..... | c21.05 | ..... | d25.00 | ..... | ..... | ..... | c30.65 | d34.25 | d34.90 | d36.75 | ..... | ..... | ..... | ..... | d46.80 | d47.25 | d48.95 | ..... | c55.25 | ..... | c58.65 | ..... | ..... |
| Canton, O. | N.S. | c15.75 | c17.80 | ..... | c22.90 | c24.30 | d26.25 | ..... | ..... | ..... | c31.95 | *35.95 | *36.70 | *38.70 | *39.60 | *41.00 | d46.75 | d47.50 | *49.25 | *49.65 | *51.50 | *54.75 | *58.15 | q64.75 | *61.70 | ..... | ..... |
| July 1, 1919 | (5000 miles) G.T. | 3.05 | 3.20 | ..... | 3.75 | 3.90 | 3.95 | ..... | ..... | ..... | 4.80 | 5.05 | 5.20 | 5.30 | 5.40 | 5.55 | 6.40 | 6.55 | 6.65 | 6.70 | 6.85 | 7.05 | 8.05 | 8.25 | 8.40 | ..... | ..... |
| | R.T. | 3.40 | 3.55 | ..... | 4.15 | 4.35 | 4.40 | ..... | ..... | ..... | 5.35 | 5.60 | 5.80 | 5.90 | 6.00 | 6.15 | 7.10 | 7.25 | 7.40 | 7.45 | 7.60 | 7.85 | 8.95 | 9.15 | 9.35 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.00 | ..... | ..... | ..... | ..... | d48.95 | d49.80 | d50.65 | ..... | ..... | ..... | d57.85 | d62.25 | d64.35 | d66.55 | ..... | d77.40 | ..... | d87.35 | ..... | ..... |
| **Grafinite—see Savage** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Granite—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Grant—see Giant Tire** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Great Eastern Rubber Co.,** | P. | 15.85 | 13.65 | ..... | 20.30 | 22.45 | 23.10 | 25.15 | ..... | ..... | 27.50 | 28.85 | 30.20 | 30.60 | 31.00 | 32.00 | ..... | d38.40 | 38.95 | 40.00 | 41.00 | 42.05 | 47.10 | 48.65 | 49.75 | ..... | ..... |
| Allentown, Pa., | N.S. | 17.85 | 17.75 | ..... | 22.45 | 24.55 | 25.90 | 28.95 | ..... | ..... | 32.80 | 33.95 | 34.30 | 35.35 | 36.20 | 36.95 | ..... | d44.50 | 46.30 | 47.60 | 48.50 | 49.90 | 55.65 | 57.90 | 59.95 | ..... | ..... |
| "Crown" | G.T. | 2.85 | 2.90 | ..... | 3.45 | 3.60 | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | 6.40 | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | 7.90 | 8.15 | ..... | ..... |
| April 2 | R.T. | 3.30 | 3.40 | ..... | 4.15 | 4.25 | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | 7.15 | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | 8.85 | 9.50 | ..... | ..... |
| **Great Republic Tire & Rubber** | Ribbed | c16.50 | 18.90 | ..... | 24.75 | 26.05 | 28.00 | 30.50 | ..... | ..... | 36.40 | 37.20 | 38.30 | 39.50 | 40.55 | 41.75 | ..... | ..... | 53.20 | 54.85 | 56.10 | ..... | 64.50 | 65.80 | 58.15 | ..... | ..... |
| Mfg. Co., Muskogee, Okla. | N.S. | 17.60 | 20.20 | ..... | 26.30 | 27.90 | 30.25 | 32.15 | ..... | ..... | 40.20 | 40.75 | 42.10 | 43.00 | 45.35 | 46.00 | ..... | ..... | 57.20 | 58.80 | 60.45 | ..... | 68.95 | 70.85 | 72.40 | ..... | ..... |
| June, 1919 | "Sequoyah" R.T. | 3.75 | 4.05 | ..... | 4.90 | 5.10 | 5.45 | 5.65 | ..... | ..... | 6.55 | 6.70 | 6.90 | 7.40 | 7.45 | 7.90 | ..... | ..... | 9.20 | 9.35 | 9.55 | ..... | 10.25 | 10.90 | 11.45 | ..... | 13.75 |
| **Green Bay—see Peerless.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Greensburg Tire & Rubber Co.,** | | 3.40 | 3.50 | 4.00 | 4.25 | 4.35 | 4.50 | 4.75 | ..... | 5.00 | 5.25 | 5.75 | 5.90 | 6.00 | 6.25 | 6.50 | 7.25 | ..... | 7.75 | 8.00 | 8.25 | 8.75 | 9.00 | 9.75 | 10.00 | 11.50 | ..... |
| Greensburg, Pa. Getthere Pure Gum T. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Gripwell—see Channon Co.:** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hamilton Rubber Mfg.** | R.T. | 3.95 | 4.05 | 4.25 | 4.85 | 4.90 | 5.05 | 5.35 | 5.55 | 6.25 | 6.30 | 6.40 | 6.50 | 6.80 | 7.00 | 7.15 | 7.90 | 8.00 | 8.10 | 8.30 | 8.55 | 8.70 | 9.60 | 9.85 | 10.00 | 10.85 | 12.00 |
| Co., Trenton, N.J. May 15, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hardman Tire & Rubber Co.,** | P. | ..... | 17.20 | ..... | 20.20 | ..... | 23.50 | ..... | ..... | ..... | 31.50 | 32.60 | 33.50 | 34.90 | 35.80 | ..... | 45.00 | 46.10 | 47.30 | 48.50 | 49.90 | 51.20 | 56.30 | ..... | 61.00 | ..... | ..... |
| Belleville, N.J. Senior (5000 m.) | N.S. | d17.80 | d19.20 | ..... | d24.70 | ..... | d28.50 | ..... | ..... | ..... | d37.90 | d38.60 | d40.60 | d41.50 | ..... | ..... | d54.70 | d55.30 | d56.20 | d57.70 | d58.70 | ..... | 66.50 | ..... | 69.80 | ..... | ..... |
| Feb. 1 | R.T. | 3.90 | 4.05 | ..... | 4.45 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | ..... | ..... | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | ..... | 10.05 | ..... | 10.35 | ..... | ..... |
| **Hartford—see U. S. Tire Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hawkeye Tire (3500 m.)** | Santa Fe P | ..... | 14.50 | ..... | 17.80 | ..... | 20.50 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.40 | ..... | 30.00 | ..... | 36.60 | 37.80 | 39.55 | 41.55 | 43.00 | 45.10 | 49.95 | 52.00 | ..... | ..... |
| & Rubber Co., | Santa Fe N.S. | ..... | 15.50 | ..... | 19.75 | ..... | 23.00 | ..... | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | ..... | 36.00 | 42.00 | 43.50 | 45.00 | 47.00 | 47.50 | 48.50 | 55.00 | 56.00 | 58.00 | ..... | ..... |
| Des Moines, Ia. 6000 m. | Hawkeye P. | 17.50 | 19.00 | ..... | 23.50 | ..... | 27.50 | ..... | ..... | ..... | 35.00 | 38.75 | 40.50 | 41.50 | ..... | 46.00 | 45.50 | 46.90 | 48.75 | 50.30 | 52.00 | 57.00 | 62.00 | 64.00 | 65.00 | ..... | ..... |
| May 12, 1919 | Hawkeye N.S. | 18.00 | ..... | ..... | 24.00 | ..... | 28.40 | ..... | ..... | ..... | 35.50 | 41.00 | 42.10 | 43.40 | ..... | 48.00 | ..... | 49.10 | 50.70 | 53.00 | 55.50 | 58.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| | R. & G.T. | 3.30 | 3.40 | ..... | 3.90 | 4.10 | 4.25 | 4.50 | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 5.90 | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.50 | 8.35 | 8.55 | 8.75 | ..... | ..... |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Los Angeles, Cal. | N.S. | 17.70 | 17.90 | ..... | 21.60 | 23.15 | 25.15 | 25.30 | ..... | ..... | 33.80 | 34.20 | 35.00 | 36.80 | 38.60 | 38.90 | 40.60 | 47.30 | 48.80 | 51.00 | 51.85 | 54.05 | 59.95 | 60.80 | 63.35 | ..... | ..... |
| June 25, 1919 | G.T. | 2.95 | 3.15 | 3.40 | 3.85 | 3.95 | 4.15 | 4.30 | ..... | ..... | 5.15 | 5.40 | 5.50 | 5.70 | 5.95 | 6.05 | 6.80 | 7.00 | 7.10 | 7.20 | 7.45 | 7.60 | 8.65 | 8.75 | 8.90 | ..... | ..... |
| | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
| Hewitt Rubber Co., | Ribbed | c15.75 | c16.75 | ..... | c20.85 | ..... | d26.50 | ..... | ..... | ..... | c32.60 | d33.15 | d34.85 | d35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| Buffalo, N.Y. | N.S. | c16.50 | c17.60 | ..... | c21.90 | ..... | d27.90 | ..... | ..... | ..... | c34.20 | d34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.65 | ..... | *66.30 | ..... | ..... |
| May 12, 1919 | G.T. | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.20 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T. | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | 6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |
| **Highway—see National Tire & R. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hold-Tite—see Tyer** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hood Tire Co., | P. | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| Watertown, Mass. | Ribbed Tread | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| May 12, 1919 | Arrow | 23.90 | 24.50 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| **Horse Shoe—see Racine** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe Rubber Co., | Ribbed | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Brunswick, N. J. | N.S. | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| May 12, 1919 (5000 miles) | R.T. | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| Ideal Tire & Rubber Co., | Ribbed | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| Cleveland, O. "Greyhound" | N.S. | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| (6000 miles) | G.T. | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| May 19, 1919 | R.T. | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| "Greyhound" Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | ..... | 50.25 | 51.80 | 52.65 | ..... | ..... | 55.70 | 57.00 | 59.85 | 62.50 | 63.65 | ..... | 71.85 | ..... | 77.55 | ..... | ..... |
| July 1, 1919 | N.S. | ..... | ..... | ..... | 32.25 | ..... | 42.80 | ..... | ..... | ..... | ..... | 54.00 | 55.10 | 56.75 | ..... | ..... | 60.50 | 62.10 | 64.75 | 66.25 | 68.50 | ..... | 76.35 | ..... | 83.85 | ..... | ..... |
| India Tire & Rubber Co., | Ribbed | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | N.S. | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| June 1, 1919 | Cord N.S. | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | d65.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T. | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| Indiana Rubber & Ins. Wire Co., | P. | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| Jonesboro, Ind. Button & Trac. | N.S. | c16.90 | §18.00 | ..... | §23.00 | §24.60 | §27.15 | 29.65 | ..... | ..... | 36.20 | §37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| April 22 (3500 miles) | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| **Indian Tubes—see Vulcan** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International India Rubber | Ribbed | c16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| Corp., So. Bend, Ind. (7000 m.) | Rough | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| May 12, 1919 South Bend | R.T. | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| Iowa Cord Tire Co., (5000 miles) | P. | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| Des Moines, Iowa | N.S. | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| | Cord P. | ..... | c19.50 | ..... | c20.50 | ..... | d34.50 | ..... | ..... | ..... | §42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | d68.50 | ..... | ..... |
| April 1 (7500 miles) | Cord N.S. | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | §44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | d55.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.10 | ..... | ..... |
| **Jaco—see Johnstown** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J. & D. Tire Co., | Ribbed Tread | ..... | 16.20 | ..... | 19.70 | ..... | 23.20 | ..... | ..... | ..... | 30.40 | 31.05 | 32.55 | 33.20 | ..... | ..... | ..... | ..... | 43.65 | 45.90 | 46.70 | ..... | 55.80 | ..... | 58.50 | ..... | ..... |
| Charlotte, N. C. | N.S. | ..... | ..... | ..... | 21.15 | ..... | 24.75 | ..... | ..... | ..... | 32.85 | 33.75 | 35.35 | 36.00 | ..... | ..... | ..... | ..... | 47.70 | 49.95 | 50.85 | ..... | 58.95 | ..... | 62.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.95 | 3.05 | ..... | 3.50 | 3.60 | 3.80 | 4.15 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.30 | 5.40 | 5.55 | ..... | 6.50 | 6.55 | 6.70 | 6.95 | 7.05 | 7.80 | 7.95 | 8.10 | ..... | 8.65 |
| | R.T. | 3.20 | 3.30 | ..... | 4.05 | 4.15 | 4.30 | 4.40 | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | 5.95 | 6.10 | ..... | 7.00 | 7.15 | 7.30 | 7.45 | 7.55 | 8.50 | 8.70 | 8.80 | ..... | 9.35 |
| Johnstown Automobile Co., "Jaco" T. | | 2.95 | 3.05 | ..... | 3.45 | 3.65 | 3.80 | 4.10 | ..... | ..... | 4.90 | 5.05 | 5.25 | 5.35 | 5.45 | 5.55 | 6.50 | 6.60 | 6.65 | 6.75 | 6.90 | 7.10 | 8.10 | 8.25 | 8.40 | ..... | ..... |
| Johnstown, Pa. April 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Johnstone Tire & Rubber Co., | N.S. | ..... | c15.75 | ..... | c20.00 | ..... | *23.35 | ..... | ..... | ..... | c31.25 | d31.85 | *33.35 | *34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 | *47.30 | *48.00 | ..... | q55.55 | ..... | *58.85 | ..... | ..... |
| La Porte, Ind. June 2, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| **Kant Slip—see Kelly** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Keaton—see Mohawk** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Keaton Tire & Rubber Co., | Ribbed | ..... | 15.70 | ..... | 20.00 | ..... | 23.00 | ..... | ..... | ..... | 31.20 | 31.80 | 33.30 | 34.10 | ..... | ..... | 42.50 | 43.80 | 45.20 | 47.30 | 48.00 | ..... | 55.50 | ..... | 58.80 | ..... | ..... |
| San Francisco, Cal. | N.S. | ..... | ..... | ..... | 22.00 | ..... | 25.65 | ..... | ..... | ..... | 34.40 | 35.00 | 36.70 | 37.50 | ..... | ..... | 46.75 | 48.25 | 49.75 | 51.90 | 52.90 | ..... | 51.10 | ..... | 64.70 | ..... | 79.80 |
| June 16, 1919 (5000 miles) | R.T. | ..... | 3.75 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.30 | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | 10.90 |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49.10 | 50.45 | 51.90 | ..... | ..... | 55.45 | 56.80 | 58.40 | 59.75 | 61.15 | ..... | 72.60 | ..... | 75.90 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58.85 | 54.25 | 55.70 | ..... | ..... | 59.45 | 61.00 | 62.70 | 64.30 | 65.75 | ..... | 77.90 | ..... | 81.40 | ..... | ..... |
| | Cord R.T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | ..... |
| Kelly Springfield Tire (5000 miles) | P. | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ..... | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., Bailey T. | ..... | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | †44.60 | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | d43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| New York (6000 m.) Kant Slip T | ..... | c25.10 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q10205 | q10580 |
| May 15, 1919 (6000 m.) | R.T. | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| Grooved Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| Block & Button Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |

Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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# BILTWELL TIRES

"MASTER OF THE ROAD"

## LONG SERVICE
of
## BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McNaull Tire & Rubber Co., Akron, O. (6000 miles) Nov. 20 | Ribbed Tread N.S. | | | c24.20 | | c29.15 | c31.25 | c33.90 | | | | †41.25 | d43.10 | d44.65 | | | *51.00 | *55.45 | d57.00 | *58.80 | *60.00 | *62.20 | *64.00 | *73.00 | g79.00 | *77.45 | g97.35 | g103.04 | | |
| | Wrapped Tread N.S. | | | c27.40 | | c31.90 | | c35.20 | | | | †43.65 | d45.10 | d46.50 | | | | | | | | | | | | g75.10 | | | | |
| | | | | | | | | c33.90 | | | | | | †44.55 | *45.90 | | | | | | | | | | | | | | | |
| | R.T. | | 3.65 | | 4.70 | 4.90 | 5.10 | 5.40 | | | | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 | | |
| Keystone Rubber Mfg. Co. Erie, Pa. May 15, 1919 | G.T. | 3.15 | 2.90 | 3.50 | 3.50 | 4.10 | 3.70 | 4.35 | 4.50 | 5.00 | | 4.55 | 4.65 | 4.75 | 4.85 | 5.65 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.10 | 7.00 | 7.00 | 8.10 | 7.40 | 9.00 | 9.25 | | |
| | R.T. | 3.50 | 3.25 | 3.85 | 3.90 | 4.55 | 4.10 | 4.80 | 5.00 | 5.55 | | 5.05 | 5.20 | 5.25 | 5.40 | 6.25 | 6.35 | 6.10 | 6.25 | 6.45 | 6.60 | 6.80 | 7.80 | 7.75 | 8.95 | 8.15 | 9.95 | 10.20 | | |
| "Moomy" Extra Heavy | T. | 3.75 | 3.75 | 4.20 | 4.60 | 5.00 | 4.80 | 5.25 | 5.50 | 6.20 | | 5.95 | 6.10 | 6.25 | 6.45 | 6.95 | 7.15 | 7.25 | 7.45 | 7.65 | 7.95 | 8.10 | 8.80 | 9.35 | 10.20 | 9.85 | 11.30 | 11.55 | | |
| Keystone Tire & Rubber Co., New York City, N. Y. May 12, 1919 | N.S. | | *17.68 | | *22.79 | | †26.27 | | | | | *35.20 | d35.73 | †37.49 | †38.50 | | | | | †51.13 | d53.46 | d54.21 | | †60.98 | | †64.46 | | | | |
| | R.T. | | 3.48 | | 4.05 | | 4.40 | | | | | 5.50 | 5.63 | 5.85 | 5.98 | | | | | 7.70 | 7.92 | 8.14 | | 8.71 | | 9.11 | | | | |
| Kimball Tire & Rubber Co. Chicago, Ill. Feb. 1 | Ribbed N.S. | | §15.20 | | §19.74 | §20.95 | §23.84 | §27.06 | | | | §31.75 | §30.91 | §32.45 | §33.16 | §34.65 | §35.20 | | | †44.00 | §45.95 | §46.70 | §48.75 | | §55.70 | §58.25 | | | | |
| | G.T. | | 2.85 | | 3.25 | 3.35 | 3.40 | 3.60 | | | | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.05 | | | 6.05 | 6.15 | 6.25 | 6.45 | | .750 | 7.65 | | | | |
| Kokomo Rubber Co., | P. | c14.75 | c14.95 | | c19.00 | | d22.20 | | | | | c29.70 | d30.25 | d31.70 | d32.40 | | | | | d53.00 | d44.95 | | | | | | | | | |
| Kokomo, Ind. | N.S. | c15.10 | c15.75 | | c20.00 | | d23.35 | | | | | c31.25 | d31.85 | d33.35 | d34.10 | | | | | d45.25 | *47.30 | d48.00 | | d55.55 | | *58.85 | | | | |
| May 12, 1919 Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | | | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | | | |
| Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | | | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | | | |
| The Krohn Co., Inc., 227 W. 51st St., N.Y.C., June 5, "Clipper" | N.S. | | c12 90 | | c16.90 | | §19.40 | | | | | c24.70 | d25.30 | *26.00 | *26.50 | | | | | *35.50 | *38.00 | *38.50 | | *46.00 | | *48.00 | | | | |
| | R.T. | | 2.80 | | 3.40 | | 3.75 | | | | | 4.35 | 4.50 | 4.75 | 4.95 | | | | | 6.25 | 6.30 | 6.65 | | 7.90 | | 8.20 | | | | |
| Lambert Tire & Rubber Co., Cord Rib. | | | | | 40.00 | | 52.00 | | | | | 54.50 | 58.00 | | 62.00 | | | | | | | | | | | | | | | |
| Akron O., (7000 m.) Jly. 31 Cord | N.S. | | | | 42.00 | | 55.00 | | | | | 57.50 | 62.00 | | 66.00 | | | | | | | | | | | | | | | |
| Lancaster Tire (3500 m.) Crescent | N.S. | 12.55 | 13.70 | | 17.95 | 18.45 | 20.65 | | | | | 27.00 | 27.50 | 28.65 | 29.40 | | | | | 39.60 | 41.35 | 42.00 | | 47.25 | | 50.00 | | | | |
| & Rubber (6000 m.) Wiregrip | N.S. | | 22.35 | | 27.95 | 28.80 | 31.90 | | | | | 38.50 | 39.80 | 41.00 | 42.45 | | | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | | 65.00 | | 69.15 | | | | |
| Co., Columbus, O. May 12, 1919 | T. | 2.60 | 2.95 | | 3.20 | 3.50 | 3.60 | | | | | 4.40 | 4.50 | 4.70 | 4.80 | | | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | | 7.30 | | 7.50 | | | | |
| Lee Tire & Rubber Co., Ribbed Tread | | | 13.75 | | c17.45 | | d21.00 | | | | | c26.65 | d27.55 | d28.59 | d29.60 | | | | d38.40 | d39.65 | d41.55 | d42.20 | | d48.90 | | d51.80 | | | | |
| Conshohocken, Pa. | N.S. | c15.15 | | | c20.15 | | d23.10 | | | | | c30.45 | d31.45 | d32.45 | d33.20 | | d37.05 | d44.10 | d43.35 | d44.80 | d46.90 | d48.00 | | d54.95 | d58.10 | d58.10 | | | | |
| May 12, 1919 Puncture | P | | c25.25 | | c31.65 | | d33.55 | | | | | | | | | | | | | | | | | | | | | | | |
| Proof | N.S. | | c27.75 | | c34.65 | | d36.90 | | | | | c44.15 | d48.25 | d49.95 | d51.60 | | | d61.65 | d61.70 | d64.35 | d66.80 | d68.15 | | d73.75 | | d75.80 | | | | |
| Cord Ribbed | | | | | | | | | | | | | 44.65 | 45.85 | 47.20 | | | 50.40 | | 53.10 | 54.30 | 55.60 | | 66.00 | | 69.00 | | | | |
| Cord | N.S. | | | | | | | | | | | | 48.95 | 49.30 | 50.65 | | | 54.55 | | 57.00 | 58.45 | 59.75 | | 70.80 | | 74.05 | | | | |
| | G.T. | 3.00 | 3.00 | | 3.70 | | 4.05 | | | | | 4.95 | 5.00 | 5.15 | 5.35 | | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | | 7.70 | 8.00 | 8.00 | | | | |
| L. & M. Rubber Co., | P. | †13.35 | †14.00 | | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | | | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 | | |
| Carrollton, Ohio | N.S. | †15.20 | †16.20 | | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | | †32.60 | 33.30 | 35.10 | 36.00 | 37.15 | 38.25 | | d46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.85 | 62.10 | †79.95 | †81.70 | | |
| May 15, 1919 | G.T. | 3.25 | 3.35 | | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 | | |
| "L. & M. Buckskin" | R.T. | 3.95 | 4.10 | | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | | 8.80 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 | | |
| Lewis Tire Co., May 12, 1919, | N.S. | | 16.05 | | 20.10 | | 24.05 | | | | | 32.20 | 33.00 | 34.45 | 35.15 | 36.40 | 37.90 | | | 46.80 | 47.95 | 48.95 | | 56.10 | 58.40 | 59.95 | | | | |
| Allentown, Pa. (5000 m.) "Mack" | R.T. | | 3.15 | | 3.70 | | 4.05 | | | | | 5.10 | 5.20 | 5.30 | 5.60 | 6.20 | 6.50 | | | 6.95 | 7.10 | 7.25 | | 8.40 | 8.50 | 8.65 | | | | |
| Liberty Tire & Rubber Co., | P. | | c19.50 | | c25.00 | | *29.50 | | | | | c39.25 | *40.00 | *42.00 | *42.70 | | | | | *57.50 | *60.25 | *61.25 | | | | *73.00 | | | | |
| Green Bay, Wisc. | N.S. | | c22.50 | | c28.50 | | *36.25 | | | | | c45.00 | *45.75 | *48.20 | *49.25 | | | | | *65.20 | *68.50 | *69.60 | | | | *85.40 | | | | |
| June 1 | G.T. | | 3.35 | | 3.90 | | 4.20 | | | | | 5.40 | 5.55 | 5.80 | 5.90 | | | | | 7.40 | 7.50 | 7.65 | | | | 9.30 | | | | |
| (5000 miles) | R.T. | | 3.75 | | 4.35 | | 4.60 | | | | | 5.90 | 6.05 | 6.75 | 6.55 | | | | | 8.05 | 8.15 | 8.30 | | | | 10.00 | | | | |
| Lion Tire & Rubber Corp., | Ribbed | | c19.60 | | c24.20 | | d27.45 | | | | | c36.55 | d38.00 | d39.15 | d40.05 | | | | | d53.20 | d55.50 | d56.40 | | d66.30 | | c71.45 | | | | |
| Lafayette, Ind. | N.S. | | | | | | *28.90 | | | | | | d39.30 | *41.25 | *42.10 | d44.00 | | | | d54.20 | *55.90 | *56.45 | q59.50 | *62.00 | *69.85 | | *75.20 | | | | |
| July 1, 1918 (5000 miles) | G.T. | | 4.00 | | 4.40 | 4.65 | 4.90 | | | | | 6.25 | 6.45 | 6.65 | 6.85 | 6.95 | | | | 8.10 | 8.40 | 8.65 | 8.95 | 9.25 | 10.30 | | 10.70 | | | | |
| Long-Wear Rubber Co., Ribbed Tread | | | c18.00 | | c21.50 | | d26.50 | | | | | c32.50 | d33.50 | d34.60 | d35.60 | | | d44.00 | d45.00 | d46.00 | d48.50 | d49.50 | | *57.50 | | *61.40 | | | | |
| Sept. 1, 1919. | N.S. | | | | c21.80 | | d26.80 | | | | | c32.90 | d33.90 | d35.00 | d35.85 | | | d44.40 | d45.50 | d46.50 | d49.00 | d50.00 | | *58.00 | | *62.00 | | | | |
| | R.T. | 3.00 | 3.50 | | 4.15 | | 4.50 | | | | | 5.20 | 5.30 | 5.40 | 5.60 | | | 6.60 | 6.85 | 7.15 | 7.45 | 7.60 | | 9.00 | | 9.20 | | | | |
| | G.T. | | | | | | | | | | | | d50.00 | d51.00 | d52.50 | | | d55.40 | d57.70 | d59.00 | d60.50 | d61.45 | | d73.20 | | *76.10 | | | | |
| 7500 miles | N.S. | | | | | | | | | | | | d51.50 | d51.90 | d53.30 | | | d56.90 | d58.45 | d60.00 | d61.50 | d62.90 | | d74.50 | | *77.95 | | | | |
| Special | R.T. | | | | | | 6.00 | | | | | | 7.00 | 7.15 | 7.50 | | | 7.85 | 8.00 | 8.40 | 8.65 | 8.90 | | 10.00 | | 12.00 | | | | |
| McCreary Tire & Rubber Co., | P. | 17.65 | 18.75 | | 22.45 | | 28.25 | | | | | 35.65 | 37.30 | 38.20 | 39.25 | | 40.20 | | 50.50 | | 55.05 | 56.50 | 57.00 | 65.85 | | 67.20 | | | | |
| Indiana, Pa. (6000 miles) | N.S. | 17.90 | 19.00 | | 23.50 | | 29.75 | | | | | 36.90 | 39.30 | 40.30 | 41.25 | | 42.20 | 50.15 | 52.00 | 54.00 | 57.25 | 58.75 | 59.35 | 69.15 | | 70.55 | | | | |
| May 20, 1919 | R.T. | 3.40 | 3.50 | | 4.25 | | 4.50 | | | | | 5.35 | 5.45 | 5.80 | 6.00 | | 6.30 | 6.75 | 6.95 | 7.15 | 7.35 | 7.55 | 7.80 | 8.45 | | 9.35 | | | | |
| McGraw Tire & Rubber Co., | Ribbed | c15.20 | c15.65 | | c20.75 | | d24.15 | | | | | c31.40 | d32.50 | d34.00 | d35.50 | | | d42.75 | d44.25 | d46.15 | d48.10 | d49.20 | | *57.50 | | *60.70 | | | | |
| Cleveland, O. | N.S. | c16.00 | c16.45 | | c21.85 | | d25.45 | | | | | c33.10 | d34.20 | d35.80 | d37.35 | | | d45.00 | d46.60 | d48.60 | d50.65 | d51.75 | | *60.55 | | *63.90 | | | | |
| May 12, 1919 | R.T. | 3.50 | 3.60 | | 4.30 | | 4.65 | | | | | 5.40 | 5.60 | 5.70 | 5.85 | | | 7.10 | 7.25 | 7.40 | 7.50 | 7.60 | | 8.90 | | 9.50 | | | | |
| | G.T. | 2.75 | 2.85 | | 3.80 | | 3.90 | | | | | 4.80 | 4.95 | 5.05 | 5.15 | | | 6.00 | 6.25 | 6.35 | 6.45 | 6.55 | | 7.80 | | 8.25 | | | | |
| Cord Ribbed | | | | | c26.50 | | | | | | | | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | | *66.00 | | *69.00 | | | | |
| Cord | N.S. | | | | c28.50 | | | | | | | | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | | *70.80 | | *74.05 | | | | |
| McLean Tire & Rubber Co., | N.S. | | c17.50 | | c23.00 | | d27.00 | | | | | c36.00 | d37.00 | d38.00 | d39.00 | | | | d47.00 | d49.00 | d51.00 | d53.00 | | *59.00 | | *63.00 | | | | |
| East Liverpool, O. | G.T. | | 3.45 | | 4.20 | | 4.35 | | | | | 5.35 | 5.45 | 5.65 | 5.80 | | | | 6.90 | 7.05 | 7.25 | 7.50 | | 8.80 | | 9.10 | | | | |
| May 12, 1919 | R.T. | | 3.80 | | 4.60 | | 4.80 | | | | | 5.90 | 6.00 | 6.20 | 6.40 | | | | 7.60 | 7.75 | 8.00 | 8.25 | | 9.70 | | 10.00 | | | | |
| McNaull Tire Co., Toledo, O. May 1 (6000 miles) | Heavy Duty | | | | 44.50 | | 45.50 | | | | | | 51.10 | | 54.95 | | 56.25 | | | 67.55 | | 72.65 | | | | | | 84.75 | |
| McTal Rubber Co., | G.T. | | 3.35 | | 4.15 | 4.25 | 4.40 | 5.20 | | | | 5.40 | 5.55 | 5.70 | 5.85 | 6.25 | 6.30 | | 7.10 | 7.20 | 7.35 | 7.55 | 7.85 | 8.90 | 9.05 | 9.20 | 10 55 | 10.75 | | |
| West Haven, Conn. Apr. 22 | R.T. | | 3.70 | | 4.60 | 4.65 | 4.80 | 5.75 | | | | 5.95 | 6.15 | 6.30 | 6.45 | 6.90 | 6.95 | | 7.75 | 7.95 | 8.10 | 8.35 | 8.65 | 9.80 | 10.10 | 10.15 | 11.60 | 11.85 | | |
| Mansfield Tire & Rubber Co., | P. | | 14.15 | | 18.40 | | 21.45 | | | | | 28.15 | 28.75 | 30.00 | 30.65 | | | | | | 43.25 | 43.90 | | 49.40 | | | | | | |
| Mansfeld, O. | N.S. | | 14.90 | | 19.20 | | 22.40 | | | | | 29.65 | 30.15 | 31.60 | 32.35 | | | | | 43.45 | 45.45 | 6.20 | | 51.90 | | 55.00 | | | | |
| May 02, 0909. | G.T. | 2.93 | 2.93 | | 3.31 | | 3.95 | | | | | 4.74 | 4.87 | 5.13 | 5.32 | | | | | 6.53 | 6.70 | 6.90 | | 8.06 | | 8.45 | | | | |
| | R.T. | | 3.48 | | 3.95 | | 4.58 | | | | | 5.37 | 5.52 | 5.76 | 6.08 | | | | | 7.26 | 7.41 | 7.74 | | 8.84 | | 9.32 | | | | |

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# Announcing
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# in Small Sizes
## GUARANTEED 8000 MILES

**$28.95**

**30 x 3½ Clincher Cord**

***Equivalent in every Measurement to 31 x 4 Fabric***

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*Also for*

**Overland Chevrolet Maxwell Briscoe Dort**

This is the only complete oversize 30 x 3½ cord tire. It enables the owners of small cars to enjoy the maximum of dependable service, riding comfort, and mileage economy that heretofore has been available only in tires of larger sizes for higher-priced cars.

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*Globe Tubes in Globe Tires make the ideal combination*

**$37.50**

**32x3½ Straight Side Cord**

***Equivalent in every Measurement to 33 x 4 Fabric***

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Both these new tires are of the same high quality as all other hand-made, wrapped-tread, single-cure Globe Cords. They are made of the best materials, by skilled labor working carefully, by hand. They are made for a single purpose —to give the biggest possible mileage at the least cost per mile.

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# GLOBE CORDS
## GUARANTEED 8000 MILES
**FABRIC TIRES 6000 MILES**

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# TIRE PRICE LIST—Cont.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Neverslip—see Falls** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Neverskid—see Faure** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **New Castle Tire Co.,** | Ribbed | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... | d46.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh, May 1, 1919 | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... | d48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New Jersey Carspring Co.,** | "Carspring" P. | c14.28 | c14.44 | ..... | c18.77 | ..... | d21.76 | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | d41.04 | d42.23 | d44.08 | d44.75 | ..... | d50.32 | ..... | d53.31 | ..... | ..... | ..... | ..... |
| | "Carspring" N.S. | c14.85 | c15.11 | ..... | c19.54 | ..... | d22.79 | ..... | ..... | ..... | c30.21 | d30.73 | d32 12 | d32.89 | ..... | ..... | ..... | d42.95 | d44.29 | d46.30 | d47.02 | ..... | d52.80 | ..... | d55.99 | ..... | ..... | ..... | ..... |
| Jersey City, N. J. | G.T. | 2.82 | 2.88 | ..... | 3.44 | ..... | 3.80 | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... |
| (5000 miles) May 12, 1919 | R.T. | 3.18 | 3.34 | ..... | 4.00 | ..... | 4.26 | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | ..... | 8.72 | ..... | ..... | ..... | ..... |
| **Nobby—see U.S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Norwalk Tire & Rubber Co.,** | P. | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | q54.40 | ..... | ..... | ..... | q65.70 | ..... | ..... | ..... | ..... |
| Norwalk, Conn. | N.S. | ..... | c19.45 | ..... | c25.95 | c29.15 | *31.75 | ..... | ..... | ..... | c36.70 | *40.00 | *41.45 | *42.60 | ..... | q45.25 | d50.65 | d52.40 | *54.15 | *55.90 | *57.65 | q59.45 | *65.20 | q66.05 | *69.00 | ..... | ..... | ..... | ..... |
| May 12, 1919 (5000 m.) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.45 | ..... | ..... | ..... | ..... | d49.75 | d51.10 | d52.45 | ..... | ..... | d54.65 | d57.80 | d59.05 | d60.45 | d62.15 | ..... | *73.40 | ..... | d76.90 | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.25 | ..... | ..... | ..... | ..... | d53.40 | d54.85 | d56.30 | ..... | ..... | d60.20 | d61.75 | d63.30 | d64.85 | d66.45 | ..... | *78.80 | ..... | *82.45 | ..... | ..... | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.20 | 4.35 | 4.45 | 5.25 | ..... | ..... | 5.15 | 5.30 | 5.45 | 5.55 | ..... | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 | ..... | ..... |
| | R.T. | 3.50 | 3.55 | ..... | 4.40 | 4.55 | 4.65 | 5.50 | ..... | ..... | 5.70 | 5.85 | 6.00 | 6.15 | ..... | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 | ..... | ..... |
| **Oldfield Tire Co.,** | P. | ..... | c13.60 | ..... | c17.75 | ..... | c21.65 | ..... | ..... | ..... | e28.55 | d29.10 | d30.40 | d31.10 | ..... | ..... | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | ..... | 50.00 | ..... | 55.15 | ..... | ..... | ..... | ..... |
| Cleveland, O. | N.S. | ..... | c16.50 | ..... | c21.10 | ..... | d25.85 | ..... | ..... | ..... | e34.45 | d35.15 | d36.90 | d37.75 | ..... | ..... | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | ..... | 61.55 | ..... | 65.25 | ..... | ..... | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | e28.35 | ..... | d35.30 | ..... | ..... | ..... | ..... | d47.20 | d48.50 | d49.60 | ..... | ..... | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | ..... | *69.80 | ..... | *72.90 | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | e30.60 | ..... | d37.90 | ..... | ..... | ..... | ..... | d50.70 | d52.10 | d53.40 | ..... | ..... | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | ..... | *74.80 | ..... | *78.25 | ..... | ..... | ..... | ..... |
| **Olympian—see Natl. Tire & Rubber Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Owen Tire & Rubber Co.,** | (6000 m.) Ribbed | ..... | c18.50 | ..... | c22.95 | ..... | c29.50 | ..... | ..... | ..... | e31.65 | e35.10 | e36.10 | e37.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., | (6500 miles) N.S. | ..... | ..... | ..... | e25.00 | ..... | e32.50 | ..... | ..... | ..... | e36.00 | e40.00 | e41.25 | e43.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Bedford, O. | Tubes | ..... | 3.05 | ..... | 3.60 | ..... | 3.95 | ..... | ..... | ..... | 4.80 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.20 | 6.40 | 6.55 | 6.70 | 6.90 | ..... | 7.85 | ..... | 8.15 | ..... | ..... | ..... | ..... |
| May 12, 1919 | Owen Cords Ribbed | ..... | ..... | ..... | ..... | ..... | d35.25 | ..... | ..... | ..... | ..... | d44.75 | d45.90 | d47.20 | ..... | ..... | d50.40 | d51.75 | d53.05 | d54.34 | d55.65 | ..... | *66.00 | ..... | *69.10 | ..... | ..... | ..... | ..... |
| | Owen Cords N.S. | ..... | ..... | ..... | ..... | ..... | d37.85 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.55 | d57.00 | d58.55 | d59.80 | ..... | *70.90 | ..... | *74.30 | ..... | ..... | ..... | ..... |
| **Palmer Tire &** | Molded Gum Tubes | ..... | 3.80 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | ..... | 9.50 | 10.00 | 10.15 | ..... | 11.25 | ..... | ..... |
| Rubber Co., | Safety Cord Tubes | ..... | 4.20 | ..... | 4.40 | ..... | 4.70 | ..... | ..... | ..... | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6,90 | 7.05 | 7.35 | 7.50 | 7.75 | ..... | 8.95 | 9.45 | 9.55 | ..... | ..... | ..... | ..... |
| St. Joseph, Mich., June 2, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Para-Bell Rubber Co.,** | P. | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | e28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Columbiana, O. | (4000 miles) N.S. | ..... | c15.11 | d22.79 | c19.54 | ..... | ..... | ..... | ..... | ..... | e30.21 | d30.73 | d32:12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... | ..... | ..... |
| **Peerless Tire &** | Ribbed Tread | ..... | c16.50 | ..... | c21.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rubber Co., | N.S. | ..... | c18.50 | ..... | c23.50 | ..... | d27.45 | ..... | ..... | ..... | e36.65 | d37.40 | d39.25 | d40.10 | ..... | ..... | ..... | ..... | d53.25 | d55.65 | d56.50 | ..... | ..... | ..... | d69.25 | ..... | ..... | ..... | ..... |
| Green Bay, Wisc. | G.T. | ..... | 3.35 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.30 | 7.40 | 7.60 | ..... | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... |
| May 1 "Green Bay Peerless" | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.25 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... | ..... | ..... |
| **Pennsylvania Rubber Co.,** | Vacuum Cup | ..... | c18.45 | ..... | c23.70 | ..... | d27.90 | ..... | ..... | ..... | e37.30 | d37.95 | d40.05 | d40.85 | ..... | ..... | d52.75 | d54.90 | d55.35 | d57.60 | *58.20 | ..... | *70.95 | ..... | *74.60 | ..... | ..... | ..... | ..... |
| | Bar Circle | ..... | c14.85 | ..... | c19.35 | ..... | d22.70 | ..... | ..... | ..... | e29.70 | d30.20 | d31.60 | d32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jeanette, Pa. | Vacuum Cup Cd. | ..... | ..... | ..... | e38.55 | ..... | d42.95 | ..... | ..... | ..... | ..... | d54.45 | d56.00 | d57.49 | ..... | ..... | d61.35 | d63.00 | d64.65 | d76.15 | *67.80 | ..... | *80.35 | ..... | *84.25 | ..... | ..... | ..... | ..... |
| Oct. 1, 1919 | Channel Td. Cd. | ..... | ..... | ..... | e35.85 | ..... | d39.95 | ..... | ..... | ..... | ..... | d49.05 | d50.45 | d51.65 | ..... | ..... | d53.75 | d55.20 | d58.20 | d59.60 | *61.00 | ..... | *72.35 | ..... | *75.90 | ..... | ..... | ..... | ..... |
| | Ton Tested G.T. | ..... | 3.00 | ..... | 3.50 | ..... | 3.80 | ..... | ..... | ..... | 5.20 | 5.25 | 5.50 | 5.65 | ..... | ..... | 6.80 | 6.95 | 7.00 | 7.10 | 7.30 | ..... | 8.50 | ..... | 8.85 | ..... | ..... | ..... | ..... |
| | Ex. Heavy G.T. | ..... | 3.75 | ..... | 4.40 | ..... | 4.75 | ..... | ..... | ..... | 6.50 | 6.55 | 6.90 | 7.05 | ..... | ..... | 8.50 | 8.70 | 8.75 | 8.90 | 9.15 | ..... | 10.65 | ..... | 11.05 | ..... | ..... | ..... | ..... |
| **Perfection Tire &** | (6000 miles) P. | ..... | 19.95 | ..... | 24.05 | ..... | 27.35 | ..... | ..... | ..... | 34.15 | 35.35 | 36.50 | 37.80 | ..... | ..... | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | ..... | 58.55 | ..... | 62.95 | ..... | ..... | ..... | ..... |
| Rubber Co., | (6000 miles) N.S. | ..... | 22.00 | ..... | 25.75 | ..... | 31.35 | ..... | ..... | ..... | 37.15 | 38.95 | 40.80 | 42.60 | ..... | ..... | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | ..... | 64.85 | ..... | 69.50 | ..... | ..... | ..... | ..... |
| Fort Madison, Ia. | (3500 miles) N.S. | ..... | 15.65 | ..... | 19.90 | ..... | 23.25 | ..... | ..... | ..... | 31.15 | 31.75 | 33.25 | 34.00 | ..... | ..... | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | ..... | 55.45 | ..... | 58.75 | ..... | ..... | ..... | ..... |
| July 1st, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.85 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... |
| **Perfection Tube Co.,** | April 1 G.T. | 3.15 | 3.35 | ..... | 4.15 | 4.20 | 4.25 | 4.50 | ..... | ..... | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | ..... | 6.80 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | ..... | 9.50 | ..... | ..... |
| Painesville, O. | "Monarch" R.T. | 3.45 | 3.70 | ..... | 4.65 | 4.70 | 4.75 | 5.00 | ..... | ..... | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | ..... | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | ..... | 10.50 | ..... | ..... |
| **Pharis Tire & Rubber Co.,** | P. | 13.70 | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | 36.60 | 37.80 | 39.55 | ..... | ..... | 45.10 | ..... | ..... | ..... | ..... | ..... | ..... |
| Newark, O. | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | 43.85 | 45.25 | 47.30 | 48.00 | ..... | 55.55 | ..... | 58.85 | ..... | ..... | ..... | ..... |
| May 12 1919 | R.T. | 3.35 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... |
| **Portage Rubber Co.,** | P. | ..... | c16.50 | ..... | c19.40 | c21.60 | d25.75 | ..... | ..... | ..... | c29.75 | d31.95 | d33.55 | d34.35 | ..... | ..... | d42.65 | d44.10 | d43.20 | d45.30 | d45.95 | ..... | *51.70 | ..... | *54.00 | ..... | ..... | ..... | ..... |
| Barberton, O. | Daisy N.S. | c16.05 | c17.30 | ..... | c22.25 | c23.45 | d28.20 | ..... | ..... | ..... | c34.10 | d34.80 | d36.60 | d37.40 | ..... | ..... | 47.80 | d49.10 | d49.50 | d51.50 | d52.05 | ..... | *62.30 | ..... | *65.25 | ..... | ..... | ..... | ..... |
| July 1, 1919 | Tubes | 2.85 | 3.10 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 5.00 | 5.25 | 5.45 | 5.60 | ..... | ..... | 6.55 | 6.70 | 6.80 | 6.95 | 7.20 | ..... | 8.00 | ..... | 8.40 | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... | ..... | ..... |
| | Cord Daisy Tread | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... | ..... | ..... |
| **Porter Rubber Co.,** | Giant | ..... | c15.75 | ..... | c22.25 | ..... | d26.50 | ..... | ..... | ..... | c33.50 | d34.25 | *35.00 | d36.00 | ..... | ..... | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | ..... | *61.00 | ..... | ..... | ..... | ..... |
| Salem, O. | N.S. | ..... | c18.80 | ..... | c23.50 | ..... | d27.75 | ..... | ..... | ..... | c35.00 | d35.75 | d36.60 | d37.40 | ..... | ..... | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | ..... | *62.95 | ..... | ..... | ..... | ..... |
| May 15, 1919 (5000 miles) | G.T. | ..... | 3.10 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.90 | 5.15 | 5.20 | 5.45 | ..... | ..... | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | ..... | 8.40 | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.05 | ..... | ..... | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | ..... | 9.30 | ..... | ..... | ..... | ..... |
| **Pyramid—see Pharis** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Powertown—see RochesterTire & R.Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Quaker City Rubber Co.,** | P. | †15.65 | †16.50 | †17.80 | 20.60 | †21.60 | 24.60 | 26.45 | ..... | ..... | †30.85 | 31.25 | 32.60 | 33.10 | *34.60 | 35.10 | e42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 | ..... | ..... |
| Philadelphia, Pa. | "T.T.T" N.S. | †17.60 | †19.10 | †20.70 | 23.95 | †24.90 | 28.90 | 30.90 | ..... | ..... | †35.80 | 36.40 | 37.85 | 38.60 | *40.25 | 40.85 | e46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.90 | *58.55 | 59.30 | *61.60 | q80.10 | q83.35 | ..... | ..... |
| May 14, 1919 (5000 miles) | G.T. | 3.20 | 3.35 | 3.50 | 3.75 | 3.95 | 4.00 | 4.20 | 4.35 | 5.00 | 5.10 | 5.40 | 5.50 | 5.60 | 5.80 | 5.90 | 6.80 | 7.00 | 7.05 | 7.15 | 7.25 | 7.45 | 8.55 | 8.65 | 8.90 | 9.45 | 9.85 | ..... | ..... |
| | R.T. | 3.50 | 3.70 | 3.90 | 4.15 | 4.35 | 4.40 | 4.60 | 4.85 | 5.50 | 5.55 | 5.95 | 6.05 | 6.15 | 6.40 | 6.50 | 7.55 | 7.70 | 7.75 | 7.85 | 8.00 | 8.20 | 9.40 | 9.50 | 9.80 | 10.40 | 10.90 | ..... | ..... |

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## EXCLUSIVE TERRITORY FOR DISTRIBUTORS

Distributors realize that the trend of the times is to cord tires.

The only tires made by this Company are cord tires. The only men who make them are cord tire specialists.

Distributors who are interested in obtaining the best the market affords should write or wire immediately for territory.

An extensive and intensive advertising campaign will be made in each territory where there is distribution.

*Write or wire today.*

**Syracuse Rubber Company, Inc.**
**Syracuse, New York**

*Built by Cord Tire Specialists*

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May 12, 1919 | G.T. | 3.30 | 3.50 | ..... | 3.90 | ..... | 3.80 | ..... | ..... | ..... | 4.60 | 4.75 | 4.95 | 5.15 | ..... | ..... | 6.05 | 6.20 | 6.35 | 6.45 | 6.70 | ..... | 7.75 | 7.90 | 8.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *56.70 | *58.05 | *58.95 | ..... | *69.30 | ..... | *72.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d50.85 | d52.20 | d53.55 | ..... | ..... | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | ..... | d75.15 | ..... | d78.75 | ..... | ..... |
| | Brown Re-Cord Tubes | ..... | 3.90 | ..... | 4.45 | ..... | 4.90 | ..... | ..... | ..... | 5.50 | 5.85 | 6.00 | 6.30 | ..... | ..... | 7.80 | 7.55 | 7.75 | 8.03 | 8.40 | ..... | 9.55 | 9.80 | 10.00 | ..... | ..... |
| Racine Rubber Co., | P. | 13.70 | 14.00 | ..... | 17.30 | 18.15 | 20.10 | 24.55 | ..... | ..... | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.30 | 36.55 | 37.60 | 38.90 | 40.60 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 64.50 | 66.65 |
| Racine, Wis. | Country Road N.S. | 16.85 | 17.05 | ..... | 20.55 | 22.05 | 23.95 | 27.15 | ..... | ..... | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 |
| May 12, 1919 | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | 36.20 | ..... | ..... | ..... | 44.50 | 45.95 | 47.15 | 48.25 | ..... | ..... | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | ..... | 67.90 | 69.70 | 70.95 | ..... | ..... |
| | N.S. Cord | ..... | ..... | ..... | ..... | ..... | 38.00 | ..... | ..... | ..... | 46.50 | 48.25 | 49.50 | 50.85 | ..... | ..... | 54.20 | 55.80 | 57.35 | 58.65 | 60.05 | ..... | 71.15 | 73.00 | 74.00 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | ..... | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 |
| | R.T. | 3.40 | 3.55 | 3.75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | ..... | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 |
| Record—See National Tire & Rub. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Redskin Tube—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Red Top—see Supertread | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reliance Tire & Rubber Corp., | G.T. | 3.05 | 3.15 | ..... | 3.75 | 4.00 | 3.85 | 4.25 | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.80 | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.60 | 6.90 | 7.85 | 7.95 | 8.05 | ..... | ..... |
| Keyport, N. J. May 12, 1919, | R.T. | 3.30 | 3.35 | ..... | 3.95 | 4.35 | 4.20 | 4.60 | ..... | ..... | 5.00 | 5.25 | 5.50 | 5.70 | 5.90 | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | 7.80 | 8.30 | 8.55 | 8.80 | ..... | ..... |
| Republic Rubber Co., | Ribbed Tread | ..... | c16.20 | ..... | c20.60 | ..... | d24.05 | ..... | ..... | ..... | c32.05 | d32.75 | d34.40 | d35.15 | ..... | ..... | d43.80 | d45.15 | d46.75 | d48.90 | d49.55 | ..... | d57.25 | ..... | ..... | ..... | ..... |
| Youngstown, O. | Staggard Tread | c16.85 | c17.95 | ..... | c22.90 | c24.80 | d26.80 | d30.45 | ..... | ..... | c35.75 | d36.50 | d38.35 | d39.15 | d41.00 | d41.60 | d48.90 | d50.35 | d52.00 | d54.50 | d55.25 | d57.55 | *63.80 | d64.75 | *67.70 | ..... | ..... |
| May 12, 1919 | G.T. | 2.95 | 3.00 | ..... | 3.50 | 3.65 | 3.75 | 4.20 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.60 | 5.75 | 5.95 | 6.65 | 6.80 | 6.90 | 7.05 | 7.15 | 7.45 | 8.35 | 8.55 | 8.60 | ..... | ..... |
| | R.T. | 3.40 | 3.60 | ..... | 4.20 | 4.40 | 4.45 | 4.70 | ..... | ..... | 5.65 | 5.75 | 6.05 | 6.25 | 6.50 | 6.60 | 7.30 | 7.45 | 7.70 | 7.80 | 8.00 | 8.25 | 9.25 | 9.45 | 9.65 | ..... | ..... |
| | Grande Cord { Ribbed | ..... | ..... | ..... | ..... | ..... | d40.55 | ..... | ..... | ..... | ..... | d51.40 | d52.80 | d54.20 | ..... | ..... | d57.95 | d59.35 | d61.05 | d62.45 | d63.95 | ..... | *75.85 | ..... | ..... | ..... | ..... |
| | { Staggard | ..... | ..... | ..... | ..... | ..... | d43.45 | ..... | ..... | ..... | ..... | d55.20 | d56.70 | d58.15 | ..... | ..... | d62.20 | d63.80 | d65.50 | d67.05 | d68.70 | ..... | *81.40 | *85.20 | ..... | ..... | ..... |
| | Grand Tube | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.75 | 7.85 | 8.00 | ..... | ..... | 9.20 | 9.35 | 9.45 | 9.65 | 9.85 | ..... | 10.35 | 10.75 | ..... | ..... | ..... |
| Revere—see U.S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reynolds, W. C., 129 W. 37th St., | N.S. | ..... | c25.95 | ..... | c31.90 | ..... | d33.75 | ..... | ..... | ..... | c43.85 | §45.90 | d46.90 | §48.60 | ..... | ..... | §62.75 | d63.75 | 64.95 | *65.80 | 67.90 | ..... | 76.75 | c77.55 | 78.85 | c99.55 | q10670 |
| N. Y. City (5000 m.) "Para" | tubes | ..... | 4.80 | ..... | 6.00 | ..... | 6.35 | ..... | ..... | ..... | 7.65 | 8.20 | 8.65 | 9.20 | ..... | ..... | 11.50 | 11.70 | 11.90 | 12.10 | 12.70 | ..... | 12.10 | 12.90 | 13.75 | 16.60 | 17.80 |
| May, 1919 | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d63.40 | §64.70 | ..... | ..... | §73.10 | d74.15 | 75.65 | *76.80 | 78.50 | ..... | 85.75 | ..... | 87.90 | ..... | ..... |
| Roamer—See National Tire Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rochester Tire & Rubber | Cord Ribbed | ..... | ..... | ..... | c34.40 | ..... | d42.85 | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | ..... | d60.85 | d62.40 | d63.95 | d65.45 | ..... | d77.65 | ..... | d81.30 | ..... | ..... |
| Co., Buffalo, N. Y. | N.S. | ..... | ..... | ..... | c36.80 | ..... | d45.70 | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | ..... | d65.35 | d67.05 | d68.75 | d70.35 | ..... | d82.00 | ..... | d87.40 | ..... | ..... |
| "Powertown" | R.T. | ..... | ..... | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | ..... | 6.15 | 6.40 | 6.65 | ..... | ..... | ..... | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Royal Cord—see U. S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber City Clearing House Co., | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | ..... | ..... | 47.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | ..... | 6.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 "Blackford" | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber Products Co., | P. | ..... | 17.30 | ..... | 22.45 | 25.90 | 26.80 | ..... | ..... | ..... | 31.80 | 34.20 | 35.55 | 37.50 | ..... | 38.75 | ..... | ..... | 45.50 | 46.35 | 48.60 | 49.40 | ..... | ..... | 63.50 | ..... | ..... |
| Barberton, O. Stronghold | N.S. | ..... | 19.00 | ..... | 24.30 | 28.90 | 28.50 | q32.05 | ..... | ..... | 34.85 | 37.20 | 39.00 | 39.70 | q41.70 | 42.30 | d46.55 | 48.40 | 49.95 | 51.75 | 55.65 | 58.05 | 62.30 | q63.10 | 68.95 | ..... | ..... |
| May 12, 1919 (6000 miles) | G.T. | ..... | 3.00 | ..... | 3.40 | 3.55 | 3.75 | 3.90 | ..... | ..... | 4.70 | 4.95 | 5.15 | 5.25 | 5.45 | 5.55 | 6.45 | 6.50 | 6.60 | 6.75 | 7.05 | 7.20 | 7.90 | 8.05 | 8.30 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d51.35 | d52.65 | ..... | ..... | ..... | d57.80 | ..... | d60.80 | ..... | ..... | ..... | 75.50 | ..... | 79.10 | ..... | ..... |
| Runner—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Santa Fe—see Hawkeye | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Tubes—see U. & G. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Samson—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Savage Tire Co., | P. | ..... | 13.90 | ..... | 17.70 | ..... | 20.70 | ..... | ..... | ..... | 27.60 | 28.20 | 29.55 | 30.30 | ..... | ..... | ..... | 38.90 | 40.15 | 42.05 | 42.70 | ..... | 49.30 | ..... | 52.25 | ..... | ..... |
| San Diego, Ca. | N.S. | ..... | 15.90 | ..... | 20.15 | ..... | 23.60 | ..... | ..... | ..... | 31.45 | 32.15 | 33.75 | 34.45 | ..... | ..... | 42.95 | 44.35 | 45.70 | 47.85 | 48.50 | ..... | 56.10 | ..... | 59.50 | ..... | ..... |
| May 15, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.90 | 6.00 | 6.10 | 6.25 | 6.50 | ..... | 7.50 | ..... | 7.80 | ..... | ..... |
| | Grafinite T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 5.00 | 5.35 | 5.50 | 5.75 | ..... | ..... | 6.65 | 6.75 | 6.90 | 7.10 | 7.50 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Schavoir Rubber Co., | G.T. | 3.35 | 3.40 | 3.65 | 4.10 | 4.15 | 4.20 | 4.40 | 4.60 | 5.10 | 5.20 | 5.30 | 5.50 | 5.65 | 5.85 | 6.05 | 6.65 | 6.75 | 6.85 | 7.05 | 7.30 | 7.55 | 8.55 | 8.80 | 8.90 | 10.30 | 10.35 |
| Stamford, Conn. April 22 | R.T. | 3.40 | 3.65 | 3.95 | 4.60 | 4.65 | 4.70 | 5.00 | 5.15 | 5.65 | 5.80 | 5.90 | 6.05 | 6.25 | 6.50 | 6.70 | 7.25 | 7.45 | 7.65 | 7.85 | 8.05 | 8.40 | 9.30 | 9.55 | 9.80 | 11.25 | 11.50 |
| Sebring Tire & Ruhber Co., | N.S. | ..... | c15.10 | ..... | c19.30 | ..... | 21.90 | 23.25 | ..... | ..... | c31.65 | 32.10 | 32.80 | 33.65 | 34.65 | 35.95 | ..... | 40.15 | 41.05 | 42.10 | 43.80 | 44.95 | 49.80 | 51.70 | 53.05 | ..... | ..... |
| Sebring, O. June 15 (5000 miles) | G.T. | ..... | 2.80 | ..... | 3.20 | ..... | 3.35 | 3.55 | ..... | ..... | 4.40 | 4.55 | 4.70 | 4.80 | 4.90 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.40 | 7.30 | 7.45 | 7.60 | ..... | ..... |
| Semple Rubber Co., | Semco R.T. | 3.60 | 3.75 | ..... | 4.50 | 4.60 | 4.75 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.40 | 6.60 | 6.75 | 6.95 | 7.95 | 8.20 | 8.35 | 8.50 | 8.70 | 8.90 | 9.85 | 10.05 | 10.35 | 11.00 | 11.30 |
| Trenton, N.J. Jan. 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheridon—see Butler | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Silvertown—see Goodrich | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sioux City Tire & Mfg. Co., | P. | 14.90 | 15.45 | ..... | 19.60 | ..... | 23.20 | ..... | ..... | ..... | 31.00 | 31.50 | 33.35 | 33.90 | ..... | 42.65 | ..... | 43.30 | 43.65 | 45.40 | 45.90 | ..... | 53.10 | ..... | 56.25 | ..... | ..... |
| Sioux City, Iowa | N.S. | 15.70 | 16.25 | ..... | 20.65 | ..... | 24.45 | ..... | ..... | ..... | 32.60 | 33.15 | 35.10 | 35.70 | ..... | 44.90 | ..... | 45.55 | 45.95 | 47.80 | 48.35 | ..... | 55.85 | ..... | 59.20 | ..... | ..... |
| May 15, 1919 | G.T. | 3.15 | 3.20 | ..... | 3.80 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.35 | 5.55 | 5.65 | ..... | 6.20 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 8.05 | 8.75 | ..... | 9.10 | ..... | ..... |
| | R.T. | 3.65 | 3.75 | ..... | 4.55 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.50 | 6.75 | ..... | 7.25 | ..... | 7.85 | 8.05 | 8.20 | 8.45 | 9.15 | 9.50 | ..... | 9.90 | ..... | ..... |

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| Name | Trade name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Smith Canvas Tread Tire Co., Utica, N. Y. May17 (5000 m.) | Tires | 20.99 | 21.79 | ..... | 28.22 | ..... | 31.30 | 38.40 | ..... | ..... | 36.95 | 37.90 | 39.30 | 40.40 | ..... | 43.15 | 49.80 | 50.10 | 51.00 | 54.00 | 55.25 | 57.00 | 63.00 | ..... | 68.90 | ..... | ..... |
| | Tubes | 3.75 | 3.90 | ..... | 4.50 | ..... | 5.35 | 5.70 | ..... | ..... | 6.65 | 6.80 | 7.00 | 7.20 | ..... | 7.60 | 7.75 | 8.15 | 8.70 | 8.95 | 9.35 | 9.60 | 10.50 | ..... | 10.95 | ..... | ..... |
| Southern Tire & Rubber Co., Augusta, Ga. June 1 (4000 miles) | P. | c14.75 | c15.70 | ..... | §19.95 | c21.30 | 23.25 | *27.05 | ..... | ..... | e31.00 | d31.70 | *33.25 | *34.00 | *36.00 | *36.55 | ..... | ..... | ..... | *47.40 | *48.10 | *51.70 | ..... | d60.00 | *62.05 | ..... | ..... |
| | "S-Tread" N.S. | ..... | c17.50 | ..... | §23.00 | ..... | 26.25 | ..... | ..... | ..... | e34.45 | d35.10 | *36.80 | *37.85 | ..... | *40.40 | q47.50 | ..... | d50.00 | *53.40 | *53.95 | *56.00 | d62.80 | ..... | *66.15 | ..... | ..... |
| | R.T. | 3.80 | 4.05 | ..... | 4.65 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.40 | 6.60 | 6.80 | 6.90 | 7.10 | 7.30 | 8.30 | ..... | 8.50 | 8.70 | 8.80 | 9.00 | 10.05 | 10.20 | 10.40 | ..... | ..... |
| South Bend—see International | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speedway—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprague Tire & Rubber Co., Omaha, Nebr. May 12, 1919 | P. | ..... | 16.00 | ..... | 20.75 | ..... | 24.40 | ..... | ..... | ..... | 32.10 | 32.50 | 34.15 | 34.65 | ..... | ..... | ..... | 45.20 | 47.20 | 48.65 | 52.00 | ..... | 56.10 | ..... | 59.15 | ..... | ..... |
| | N.S. | 17.60 | 19.15 | ..... | 24.85 | ..... | 29.10 | ..... | ..... | ..... | 38.05 | 38.65 | 40.40 | 41.40 | ..... | ..... | ..... | 51.65 | 53.45 | 55.20 | 56.50 | ..... | 64.85 | ..... | 70.20 | ..... | ..... |
| | Cord N.S. | ..... | 25.18 | ..... | 30.50 | ..... | 36.15 | ..... | ..... | ..... | 47.12 | 47.85 | 49.30 | 50.50 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | Tubes | 3.10 | 3.65 | ..... | 4.20 | ..... | 4.65 | ..... | ..... | ..... | 5.10 | 5.60 | 5.80 | 6.10 | ..... | ..... | ..... | 7.20 | 7.50 | 7.75 | 8.00 | ..... | 9.00 | ..... | 10.00 | ..... | ..... |
| Squeegee—see Diamond | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stalwart—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Four Tire Co., Keokuk, Iowa July 1st, 1919 | Super Tread | c15.50 | c16.15 | ..... | c20.55 | c22.50 | *24.30 | ..... | ..... | ..... | c32.00 | *32.60 | *34.50 | *35.05 | ..... | ..... | ..... | d47.20 | *48.00 | *49.70 | *50.55 | *52.60 | *58.50 | ..... | *61.65 | ..... | ..... |
| | N.S. | c16.60 | c17.25 | ..... | c22.00 | ..... | *25.95 | ..... | ..... | ..... | e34.70 | *35.30 | *37.30 | *37.95 | ..... | *40.60 | ..... | d51.00 | *51.45 | *53.45 | *54.10 | *56.15 | *65.95 | ..... | *69.40 | ..... | ..... |
| | G.T. | 2.70 | 2.75 | ..... | 3.25 | 3.35 | 3.75 | 3.85 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | ..... | 6.00 | 6.10 | 6.25 | 6.50 | 6.70 | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.35 | ..... | 3.90 | 4.05 | 4.25 | 4.50 | ..... | ..... | 5.30 | 5.45 | 5.65 | 5.80 | 5.90 | 6.15 | ..... | 7.25 | 7.45 | 7.65 | 7.85 | 8.10 | 8.40 | ..... | 8.80 | ..... | ..... |
| Standard Tire Co., Cleveland Willoughby, O. May 12, 1919 (6000 miles) | Ribbed | 16.50 | 19.50 | ..... | 23.00 | 25.00 | 26.50 | 29.50 | ..... | ..... | 33.50 | 39.00 | 37.00 | 38.00 | 40.00 | 42.00 | 47.00 | 48.20 | 49.30 | 51.00 | 53.00 | 55.55 | 60.00 | 63.75 | 64.50 | ..... | ..... |
| | Standard N.S. | 19.50 | 20.80 | ..... | 26.00 | 27.75 | 30.00 | 33.25 | ..... | ..... | 38.00 | 35.00 | 41.00 | 42.50 | 44.25 | 46.00 | 49.60 | 51.50 | 53.75 | 55.00 | 57.00 | 60.00 | 64.00 | 69.00 | 72.50 | 80.75 | 83.30 |
| | Tubes | 3.20 | 3.25 | ..... | 4.00 | 4.25 | 4.45 | 4.70 | ..... | ..... | 5.30 | 5.45 | 5.70 | 5.95 | 6.15 | 6.40 | 6.95 | 7.10 | 7.25 | 7.40 | 7.75 | 8.00 | 8.75 | 9.00 | 9.30 | 10.50 | 11.00 |
| | "Tiger-Foot" Cord N.S. | ..... | ..... | ..... | ..... | ..... | d46.50 | ..... | ..... | ..... | ..... | d58.00 | d59.75 | d60.80 | ..... | ..... | d65.50 | d67.00 | *58.80 | d70.75 | *71.50 | ..... | *83.40 | ..... | d89.00 | ..... | ..... |
| Staggard—see Republic | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Star Rubber Co., Akron, O. May 15, 1919 | Ribbed | ..... | c21.05 | ..... | c24.90 | c27.05 | *30.20 | ..... | ..... | ..... | §37.35 | d38.45 | d39.60 | *40.70 | ..... | ..... | *49.85 | d51.35 | *52.95 | *54.50 | *56.05 | ..... | *65.25 | q67.95 | *69.50 | q85.95 | ..... |
| | All-Star Tread | ..... | c23.10 | ..... | c26.75 | ..... | *31.80 | ..... | ..... | ..... | §39.10 | d40.20 | d41.35 | *42.45 | ..... | *45.45 | *51.10 | d52.65 | *54.20 | *55.80 | *57.35 | q58.95 | *67.05 | q69.10 | *71.30 | q88.85 | q92.90 |
| | R.T. | ..... | 3.65 | ..... | 4.40 | 4.60 | 4.70 | ..... | ..... | ..... | 5.60 | 5.75 | 5.90 | 6.10 | ..... | 6.35 | 7.00 | 7.20 | 7.30 | 7.45 | 7.60 | 7.80 | 8.75 | 9.00 | 9.25 | 11.00 | 11.20 |
| | G.T. | ..... | 3.25 | ..... | 3.80 | ..... | 4.00 | ..... | ..... | ..... | 5.05 | 5.15 | 5.30 | 5.50 | ..... | ..... | 6.05 | 6.30 | 6.45 | 6.75 | 6.90 | ..... | 7.65 | ..... | 7.85 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.05 | d53.45 | *54.85 | ..... | ..... | *60.90 | d62.50 | *64.05 | *65.60 | *67.15 | ..... | *78.65 | ..... | *82.05 | ..... | ..... |
| | Cord All Star | ..... | ..... | ..... | ..... | ..... | *44.05 | ..... | ..... | ..... | ..... | d55.95 | d57.40 | *58.95 | ..... | ..... | *64.15 | d65.80 | *67.40 | *69.00 | *70.65 | ..... | *82.80 | ..... | *86.20 | ..... | ..... |
| Sterling Tire Corp., Rutherford, N.J. May 12, 1919 (5000 miles) | Vacuum Bar N.S. | ..... | ..... | ..... | c27.90 | ..... | *31.05 | ..... | ..... | ..... | ..... | *41.25 | *42.60 | *44.00 | ..... | ..... | *55.00 | *56.40 | *57.75 | *59.15 | *60.50 | ..... | *68.75 | *70.15 | *72.85 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | *41.95 | ..... | ..... | ..... | ..... | *53.35 | *54.75 | *56.20 | ..... | ..... | *60.05 | *61.60 | *63.25 | *64.75 | *66.35 | ..... | *78.60 | *80.50 | *82.40 | ..... | ..... |
| | R.T. | 3.30 | 3.55 | ..... | 4.80 | ..... | 5.05 | ..... | ..... | ..... | ..... | 5.90 | ..... | 6.25 | ..... | ..... | 7.25 | ..... | 7.70 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... | ..... |
| Stronghold—see Rubber Products | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Story Rubber Corp., "Bonner" Tubes June 15, 1919 1328 Broadway, N. Y. | | 10.60 | 10.80 | ..... | 11.70 | 11.95 | 12.15 | ..... | ..... | ..... | 13.25 | 13.50 | 13.75 | 14.00 | 14.30 | 14.60 | 15.70 | 16.00 | 16.45 | 16.85 | 17.25 | 17.65 | 19.20 | 19.65 | 20.10 | ..... | 22.65 |
| Summit—see United Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Super Tread Tire Co., So. Bend, Ind. 9000 miles | P. | ..... | c19.65 | ..... | 20.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c21.90 | ..... | 23.10 | ..... | 27.50 | ..... | ..... | ..... | 35.00 | 35.70 | 38.50 | 42.50 | ..... | ..... | ..... | ..... | 47.80 | 55.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord | ..... | 24.50 | ..... | 28.10 | ..... | 32.50 | ..... | ..... | ..... | 40.00 | 40.70 | 43.50 | 47.50 | ..... | ..... | ..... | ..... | 52.80 | 61.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| not guaranteed | P. | ..... | c10.90 | ..... | c13.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c12.10 | ..... | c14.85 | ..... | d18.50 | ..... | ..... | ..... | c21.00 | d22.00 | d23.15 | d26.85 | ..... | ..... | ..... | ..... | d29.60 | d33.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord | ..... | c16.00 | ..... | c17.50 | ..... | d21.50 | ..... | ..... | ..... | c24.00 | d26.50 | d28.15 | d31.85 | ..... | ..... | ..... | ..... | d34.60 | d38.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Swinehart Tire & Rubber Co., Akron, O. May 15, 1919 (5000 miles) | P. | c15.30 | c16.65 | ..... | †20.25 | c21.55 | *23.15 | ..... | ..... | ..... | e29.50 | d30.20 | *31.70 | *32.35 | ..... | ..... | q40.25 | *41.65 | *43.00 | *44.80 | *45.65 | ..... | *53.10 | q54.20 | *55.35 | ..... | ..... |
| | Ribbed | c17.30 | c18.45 | ..... | †22.30 | c24.05 | *25.85 | ..... | ..... | ..... | e33.00 | d33.65 | *35.35 | *36.10 | ..... | ..... | q45.20 | *46.70 | *48.10 | *50.25 | *51.20 | ..... | *59.20 | q60.15 | *62.20 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | †23.40 | c25.20 | *27.20 | ..... | ..... | ..... | e34.45 | d35.35 | *37.10 | *37.95 | ..... | ..... | q47.25 | *48.85 | *50.25 | *52.50 | *53.40 | ..... | *61.65 | q62.65 | *65.25 | ..... | ..... |
| | Tubes | 3.20 | 3.35 | ..... | 3.85 | 4.05 | 4.10 | ..... | ..... | ..... | 5.10 | 5.30 | 5.45 | 5.55 | ..... | ..... | 6.75 | 6.90 | 6.95 | 7.05 | 7.15 | ..... | 8.40 | 8.60 | 8.75 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d38.35 | ..... | ..... | ..... | ..... | d48.80 | d50.05 | d51.45 | ..... | ..... | d55.00 | ..... | d57.80 | d59.25 | *60.65 | ..... | *72.00 | ..... | *75.35 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.25 | ..... | ..... | ..... | ..... | d52.40 | d53.75 | d55.25 | ..... | ..... | d59.05 | d60.55 | d62.15 | d63.70 | ..... | ..... | *77.30 | ..... | *81.00 | ..... | ..... |
| T.T.T.—see Quaker City | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ten Broeck Tire Co., Louisville, Ky. May 12, 1919 | P. | 14.40 | 15.25 | ..... | 19.50 | 20.85 | 22.70 | 25.05 | ..... | .... | 28.75 | 29.25 | 31.55 | 32.55 | 34.20 | 35.65 | ..... | ..... | 43.50 | 45.05 | 46.50 | 48.05 | 53.55 | 54.55 | 55.80 | ..... | ..... |
| | Ribbed | ..... | 16.05 | ..... | 20.40 | 21.35 | 23.30 | ..... | ..... | .. | 31.50 | 32.45 | 34.10 | 34.90 | ..... | ..... | ..... | ..... | 45.10 | 47.25 | ..... | ..... | 53.50 | 54.35 | ..... | ..... | ..... |
| | N.S. | 16.05 | 16.50 | ..... | 20.85 | 21.90 | 24.25 | 28.40 | ..... | .. | 32.10 | 33.95 | 34.95 | 35.90 | 36.95 | 38.10 | ..... | ..... | 47.10 | 49.30 | 50.15 | 51.10 | 56.30 | 57.25 | 58.15 | ..... | ..... |
| | R.T. | 3.75 | 3.80 | ..... | 4.70 | 4.80 | 4.85 | 5.00 | ..... | .. | 6.00 | 6.20 | 6.45 | 6.65 | 6.80 | 7.00 | ..... | ..... | 8.10 | 8.25 | 8.35 | 8.60 | 9.80 | 10.10 | 10.30 | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.15 | 4.35 | 4.45 | 4.65 | ..... | .. | 5.15 | 5.40 | 5.55 | 5.70 | 5.90 | 6.15 | ..... | ..... | 7.20 | 7.30 | 7.45 | 7.70 | 8.85 | 9.10 | 9.30 | ..... | ..... |
| Thermoid Rubber Co., Trenton, N. J. May 12, 1919 | Ribbed Tread | c23.25 | c19.45 | ..... | c24.40 | c31.10 | 28.05 | 36 25 | ..... | c44.65 | e34.30 | 38.85 | 40.00 | 41.45 | 46.90 | 50.15 | 45.30 | d47.40 | 48.45 | 50.95 | 53.60 | 64.30 | 60.45 | q64.35 | 64.65 | ..... | ..... |
| | N.S. | c25.50 | c21.35 | ..... | c25.95 | c34.20 | 30.85 | 37.50 | ..... | c46.95 | e38.40 | 41.85 | 42.90 | 44.55 | 52.33 | 53.10 | 48.05 | d50.15 | 52.65 | 55.95 | 58.65 | 68.05 | 67.20 | q69.75 | 71.00 | ..... | ..... |
| | R.T. | 3.25 | 3.20 | ..... | 4.05 | 3.55 | 4.40 | 4.65 | ..... | 5.20 | 5.10 | 5.20 | 5.30 | 5.45 | 6.10 | 6.30 | 6.60 | 6.70 | 6.85 | 6.95 | 7.45 | 8.20 | 8.50 | 8.65 | 8.95 | ..... | ..... |
| | G.T. | 3.00 | 2.75 | ..... | 3.40 | 4.25 | 3.65 | 4.25 | ..... | 4.45 | 4.35 | 4.55 | 4.70 | 4.85 | 5.50 | 5.65 | 5.85 | 5.95 | 6.00 | 6.10 | 6.40 | 7.00 | 7.40 | 7.55 | 7.75 | ..... | ..... |
| Tiger-Foot Cords—see Standard Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tolliver Tube & Tire Co., Denver, Colo. June 23, 1919 (6000 miles) | P. | ..... | 17.55 | ..... | 22.50 | ..... | 26.55 | ..... | ..... | ..... | 35.33 | 36.00 | 37.80 | 38.43 | ..... | ..... | ..... | ..... | 51.75 | 54.23 | 55.13 | ..... | ..... | ..... | 65.70 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 25.65 | ..... | 32.63 | ..... | ..... | ..... | 40.50 | 41.18 | 43.38 | 44.33 | ..... | ..... | ..... | ..... | 58.68 | 61.65 | 62.64 | ..... | ..... | ..... | 76.86 | ..... | ..... |
| | T. | 5.35 | 5.30 | 5.50 | 6.50 | 6.60 | 6.65 | 7.85 | ..... | 8.00 | 8.25 | 8.40 | 8.65 | 8.90 | 10.05 | 10.40 | ..... | 10.70 | 10.85 | 11.10 | 11.50 | 13.20 | 13.45 | ..... | 14.00 | ..... | ..... |
| | G.T. | 3.20 | 3.15 | 3.50 | 3.85 | 3.90 | 3.95 | 4.70 | ..... | 5.10 | 4.90 | 5.00 | 5.15 | 5.30 | 5.95 | 6.15 | ..... | 6.30 | 6.40 | 6.65 | 6.85 | 7.80 | 8.00 | 8.85 | 8.30 | ..... | ..... |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Traveler Tire & Rubber Co.,** | P. | 20.00 | 21.00 | ..... | 25.00 | ..... | 28.50 | ..... | ..... | ..... | 33.80 | 35.15 | 35.90 | 37.50 | ..... | ..... | 44.40 | 46.55 | 48.15 | 49.55 | 52.70 | 53.00 | 61.60 | ..... | 62.70 | ..... | ..... |
| Philadelphia, Pa. | N.S. | 22.55 | 23.50 | ..... | 28.50 | ..... | 32.10 | ..... | ..... | ..... | 39.10 | 41.50 | 42.90 | 44.20 | ..... | ..... | 49.00 | 52.00 | 53.50 | 55.70 | 59.75 | 61.20 | 68.45 | ..... | 72.70 | ..... | ..... |
| (6000 miles) | R.T. | 3.63 | 3.81 | ..... | 4.33 | ..... | 4.77 | ..... | ..... | ..... | 6.04 | 6.17 | 6.30 | 6.52 | ..... | ..... | 7.61 | 7.70 | 8.05 | 8.18 | 8.36 | 8.62 | 9.63 | ..... | 10.11 | ..... | ..... |
| May 20, 1919 | G.T. | 3.19 | 3.37 | ..... | 3.81 | ..... | 3.94 | ..... | ..... | ..... | 5.08 | 5.25 | 5.34 | 5.56 | ..... | ..... | 6.61 | 6.74 | 7.09 | 7.22 | 7.48 | 7.53 | 8.66 | ..... | 8.93 | ..... | ..... |
| **Twin Tube & "Tredwel" Ribbed** | | ..... | c13.85 | ..... | c17.85 | ..... | d20.80 | ..... | ..... | ..... | c27.85 | d28.15 | d29.50 | d30.30 | ..... | ..... | ..... | d39.25 | d40.50 | d42.40 | ..... | ..... | d49.10 | ..... | d51.70 | ..... | ..... |
| Rubber Co., N.S. | | ..... | c15.45 | ..... | c19.80 | c21.25 | d23.15 | ..... | ..... | ..... | c30.70 | d31.10 | d32.75 | d33.50 | ..... | ..... | ..... | d43.40 | d44.75 | d46.80 | ..... | ..... | d54.65 | ..... | d57.45 | ..... | ..... |
| Chicago Hghts., Ill. | C.T. | 2.85 | 2.85 | ..... | 3.40 | 3.55 | 3.60 | 4.00 | ..... | ..... | 4.45 | 4.60 | 4.80 | 4.95 | 5.15 | 5.30 | ..... | 6.00 | 6.15 | 6.25 | 6.45 | 6.80 | 7.55 | 7.85 | 7.85 | ..... | ..... |
| May 15, 1919 | R.T. | 3.30 | 3.30 | ..... | 3.90 | 4.05 | 4.20 | 4.65 | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.65 | 6.05 | 6.25 | ..... | 6.85 | 7.00 | 7.25 | 7.45 | 8.05 | 8.35 | 8.80 | 8.80 | ..... | ..... |
| **Tyrian—see Tyer** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Tyer Rubber Co.,** | Tires | ..... | 16.60 | ..... | 21.20 | ..... | 24.00 | ..... | ..... | ..... | 31.90 | 32.55 | 34.10 | 34.70 | ..... | ..... | 42.15 | 44.15 | 46.05 | 47.95 | 48.55 | ..... | 53.10 | ..... | 56.10 | ..... | ..... |
| Andover, "Tyrian" Extra Heavy | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Mass. May 12, 1919 (4000 miles) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **U. & G. Rubber Mfg. Co.,** | P. | c13.90 | 12.90 | c18.30 | 16.80 | 18.35 | 19.45 | 22.75 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 30.55 | 31.15 | ..... | 36.60 | 37.80 | 39.55 | 41.10 | 43.15 | 45.10 | 49.95 | 50.60 | ..... | ..... |
| Trenton, N.J. | N.S. | c16.20 | 15.75 | c21.30 | 20.00 | 21.50 | 23.35 | 26.55 | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | 35.65 | 36.20 | ..... | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| June 2, 1919 | Cord | ..... | ..... | ..... | 26.45 | ..... | 34.40 | 36.60 | ..... | ..... | 42.20 | 48.95 | 49.30 | 50.65 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.88 | ..... | 74.05 | ..... | ..... |
| | R.T. | 3.50 | 3.40 | ..... | 4.15 | 4.25 | 4.30 | ..... | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.75 | ..... | 6.70 | ..... | 6.85 | 7.00 | 7.20 | 7.45 | 8.45 | 8.75 | 9.60 | 9.00 | ..... | ..... |
| **United Rubber Co.,** | P. | ..... | c13.20 | ..... | c17.20 | c18.60 | *19.95 | ..... | ..... | ..... | c26.30 | *26.85 | *28.10 | *28.80 | ..... | ..... | ..... | ..... | *38.75 | *40.55 | *41.10 | ..... | ..... | ..... | *48.95 | ..... | ..... |
| Akron, O. "Summit" | N.S. | ..... | c15.10 | ..... | c19.15 | c20.80 | *22.40 | ..... | ..... | ..... | c29.95 | *30.45 | *32.00 | *32.65 | ..... | ..... | ..... | ..... | *43.80 | *45.80 | *46.50 | ..... | d53.80 | ..... | *57.00 | ..... | ..... |
| July 1, 1919 | G.T. | ..... | 2.80 | ..... | 3.35 | 3.60 | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.60 | ..... | 7.65 | ..... | 7.95 | ..... | ..... |
| **United States Tire Co.,** | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 40.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| 1790 Broadway, N. Y. City | N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| April 23 "Stalwart" | Tread | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| "Granite," "G. & J." | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| "Revere," "Hartford" | G.T. | 2.60 | 2.80 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | 5.10 | 5.25 | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | 6.65 | 7.50 | 7.60 | 7.70 | ..... | ..... |
| | R.T. | 3.40 | 3.55 | ..... | 4.25 | 4.35 | 4.55 | 5.00 | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | 6.15 | 6.30 | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | 7.85 | 8.75 | 8.90 | 9.10 | ..... | ..... |
| **Universal—see Michelin** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Universal Rubber Co., "Transit"** | N.S. | 13.75 | 14.25 | ..... | 18.15 | ..... | 21.45 | 24.50 | ..... | ..... | [illegible] | 29.15 | 30.80 | 31.35 | 33.00 | 33.55 | ..... | ..... | 42.50 | 44.20 | 44.70 | 46.40 | 54.50 | ..... | 57.35 | ..... | ..... |
| Broad and Wood Sts., | G.T | 2.85 | 2.90 | ..... | 3.45 | ..... | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5 05 | 5.20 | 5.35 | 5.45 | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | ..... | 8.15 | ..... | ..... |
| Phila., Pa. Mar. 1 (4000 miles) | R.T. | 3.30 | 3.40 | ..... | 4.15 | ..... | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | ..... | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | ..... | 9.00 | ..... | ..... |
| **Vaulry Tire Co.,** | N.S. | ..... | 22.10 | ..... | 30.60 | ..... | 33.70 | ..... | ..... | ..... | ..... | 47.20 | 47.40 | 50.70 | ..... | 53.10 | 66.35 | 66.45 | 67.10 | 70.00 | 71.30 | 72.80 | 77.40 | 79.80 | 83.40 | 100.30 | 108.60 |
| 250 W. 54th St., N.Y. City . | R.T. | ..... | 5.10 | ..... | 6.15 | ..... | 6.25 | ..... | ..... | ..... | ..... | 8.30 | 8.55 | 9.05 | ..... | 9.35 | 10.70 | 10.75 | 11.20 | 11.30 | 11.95 | 12.40 | 13.35 | 13.55 | 13.95 | 14.30 | 14.70 |
| (5000 miles) Jan. 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Vacuum—see Pennsylvania** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Velvettread—see Standard Tire & Rubbe** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Victor Rubber** | P. | 13.00 | 14.00 | ..... | 17.75 | ..... | 20.30 | ..... | ..... | ..... | 27.70 | 28.00 | 29.75 | 30.15 | 31.30 | 34.40 | ..... | ..... | 41.00 | 42.00 | 43.20 | 46.50 | ..... | 50.75 | 54.25 | ..... | ..... |
| Springfield, O. | Ribbed | ..... | 14.85 | ..... | 18.90 | ..... | 22.00 | ..... | ..... | ..... | 29.65 | 30.15 | 31.90 | 32.60 | ..... | ..... | ..... | ..... | 43.70 | 45.05 | 46.35 | ..... | 52.65 | 54.45 | 57.70 | ..... | ..... |
| May 12, 1919 (5000 miles) | N.S. | 14.70 | 15.65 | ..... | 19.90 | 21.50 | 23.40 | ..... | ..... | ..... | 31.00 | 31.65 | 33.15 | 34.00 | 36.10 | 38.50 | 42.25 | 43.65 | 45.20 | 47.10 | 48.00 | 51.60 | 54.85 | 58.00 | 58.25 | 77.90 | 78.40 |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d42.00 | ..... | ..... | ..... | ..... | d49.60 | d50.95 | d52.45 | ..... | ..... | d56.00 | ..... | d59.00 | d60.35 | ..... | ..... | d73.35 | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d44.00 | ..... | ..... | ..... | ..... | d54.40 | d54.80 | d56.30 | ..... | ..... | d60.05 | d61.65 | d63.35 | d64.95 | d66.40 | ..... | d78.65 | ..... | d82.30 | ..... | ..... |
| | G.T. | 3.05 | 3.30 | ..... | 3.80 | 4.10 | 4.25 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.55 | 5.80 | 5.95 | 6.75 | 6.90 | 7.00 | 7.20 | 7.40 | 7.50 | 8.40 | 8.55 | 8.75 | 9.25 | 9.55 |
| | R.T. | 3.35 | 3.55 | ..... | 4.20 | 4.75 | 4.85 | ..... | ..... | ..... | 5.70 | 5.90 | 6.05 | 6.25 | 6.40 | 6.50 | 7.60 | 7.70 | 7.85 | 8.05 | 8.25 | 8.35 | 9.30 | 9.50 | 9.70 | 10.50 | 10.65 |
| **Victory—see Dry Climate Tire M. Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Viking—see Combination also Voorhees** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Viltalie—see Continental Rubber Wks.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Voorhees Rubber Mfg. Co., Viking** | G.T. | 3.00 | 3.10 | ..... | 3.60 | ..... | 3.85 | 4.15 | ..... | ..... | 4.95 | 5.05 | 5.20 | 5.35 | 5.50 | 5.65 | 6.40 | 6.55 | 6.70 | 6.85 | 7.00 | ..... | 8.10 | ..... | 8.55 | ..... | ..... |
| Jersey City, N.J. June 10 Ideal | R.T. | 3.35 | 3.55 | ..... | 4.25 | ..... | 4.50 | 4.80 | ..... | ..... | 5.60 | 5.75 | 5.95 | 6.15 | 6.35 | 6.50 | 7.15 | 7.35 | 7.55 | 7.75 | 7.95 | ..... | 9.25 | ..... | 9.75 | ..... | ..... |
| **Vulcan Rubber Co.,** | Loco-Tred | ..... | †18.85 | ..... | †22.85 | ..... | d26.00 | ..... | ..... | ..... | †33.05 | d33.50 | d35.55 | d36.40 | ..... | ..... | d44.75 | | d46.50 | d48.35 | d48.90 | ..... | *59.25 | ..... | *62.35 | ..... | ..... |
| Erie, Pa. | Vulco-Tred | e19.15 | e20.25 | ..... | e24.55 | ..... | d27.95 | ..... | ..... | ..... | e36.30 | d36.80 | d39.05 | d40.00 | ..... | ..... | d49.15 | d50.25 | d51.15 | d53.20 | d53.80 | ..... | *64.05 | ..... | *66.25 | ..... | ..... |
| May 13, 1919 | G.T. | 2.80 | 3.00 | ..... | 3.55 | 3.65 | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | 5.50 | 6.00 | 6.15 | 6.30 | 6.45 | 6.65 | 6.95 | 7.65 | 7.80 | 8.00 | 9.15 | 9.35 |
| | R.T. | 3.45 | 3.70 | ..... | 4.35 | 4.40 | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | 6.20 | 6.60 | 6.80 | 7.00 | 7.20 | 7.55 | 7.80 | 8.60 | 8.90 | 9.00 | 10.20 | 10.45 |
| **Wearwell—see Wilson** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Wilson Tire & Rubber Co.,** | P. | $15.60 | $15.20 | ..... | $19.60 | ..... | $23.05 | ..... | ..... | ..... | ..... | $30.80 | $32.15 | $33.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. Wearwell | N.S. | $16.40 | $15.85 | ..... | $20.65 | $21.80 | $24.25 | ..... | ..... | ..... | $31.75 | $32.30 | $33.70 | $34.55 | ..... | ..... | ..... | ..... | ..... | $48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 29 | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| **Woodworth Mfg. Corp.,** | P. | ..... | c21.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Niagara Falls, N.Y. | N.S. | ..... | c24.90 | ..... | c31.00 | ..... | d35.90 | ..... | ..... | ..... | c44.80 | d46.50 | d48.00 | d49.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 7, 1919 (5000 miles) | T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.35 | 5.55 | 5.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Zee-Zee Rubber Co.,** | Z Z White Tread | ..... | 20.00 | ..... | 23.00 | ..... | 26.00 | ..... | ..... | ..... | 33.00 | 34.00 | 35.00 | 36.00 | ..... | ..... | ..... | ..... | 47.00 | 48.00 | 49.00 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| Yardville, N.J. | Brazilian R.T. | ..... | 3.40 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 4.85 | 5.20 | 5.40 | 5.60 | ..... | ..... | ..... | ..... | 6.70 | 7.00 | 7.30 | ..... | 8.00 | ..... | 8.50 | ..... | ..... |
| July 18, 1919 | "Hayward" | ..... | ..... | ..... | 18.00 | ..... | 21.50 | ..... | ..... | ..... | 28.75 | 29.25 | 30.50 | 31.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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# Dealers in Parts for Orphan Cars

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2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
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7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Atlanta, Ga.
9 Auto Parts Co. of Amer., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
21 Boulevard Motor Co., Cambridge,
22 Brown-Lipe Gear Co., Syracuse. Mass.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Columbus Buggy Parts Co., Columbus, O.
42 Corbin Motor Vehicle Co., New Britain, Conn.
43 Crow-Elkhart Motor Co., Elkhart, Ind.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Empire Automobile Co., Indianapolis, Ind.
58 Ewing, L. E., Cleveland, O.
59 Filler & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Kalamazoo, Mich.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Parts Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pullman Motor Car Co., York, Pa.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha.
146 Wayne Wks., Richmond, Ind.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Tex.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y.
159 Commonwealth Motors Co., 326 W. Madison St., Chicago.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 423 Grand River Ave., Detroit.
170 Chadick, DeLamater Corp., 159 W. 24th St., N. Y. City.
171 Premier Motor Corp., Indianapolis, Ind.
172 Clyde Cars Co., Clyde, O.
173 Florence Motor Rep. Co., 250 W. 54th St., N. Y. City.
174 Campbell Motor Car Co., Kingston. N. Y.
175 Enger Motor Car Co., Indianapolis, Ind.
176 Zimmerman Mfg. Co., Auburn, Ind.
177 L. & D. Motors, Inc., 237 W. 58th St., N. Y. City.
178 Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
179 Wyckoff Auto Salvage Co., Sioux City, Iowa.
180 Knox Motors Associates, Springfield, Mass.
181 Hal Motor Car Co., Cleveland, O.
182 Newton Co., J. E., Fall River, Mass.
183 Rothschild, Maurice, Detroit.
184 Abbott Motor Car Co., Cleveland.
185 Wilco Co., Detroit.
186 Atlantic Refining Co., Phila., Pa.
187 Staver Co., Chicago.
188 Lozier Motor Car Co., Detroit.

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## Trade Gossip

*(Continued from page 39)*

W. D. Bell, Detroit, Mich., who recently resigned from the Parker Rust Proof Co., is now connected with the Wilson Foundry Co., Pontiac, Mich.

C. C. Newburn has been appointed assistant sales manager of the Barker Motor Truck Co., Milwaukee, Wis. Before his connection nearly a year ago with the Barker company, he was connected with the sales department of Service, Diamond T. Corliss, Panhard and Traffic trucks, during a period of about twelve years.

Walter C. Cole, former secretary of the Detroit Board of Commerce, has returned from the army and joined the staff of the William M. Albee Co., Detroit, sales and advertising specialists for trucks and passenger car companies.

E. O. Floyd has been made general sales manager of the Rossendale-Reddaway Belting & Hose Co., of Newark, N. J.

Archer H. Harris has joined the Cleveland Rubber Corporation, Co., Cleveland, Ohio. He has been connected with the Firestone Tire & Rubber Co., B. F. Goodrich Co., Goodyear Tire & Rubber Co., and Republic Rubber Co.

E. T. Peterson, who was formerly district sales manager for the Commercial Car Unit Co. of Philadelphia, has recently become manager of the Buffalo branch of the Pennsylvania Rubber Co., Jeanette, Pa.

Louis J. McSweeney was recently elected vice-president of the newly formed Detroit Transmission Co. He has severed his connections with all other enterprises to devote his entire time to the new organization.

A. C. Merril has been appointed manager of the Boston branch of the Bearing Service Co.

F. G. Adams has been appointed manager of the Cleveland branch of the Bearing Service Co.

Charles A. Plumley, until recently commissioner of taxes in Vermont, has joined the legal department of the Firestone Tire & Rubber Co., Akron.

F. W. Warrington, assistant sales manager of the Denby Motor Truck Co., Detroit, is on an extended trip, during which he will study general business conditions in the West.

D. V. Halcomb, formerly field sales manager of the John Lauson Mfg. Co., has been made general sales manager of General Tractors, Inc.

E. C. Guthard will take charge of the Edgar C. Guthard Co., Chicago, manufacturer of Billmont wrenches. He disposed of his interest in the Northwestern Auto Supply Co., Billings, Mont., which he organized in 1914 to his father.

E. M. Ewald, who recently returned from averseas, will be manager of the wholesale finance department of the Continental Guaranty Corp., New York City.

The resignation of Frederick C. Gilbert, vice-president and director of the Timken-Detroit Axle Co., was accepted at a recent meeting of the Board of Directors.

Arthur H. Blanchard has been appointed professor of highway engineering at the University of Michigan, to occupy the chair recently established.

Leroy Rhodes has been appointed engineer in charge of farm machinery and farm buildings in the University of Nebraska department of agricultural engineering. He returned recently from ten months' service as a lieutenant in the aviation section in France.

Charles Melhado, who has been with the Republic Motor Truck Co. for four years, has been appointed sales manager for South America and the West Indies. He has left on a trip through South and Central America.

H. H. Rice, former treasurer, was elected vice-president of the General Motors Corp. at a recent directors' meeting. M. L. Prensky was promoted from comptroller to treasurer and Frank Turner was made comptroller.

Wallace C. Hood has been appointed general sales manger of the Standard Motor Truck Co., Detroit. Hood held this same position with the Standard company four years ago. More recently he was sales manager of the King Motor Car Co.

W. J. Munro, assistant advertising manager of the General Motors Truck Co., has resigned to return to his position with the Green-Fulton-Cunningham Co., which handles the advertising of the G. M. C. truck.

George N. Peck will become president and general manager of the Moline Plow Co., Moline, Ill., on January 1, succeeding President Allen.

George H. Green, who since 1911 has been connected with the Fifth Avenue Coach Co., New York City, in the capacity of chief engineer, has been promoted to general manager of the concern which is now operating approximately 300 motor busses over the streets of this city.

Emlen S. Hare, vice-president of the Packard Motor Car Co., Detroit, has resigned. His career with the Packard company started as truck salesman in New York. He then became sales manager and later president. He resigned as president to become vice-president of the parent organization in Detroit.

H. G. Pederson, formerly with the Wright-Martin Aircraft Corp., has joined the General Motors of Canada, Ltd., Walkerville, Ont. He will be in the production department.

Paul LaCroix, general manager of the Rubay Co. plant, Cleveland, Ohio, has been elected vice-president of the company.

The Parker Tire & Rubber Co. of Indianapolis has opened its plant.

The Goodyear Tire & Rubber Co., Akron, Ohio, will build a distributing branch at Regina, Sask., Canada.

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# BEARING DATA SECTION

his section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where arings are used by the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

## EQUIVALENT TABLE OF ANNULAR BEARINGS

nular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the umn.

| g rs | Hess-Bright | | S. R. B. | Gurney | U. S. | Fafnir | R. I. V. | F. & S. | S. R. O. | Norma | Schafer | B. K. F. | S. K. F. | Rhine- | R. B. F. | New Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Regular | Monarch | Ball | | | | | | | Ball | | | | land | | Radax | S. t. |
| | 200 | 6200 | 200 | 200 | 200 | 200a | 0000A | A 10 | | | 202 | 200 | 1200 | 200a | 200a | 0200 | 12 |
| | 201 | 6201 | 201 | 201 | 201 | 201a | 000A | A 12 | | | 202B | 201 | 1201 | 201a | 201a | 0201 | 120 |
| | 202 | 6202 | 202 | 202 | 202 | 202a | 00A | A 15 | | | 203 | 202 | 1202 | 202a | 202a | 0202 | 1202 |
| | 203 | 6203 | 203 | 203 | 203 | 203a | 0A | A 17 | | | 203B | 203 | 1203 | 203a | 203a | 0203 | 1203 |
| | 204 | 6204 | 204 | 204 | 204 | 204a | 1A | A 20 | 354b | L 20 | 204 | 204 | 1204 | 204a | 204a | 0204 | 1204 |
| | 205 | 6205 | 205 | 205 | 205 | 205a | 2A | A 25 | 355 | L 25 | 205 | 205 | 1205 | 205a | 205a | 0205 | 1205 |
| | 206 | 6206 | 206 | 206 | 206 | 206a | 3A | A 30 | 356 | L 30 | 206 | 206 | 1206 | 206a | 206a | 0206 | 1206 |
| | 207 | 6207 | 207 | 207 | 207 | 207a | 4A | A 35 | 357 | L 35 | 207 | 207 | 1207 | 207a | 207a | 0207 | 1207 |
| | 208 | 6208 | 208 | 208 | 208 | 208a | 5A | A 40 | 358 | L 40 | 208 | 208 | 1208 | 208a | 208a | 0208 | 1208 |
| | 209 | 6209 | 209 | 209 | 209 | 209a | 6A | A 45 | 359 | L 45 | 209 | 209 | 1209 | 209a | 209a | 0209 | 1209 |
| | 210 | 6210 | 210 | 210 | 210 | 210a | 7A | A 50 | 360 | L 50 | 210 | 210 | 1210 | 210a | 210a | 0210 | 1210 |
| | 211 | 6211 | 211 | 211 | 211 | 211a | 8A | A 55 | 361 | L 55 | 211 | 211 | 1211 | 211a | 211a | 0211 | 1211 |
| | 212 | 6212 | 212 | 212 | 212 | 212a | 9A | A 60 | 362 | L 60 | 212 | 212 | 1212 | 212a | 212a | 0212 | 1212 |
| | 213 | 6213 | 213 | 213 | 213 | 213a | 10A | A 65 | 363 | L 65 | 213 | 213 | 1213 | 213a | 213a | 0213 | 1213 |
| | 214 | 6214 | 214 | 214 | 214 | 214a | 11A | A 70 | 364 | L 70 | 214 | 214 | 1214 | 214a | 214a | 0214 | 1214 |
| | 215 | 6215 | 215 | 215 | 215 | 215a | 12A | A 75 | 365 | L 75 | 215 | 215 | 1215 | 215a | 215a | 0215 | 1215 |
| | 216 | 6216 | 216 | 216 | 216 | 216a | 13A | A 80 | 366 | L 80 | 216 | 216 | 1216 | 216a | 216a | 0216 | 1216 |
| | 217 | 6217 | 217 | 217 | 217 | 217a | 14A | A 85 | 367 | L 85 | 217 | 217 | 1217 | 217a | 217a | 0217 | 1217 |
| | 218 | 6218 | 218 | 218 | 218 | 218a | 15A | A 90 | 368 | L 90 | 218 | 218 | 1218 | 218a | 218a | 0218 | 1218 |
| | 219 | 6219 | 219 | 219 | 219 | 219a | 16A | A 95 | 369 | L 95 | 219 | 219 | 1219 | 219a | 219a | 0219 | 1219 |
| | 220 | 6220 | 220 | 220 | 220 | 220a | 17A | A100 | 370 | L100 | 220 | 220 | 1220 | 220a | 220a | 0220 | 1220 |
| | 221 | 6221 | 221 | 221 | 221 | 221a | 18A | A105 | 371 | L105 | 221 | 221 | 1221 | 221a | 221a | 0221 | 1221 |
| | 222 | 6222 | 222 | 222 | 222 | 222a | 19A | A110 | 372 | L110 | 222 | 222 | 1222 | 222a | 222a | 0222 | 1222 |
| | 300 | 6300 | 300 | 300 | 300 | 300a | 1B | B 10 | | M 10 | 302 | 300 | 1300 | 300a | 300a | 0300 | 1300 |
| | 301 | 6301 | 301 | 301 | 301 | 301a | 2B | B 12 | 301b | M 12 | 302b | 301 | 1301 | 301a | 301a | 0301 | 1301 |
| | 302 | 6302 | 302 | 302 | 302 | 302a | 3B | B 15 | 302b | M 15 | 303 | 302 | 1302 | 302a | 302a | 0302 | 1302 |
| | 303 | 6303 | 303 | 303 | 303 | 303a | 4B | B 17 | 302c | M 17 | 303b | 303 | 1303 | 303a | 303a | 0303 | 1303 |
| | 304 | 6304 | 304 | 304 | 304 | 304a | 5B | B 20 | 303 | M 20 | 304 | 304 | 1304 | 304a | 304a | 0304 | 1304 |
| | 305 | 6305 | 305 | 305 | 305 | 305a | 6B | B 25 | 304 | M 25 | 305 | 305 | 1305 | 305a | 305a | 0305 | 1305 |
| | 306 | 6306 | 306 | 306 | 306 | 306a | 7B | B 30 | 305 | M 30 | 306 | 306 | 1306 | 306a | 306a | 0306 | 1306 |
| | 307 | 6307 | 307 | 307 | 307 | 307a | 8B | B 35 | 306 | M 35 | 307 | 307 | 1307 | 307a | 307a | 0307 | 1307 |
| | 308 | 6308 | 308 | 308 | 308 | 308a | 9B | B 40 | 307 | M 40 | 308 | 308 | 1308 | 308a | 308a | 0308 | 1308 |
| | 309 | 6309 | 309 | 309 | 309 | 309a | 10B | B 45 | 308 | M 45 | 309 | 309 | 1309 | 309a | 309a | 0309 | 1309 |
| | 310 | 6310 | 310 | 310 | 310 | 310a | 11B | B 50 | 309 | M 50 | 310 | 310 | 1310 | 310a | 310a | 0310 | 1310 |
| | 311 | 6311 | 311 | 311 | 311 | 311a | 12B | B 55 | 310 | M 55 | 311 | 311 | 1311 | 311a | 311a | 0311 | 1311 |
| | 312 | 6312 | 312 | 312 | 312 | 312a | 13B | B 60 | 311 | M 60 | 312 | 312 | 1312 | 312a | 312a | 0312 | 1312 |
| | 313 | 6313 | 313 | 313 | 313 | 313a | 14B | B 65 | 312 | M 65 | 313 | 313 | 1313 | 313a | 313a | 0313 | 1313 |
| | 314 | 6314 | 314 | 314 | 314 | 314a | 15B | B 70 | 313 | M 70 | 314 | 314 | 1314 | 314a | 314a | 0314 | 1314 |
| | 315 | 6315 | 315 | 315 | 315 | 315a | 16B | B 75 | 314 | M 75 | 315 | 315 | 1315 | 315a | 315a | 0315 | 1315 |
| | 316 | 6316 | 316 | 316 | 316 | 316a | 17B | B 80 | 315 | M 80 | 316 | 316 | 1316 | 316a | 316a | 0316 | 1316 |
| | 317 | 6317 | 317 | 317 | 317 | 317a | 18B | B 85 | 316 | M 85 | 317 | 317 | 1317 | 317a | 317a | 0317 | 1317 |
| | 318 | 6318 | 318 | 318 | 318 | 318a | 19B | B 90 | 317 | M 90 | 318 | 318 | 1318 | 318a | 318a | 0318 | 1318 |
| | 319 | 6319 | 319 | 319 | 319 | 319a | 20B | B 95 | 318 | M 95 | 319 | 319 | 1319 | 319a | 319a | 0319 | 1319 |
| | 320 | 6320 | 320 | 320 | 320 | 320a | 21B | B100 | 319 | M100 | 320 | 320 | 1320 | 320a | 320a | 0320 | 1320 |
| | 321 | 6321 | 321 | 321 | 321 | 321a | 22B | B105 | 320 | | 321 | 321 | 1321 | 321a | 321a | 0321 | 1321 |
| | 322 | 6322 | 322 | 322 | 322 | 322a | 23B | B110 | 321 | | 322 | 322 | 1322 | 322a | 322a | 0322 | 1322 |
| | 403 | 6403 | 403 | 403 | 403 | 403a | 1C | C 17 | 331 | S 17 | 403b | 403 | 403 | 403a | 403a | 0403 | 1403 |
| | 404 | 6404 | 404 | 404 | 404 | 404a | 2C | C 20 | 332 | S 20 | 404 | 404 | 404 | 404a | 404a | 0404 | 1404 |
| | 405 | 6405 | 405 | 405 | 405 | 405a | 3C | C 25 | 333 | S 25 | 405 | 405 | 405 | 405a | 405a | 0405 | 1405 |
| | 406 | 6406 | 406 | 406 | 406 | 406a | 4C | C 30 | 334 | S 30 | 406 | 406 | 406 | 406a | 406a | 0406 | 1406 |
| | 407 | 6407 | 407 | 407 | 407 | 407a | 5C | C 35 | 335 | S 35 | 407 | 407 | 407 | 407a | 407a | 0407 | 1407 |
| | 408 | 6408 | 408 | 408 | 408 | 408a | 6C | C 40 | 336 | S 40 | 408 | 408 | 408 | 408a | 408a | 0408 | 1408 |
| | 409 | 6409 | 409 | 409 | 409 | 409a | 7C | C 45 | 337 | S 45 | 409 | 409 | 409 | 409a | 409a | 0409 | 1409 |
| | 410 | 6410 | 410 | 410 | 410 | 410a | 8C | C 50 | 338 | S 50 | 410 | 410 | 410 | 410a | 410a | 0410 | 1410 |
| | 411 | 6411 | 411 | 411 | 411 | 411a | 9C | C 55 | 339 | S 55 | 411 | 411 | 411 | 411a | 411a | 0411 | 1411 |
| | 412 | 6412 | 412 | 412 | 412 | 412a | 10C | C 60 | 340 | S 60 | 412 | 412 | 412 | 412a | 412a | 0412 | 1412 |
| | 413 | 6413 | 413 | 413 | 413 | 413a | 11C | C 65 | 341 | S 65 | 413 | 413 | 413 | 413a | 413a | 0413 | 1413 |
| | 414 | 6414 | 414 | 414 | 414 | 414a | 12C | C 70 | 342 | S 70 | 414 | 414 | 414 | 414a | 414a | 0414 | 1414 |
| | 415 | 6415 | 415 | 415 | 415 | 415a | | C 75 | | | 415 | 415 | 415 | 415a | | 0415 | 1415 |
| | 416 | 6416 | 416 | 416 | 416 | 416a | 13C | C 80 | 343 | S 80 | 416 | 416 | 416 | 416a | 416a | 0416 | 1416 |
| | 417 | 6417 | 417 | 417 | 417 | 417a | | C 85 | | | 417 | 417 | 417 | 417a | | 0417 | 1417 |
| | 418 | 6418 | 418 | 418 | 418 | 418a | 14C | C 90 | 344 | S 90 | 418 | 418 | 418 | 418a | 418a | 0418 | 1418 |
| | 419 | 6419 | 419 | 419 | 419 | 419a | | C 95 | | | 419 | 419 | 419 | 419a | | 0419 | 1419 |
| | 420 | 6420 | 420 | 420 | 420 | 420a | 15C | C100 | | S100 | 420 | 420 | 420 | 420a | 420a | 0420 | 1420 |

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# The Sign of Service

## in the four corners of the country

for

## Ahlberg Reground Bearings

and

## High-grade New Bearings

THE BEST TO BE HAD

# Ahlberg Bearing Company

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KANSAS CITY LOS ANGELES MEMPHIS MINNEAPOLIS

NEW YORK OMAHA PHILADELPHIA PITTSBURGH

PORTLAND PROVIDENCE ST. LOUIS

SAN FRANCISCO

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# ll and Roller Bearing Data for Cars and Trucks from 1909 to 1919.

## KEY

**T AXLE BEARINGS**
Wheel.
Wheel.
ng Knuckle Thrust.

**WHEEL BEARINGS**

Bearing.

**RENTIAL BEARING**
Hand.
Hand.

I—Thrust.

**DRIVE BEARINGS**
J—Pinion or Worm Shaft Front.
K—Pinion or Worm Shaft Rear.
L—Worm Spindle Thrust Front.
M—Worm Spindle Thrust Rear.
N—Universal Joint Propeller Shaft.

**CLUTCH BEARINGS**
O—Clutch Shaft Pilot.
P—Clutch Shaft Rear.
Q—Clutch Yoke or Throwout.
R—Clutch Spider.
S—Transmiss. Eng. Clutch Shaft.

**MOTOR BEARINGS**
T—Camshaft Front.
U—Camshaft Rear.
V—Camshaft Center.
W—Crankshaft Front.
X—Crankshaft Center.
Y—Crankshaft Rear.

**TRANSMISSION BEARINGS**
AA—Main Shaft Front.
BB—Main Shaft Rear.
CC—Spline Shaft Pilot.
DD—Counter Shaft Front.
EE—Counter Shaft Rear.
FF—Reverse Idler Gear.

**FAN BEARINGS**
GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
J J—Air Pump Shaft Bearing.

**STEERING POST**
KK—Thrust Upper.
LL—Thrust Lower.

TO USE THIS TABLE—Look in the key for the particular bearing you desire; note the letters in front of the bearing; find the car the mediately follows the name of the car, follow it until you find the letters shown in the key—the number immediately following is the key the bearing that we have used, turn to the equivalent table at beginning of Bearing Section; the key number is in the first column; by across you can obtain the type number of any manufacturer you desire. Ball bearings of all makes are interchangeable—we, therefore, give umber. In some instances you will find as follows: 307 x 1 *Y*″; this means, 307 bearing with a special width, namely, 1 *Y*″ wide instead of width employed. Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manu- designation number.

ller Bearings, we give the name of the manufacturer, followed by the number, as (Hy. 16727) meaning, Hyatt bearing No. 16727. Timken an be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone and 5320 Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in l are Timken Rollers.

## ABBREVIATIONS

-Annular Ball Bearing.
—Double Row.
—Single Row.
—Radial-Thrust Bearings.

Bock—Standard Parts.
Bower—Bower.
D. W. F.—Hess-Bright
F. S.—J. S. Brets.
Gur.—Gurney.

Faf.—Fafnir.
H. B.—Hess-Bright
Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.

Brg. Co. of Amer.—Bearing Co. of America.
S. K. F.—S. K. F. Industries.
S. R. B.—Standard Roller Bearing.
Tim.—Timken Bearing.
U. S.—"U. S. Strom."

1912 (30B)—(A) Tim, 259-253; (B) Tim, 235-2320; (D) Tim, 365-363; (E) 309, ) Tim, 365-363; (J) Tim, 337-3320; (K) Tim, 365:363; (O) 206; (AA, BB; EE) Tim, 335-3320.
)—(A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) Tim, 375-3720; (H) 4520; (J) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim, ); (DD & EE) Tim, 335-3320.
244)—(A) Tim, 415-412; (B) Tim, 316-312; (F) 311; (G) 455-4520; (H) Tim, ); (J) Tim, 337-3320; (K) Tim, 436-4320; (Q) 302; (AA & BB) Tim, 339-333; EE) Tim, 319-313.
044)—(A) Tim, 339-333; (B) 235-2320; (G) Tim, 365-363; (H) Tim, 375-3720; , 275-2720; (K) Tim, 436-4320; (AA & BB) Tim, 339-333; (DD & EE) Tim,

)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, AA) 210: Hy, 27797: (BB) 206: Hy, 27899: (DD)306: Hy, 26972: (EE) 308: 972: (FF) Hy, 26956.
)—(A, B, D & E)—Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407.
)—(A) Bower, 308AL: (B) Bower, 305AL.

1916 (2 Ton)—All Timken B'r'g's.; (A) 4558-4520; (B) 3360-3320; (C) 20; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335- BB) 357-353; (DD & EE) 339-333.
9 (1½ Ton)—(AA) Hy, 97026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

6-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320- ) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; EE) 319-313.
on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559c-552; (H) 456c-454; (J & K) 539c-532.

ROS.—1914 (A 1 Ton)—(A) 310; (B) 309; (D) 311E-310; (G & H) 1211 0; (BB) 309; (DD) 307; (EE) 308.
Ton)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 211; (AA) 210; (BB) D) 307; (EE) 309.
D2)—(O) 205; (AA) 210; (BB) 309; (DD) 307; (EE) 308.

OX & CONTINENTAL—1913 (O)—Tim. Brgs.; (A) 5550-5520; (B) 5351- ) 5354-5320; (D) 5550-5520; (E) 5351-5320.
n. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 0; (G & H) 3955-3920; (J & K) 539-532; (AA) 3955-3920; (DD & EE) 0.
—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; 5-4320; (G & H) 3955-3920; (J) 3459-3420; (K) 539-532.
ic.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556- ) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.
t MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550- E—G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532; EE) 415-412.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; 5-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552- DD & EE) 3554-3520.

s.)—1910 (12-40, 9-60)—(A) 310; (B) 406; (D) 312; (E) 212; (G & H) ) 411; (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310.
)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) B) 307; (DD & EE) 307.

ck)—1909-10-11 (3 Ton), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550;-5520; 1-5320; (D) 5550-5520; (E) 5351-5320.
s Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 0.
1 & 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; -6321.
Tons)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-

ALLEN (Model 33)—(F) Hy, 16294: (G & H) Hy 26062: (K) 307: (O) 205: (AA) 208: (BB) 207.
1914 (35)—(O) 205; (AA) 208; (BB) 207.
1914 (40)—(A) 0407; (B) 0405; (F) 309; (G) 210; (H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 206.
1915 (37) & 1916 (32)—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20 (BB) 207.
1916-17 (Classic)—(F) Bower, 309ADT: (G & H) Bower, 209AL : (J) Bower, 253T (K) Bower, 307A.
1917 (37)—(F) 310; (G & H) 0210; (J) 307; (K) 407.
1917—(G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.
1917 (32)—(F) 309; (G & H) 209; (K) 307; (AA) 208; (BB) 207.
1916-17-18 (Model 41)—(A) Bower, 307AL: (B) Bower, 305AL: (D & E) 309: (G & H) 209: (J) 207: (K) 307: (O( 205: (AA) 208: (BB) 207: (DD & EE) 304.
1919 (41)—(DD & EE) Hy, 16957.

ALPENA—1912—(O) 205; (AA, BB & CC) 307; (DD) 306.
1913 (M-6-50)—(F) 310; (K) 308.

ALTER—1915—(F) Hy, 16018 or 16225: (G & H) Hy, 26062 or 26063: (O) 205: (AA) 208: (BB) 307.
1916-17—(F) Hy, 16225 or 16018: (G & H) Hy, 26063: (J) 0306: (K) 307: (O) 205 (AA) 208: (BB) 307.
1918 (All Models)—(F) Hy, 16018: (G & H) 26063.

AMERICAN LA FRANCE—1914 (Spec.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320 (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532 (E) 415-413.
1911-12 (10)—Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413.
1910 (Special)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550- 6521; (E) 6354-6321.
1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355- 5320; (G & H) 5755-5720.
1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.
1917 (75-10-12-14-20-34-35-40-41)—Same as 1910 Model 10-11-12-14.

AMERICAN MOTORS—1912 (Scout 20)—(A) 305; (B) 307; (D) 308; (E) 208; (G) 209; (H) 209; (K) 406.
1912 (30)—(A) 306; (B) 308; (D & E) 309; (G & H) 211; (K) 309.
1913 (30)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 207 (K) 407 (AA) 209; (BB) 307; (DD & EE) 306.
1913 (Scout)—(A) 306; (B) 308; (D) 310; (E) 210; (G) 209; (H) 209; (K) 406.
1913 (30-6)—(A) 306; (B) 308; (D) 310; (E) 210; (G) 211; (H) 211; (J) 207; (K) 407; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1917 (Model A)—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0307: (K) 0407: (Q) 205: (AA) 209: (BB) 307.
1918-19—(F) Hy, 16779: (G & H) Hy, 26056.

AMPLEX—(F) 312, (K) 407; (AA) 309; (BB) 407; (DD & EE) 405.

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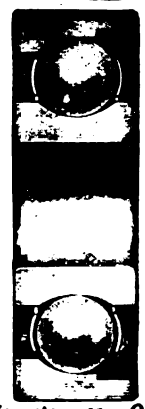
# FAFNIR

*Single Row Radial (Medium) 200 Series*

*Double Row Radial (Medium) 6200N Series*

*Double Row Radio Thrust (Medium) 8300 Series*



*Magneto or Open Type (Extra Light) 5100 Series*

## Fafnir Single Row Bearings Series 200, 300, 400.

Complete factory stock carried. These interchange with single row series of all standard makes.

## Fafnir Double Row Bearings Series 6200N, 6300N, 6400N.

Stocks carried of all most called for sizes. These bearings interchange with American width double row bearings.

## Fafnir Double Row Angular Contact Bearings 8200, 8300, 8400

These bearings have same dimensions as 6000N Series. They are designed to take exceptionally heavy thrust loads in addition to radial loads.

## Fafnir Magneto Type Bearings 5100, 5200, 5300 Series.

These bearings are largely used in magnetos and starting and lighting units.

### *Largest Assortment of Types and Sizes in America*

*Following is a list of distributors of Fafnir Ball Bearings. Substantial stocks are carried by all distributors and prompt and efficient service will be rendered by them on receipt of orders and inquiries.*

| | |
|---|---|
| Atlanta, Ga. | Ahlberg Bearing Co. |
| Baltimore, Md. | The Tire Mart |
| Billings, Mont. | Accessory Sales Co. |
| Birmingham, Ala. | Burns Bros. |
| Boston, Mass. | Ahlberg Bearing Co. |
| Bridgeport, Conn. | J. H. Cohen Co., Inc. |
| Chicago, Ill. | The Bearings Co. of Pennsylvania |
| Chicago, Ill. | Ahlberg Bearing Co. |
| Chicago, Ill. | Reeves Pulley Co. |
| Cincinnati, O. | I. J. Cooper Rubber Co. |
| Cleveland, O. | I. J. Cooper Rubber Co. |
| Columbia, S. C. | E. A. Jenkins |
| Columbus, O. | I. J. Cooper Rubber Co. |
| Dallas, Texas | The Fisk Co. of Texas |
| Dayton, O. | I. J. Cooper Rubber Co. |
| Denver, Colo. | M. L. Foss, 1725-1729 California St. |
| Des Moines, Iowa | Bernhard & Turner Automobile Co. |
| Detroit, Mich. | Ahlberg Bearing Co. |
| Detroit, Mich. | Auto Electric and Service Corporation |
| Houston, Tex. | The Fisk Co. of Texas |
| Indianapolis, Ind. | I. J. Cooper Rubber Co. |
| Kansas City, Mo. | The Equipment Co. |
| Knoxville, Tenn. | I. J. Cooper Rubber Co. |
| Los Angeles, Cal. | The Pacific Ball Bearing Co. |
| Macon, Ga. | A. S. Hatcher Co., successor to S. S. Parmelee Co. |
| Memphis, Tenn. | I. J. Cooper Rubber Co. |
| Milwaukee, Wis. | J. C. Jackson |
| Minneapolis, Minn. | Fenstermacher Automobile Supply Co. |
| Nashville, Tenn. | I. J. Cooper Rubber Co. |
| New Orleans, La. | Ahlberg Bearing Co. |
| New York, N. Y. | The Schade-Phelps Corporation. |
| Oklahoma City, Okla. | Sharp Auto Supply Co. |
| Omaha, Nebr. | Ahlberg Bearing Co. |
| Philadelphia, Pa. | The Bearings Co. of Pennsylvania |
| Pittsburgh, Pa. | Ahlberg Bearing Co. |
| Providence, R. I. | Ahlberg Bearing Co. |
| Salt Lake City, Utah | Motor Mercantile Co. |
| San Antonio, Tex. | The Fisk Co. of Texas |
| San Francisco, Cal. | The F. Somers Peterson Co. |
| Spokane, Wash. | The Washington Magneto Exchange |
| St. Louis, Mo. | Ahlberg Bearing Co. |
| Toledo, Ohio | I. J. Cooper Rubber Co. |
| Vancouver, B. C. | Maritime Motor Car Co. |
| Washington, D. C. | F. E. Phelps. |

# THE FAFNIR BEARING COMPANY

Conrad Patent Licencee

DETROIT Office: 752 David Whitney Bldg. **New Britain, Conn.** CHICAGO Office: 1301 So. Michigan Ave.

CLEVELAND Office: 916-917 Swetland Building

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—1909 (3)—(F) 406; (G & H) 209.
l. R)—(A) Tim, 2550-2520; (B) Tim. 2357-2320; (D) Tim, 2550-2520; (E) 57-2320; (F) 407; (G & H) 209.
l. S)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) 407; (G & H) 209.
del U)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) 5-3520.
Tim, 342-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) Tim, 355-3320;

Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; Tim, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.
G & H) 213; (J) 307; (K) 309.
-40)—(A) Bower, 307N: (B) Bower, 305A: (D & E) Bower, 209AL: (G) 209A.
on Tr.)—(A) Tim, 419-412; (B) 3150-3120;D) Tim, 4554—4520; (E) Tim, 0.
a Tr.)—(A & D) Tim, 419-412; (B & E) Tim, 2650-2620.
on)—(A) Tim, 4554-4520; (B) Tim, 3159-3120; (D) Tim, 5558-5520; (E)

ELECTRIC—1913 (Mod. 37-40)—(A) Tim, 342-3320; (B) Tim, 235-2320.
l. 45)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D & E) 365-363; (G) 375-) 456-4520; (J) 317-312; (K) 440-4320.
Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; ) 213; (J) 307; (K) 309.
l. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim (G & H) 213; (J) 307; (K) 309.
l. 68-69B)—Tim Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
l. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 0; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
Hy, 16692: (G & H) 26486.

15-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353 7; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) -313; Ann, 306.
& H) Hy, 26056: (Q) 1210: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) 6.
Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) 70; (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.
-40 & 6-8)—Tim. Brgs.: (D) 415T-412: (G & H) Hy, 26056: (J) 256-2530: 412: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) Hy, 16506.
(A) Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; 256-2530: (K) 441-4320: (P) 205: (AA) Hy, 17047: (BB) Hy, 16562: (DD Hy, 16056: (GG) ND. 05.

1912—(F) 311: Hy, 16032: (G & H) Hy, 26056 (AA) Hy, 27794: (BB) Hy DD & EE) Hy, 16516.
—(G & H) Hy, 26056: (AA) Hy, 27794: )BB) Hy, 26733: (DD & EE) Hy

—1917-18 (2 & 3½ Ton)—(O) 205: (AA) 308: Hy, 17026: (DD & EE) Hy, FF) Hy, 16820.

—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552.
l. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553) 5553-5520; (G & H) 559c-552; (J & K) 539c-532.

(Electric)—1913-14 (B-3, C-3)—Tim. Brgs.; (A) 5550-5520; (B) 5351) 5354-5320; (D) 6365-6321; (E) 5355-5320.
Mod. A-2 & C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 4-5520; (E) 4365-4320.
Mod. A-5 & C-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-) 6550-6521; (E) 6354-6321.
Mod. A-1 & C-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-) 4558-4520; (E) 3360-3320.
on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-) 3360-3320.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-) 5355-5320.
l. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-) 6356-6321; (E) 5355-5320.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-) 6354-6321.

Martin Atlas.

TY TRUCK—1909-10-11-12 (Truck L-1 Ton)—Tim. Brgs.; (A & D) 0; (B & E) 3360-3320; (G & H) 3756-3720; (AA) 3756-3720; (BB, DD & EE) 0.
(Mod. N, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; ) 3955-3920; (AA) 3955-3920; (BB, DD & EE) 4353-4320.
(Mod. M, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; ) 3955-3920: (G & H) Hy, 26592: (J) 3762-3720: (K) 1954-1920: (AA) 3955-BB) 3762-3720: (DD & EE) 3459-3420.
Ton)—Tim. Brgs.: (D) 3750-3720: (E) 3360-3320: (G & H) Hy, 16293.
Ton)—Tim. Brgs.: (D) 5550-5520: (E) 3351-5320: (AA) 27789: (BB) Hy, DD & EE) Hy, 16748.
Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.
Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
d. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 0; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE)

d. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 0; (G) 559c-552; (H) 456c-454; (J & K)539c-532; (AA & BB) 440-4320; EE) 316-312.
l. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c-) 277-274; (BB) 339-333.
l. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; ) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
l. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; 9-333; (DD & EE) 319-313.
l. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; EE) 415-412.
d. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 1; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; 5-4320; (DD & EE) 415-412.
d. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 0; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; EE) 319-313.
l. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-

ATTERBURY TRUCK—Continued
3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H)5756-5720; (J & K) 559c-552; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333 (DD & EE) 319-313.

AUBURN—1913 (Mod. 6-50)—(F) 312; (G & H) 0312; (J) 309; (Q) 209.
1913—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 209.
1913 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 309; (AA) 208; (BB) 207.
1913 (30L, 33M)—(F) Hy, 16705: (G & H Hy, 16293.
1914 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1915 (Mod. 4-36)—(F) Hy, 16691: (G & H) Hy, 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1915 (Mod. 6-40)—(F) 310: Hy, 16675: (G & H) 212: (G) Hy, 26059: (H) Hy, 26232: (J) 0309: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1916 (Mod. 6-40)—(J) 308: (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.
1916-17 (Mod. 6-38)—(F) Hy, 16675-16691: (G) Hy, 26056-26486: (H) 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 206.
1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1917 (Mod. 6-39)—(F) Hy, 16692: (G & H) Hy. 26486: (J) 307: (O) 205: (Q) 205: (AA) 309: (BB) 307: (CC) 210: (D) 305: (EE) 306.
1917 (Mod. 6-44)—(O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1919 (Mod. 6-39H)—(F) Hy, 16692: (G & H) Hy, 26486.

AUSTIN—(1912)—(A) 309; (B) 307; (F) 312; (G & H) 212; (K) 408.
1916-17 (Modgl 12)—(F) 213.
1917 (Model 77)—(F) 313; (G & H) 312; (K) 307.
1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1909-10 (Modl 20-23)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3360-3320; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1909-10 (Mod. 21-21A, 21B)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 395-3920; (J) 316-312; (K) 375-3720; (W) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1910 (Mod. 18C-B)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 375-3320; (J) 3150-3120; (K) 3759-3720; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911 (Mod. 21-C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 316-312; (K) 375-3720; (W) Ann, 410; (Y) 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120
1911-12 (Mod. 21-3)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA 3366-3320; (BB, DD & EE) 3160-3120.
1912-13 (Mod. 21C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3365-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3160-3120.

AVAILABLE—1915 (¾ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 339-333-(BB) 277-274.
1915 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720: (G) 559c-552: (H) 456c-454: (J & K) 539c-532: (AA) 277-274: Hy, 17026-(BB) 339-333: Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA, BB, DD & EE) 335-3320.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c & 552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (5 Ton)—Tim Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (1 & 1½ Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (D & E) 5550-5520: (G & H) 477-473: (J & K) 456-453.
1918-19 (2 Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D & E) 5553-5520: (G & H) 559c-552: (J & K) 539D-532: (AA) 337: (BO) 339: (CC) 306: (DD & EE) 319.
1918-19 (3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443B-4320: (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J) 559c-552: (K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.
1918-19 (5 Ton)—Tim. Brgs.: (A) 5550-5520: (B) 5351-5320: (C) 5354B-5320: (D) 780-772: (E) 6552-6521: (G & H) 780-772: (J & K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.

AVERY—1910-11-12-13 (2-Ton B, 3-Ton A)—Tim. Brgs.; (A) 4554-4520; )B) 4364-4320; (D, E, G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1912-13 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D & E) 6452-6420; (G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

BABCOCK—1910 (Mod. 14-16-17)—Tim. Brgs.; (A & D) 337-3320; (B & E) 315-312
1911 (Mod. 5-6-10-12)—Tim. Brgs.; (A & D) 337-3320; (B & E) 235-2320.
1912 (Mod. K, K)—Tim. Brgs.; (AA, BB, DD & EE) 335-3320.
1913—(A) 308; (B) 306; (F) 211; (G & H) 210; (J & K) 208.
1914 (Mod. 30)—(AA) 307; (BB) 307; (DD) 306; (EE) 307.

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# Quality

## COMFORT - SAFETY ENDURANCE

NEW DEPARTURE Ball Bearings increase the enjoyment of the driver and passengers of a motor car.

No adjustments are possible or necessary.

Chrome alloy steels give New Departures a resilience that absorbs all stresses and shocks without endangering the proper functioning of the bearings.

New Departures are practically frictionless and outwear the car itself.

Engineering practice in America has established New Departures as an essential in the best motor cars.

**The New Departure Manufacturing Company, Bristol, Conn.**

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# New Departure Ball Bearings


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TRIC—1912-13 (Mod. O-118 & O. E.)—Tim. Brgs.; (A & D) 3750-3720
15-3320; (C) 341-3320.
Mod. X)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3332-3320; (E)

129)—Tim. Brgs.; (A) 4550-4520; (B & E) 4365-4320; (C) 443-4320; (D)

U)—Tim. Brgs.; (A) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (D)

C.C.), 1915 (C-A)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-6356-6321; (E) 5355-5320.
E-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) ; (E) 6354-6321.
O-E)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.
17 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (D & E) 365-363.
W)—(A) 306; (B) 304; (D & E) 309.
ZF) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

:K—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473; 120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-41
)—(D) Bower 311N (E) Bower 311N.

7-18—(AA) Hy, 27797: (BB) Hy. 27899: (FF) Hy, 26956.

1 Ton)—(E) Bower, 307NDT.
Ton)—(E) Bower, 308 NDT: (D) Hy, 16670: (G & H) Hy, 26069.
'on)—(E) Bower, 410NDT: (D) Hy, 26662: (G & H) Hy, 26356.

)15 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

-1913—(Q) 205; (W) 410; (X) 314; (AA & BB) 307; (DD & EE) 306.

—1913—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K)

—1916 (A-1-1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
od. A & D)—(A) Bock, 308: (B) Bock, 307: (D) Bower, 309N: (E) Bower, ) Hy, 26219: (H) 208: (J) 306: (K) 406: (O) 205: (AA) 208: (BB) 307.
od. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, ) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (DD & EE) 305.
E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T; 6084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; E) 305.
F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; 6084; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 205; (AA) 308; (DD & EE) 305.
Ton; F-3½ Ton)—(G) Hy, 26084: (H) Hy, 26085.

-1913 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-4365-4320.
D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB) (DD & EE) 415-412.
G, 1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 309N: (E) 6N: Jackshaft, Bower, 306N.
d. J-2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D & E) Bower, 311N.
Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559c-552: (J & K) 539c-532: (AA) 415-412: Hy, 277941: (BB, DD & EE) 320: (BB) Hy, 26733: (DD & EE) Hy, 16516.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB) (DD & EE) 415-412.
-Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

1 (Mod. D)—(A) 0407; (B) 0405; (J) 207; (K) 307; (O) 205; (Q) 205 (BB) 307; (DD & EE) 306.
) Hy, 6681: (G & H) Hy, 26252.

(Mod. B & C)—(F, G & H) 208; (J) 306; (AA) 207; (BB) 305.
D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

(Super "4")—(G & H) Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27889.

-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B

od. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.
od. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

RANNIS—1912—(A) 307; (B) 304; (D) 309; (E, G & H) 209; (J & K)

H) 209; (J & K) 306.
10; (G & H) 210; (J) 306; (K) 406.

—1916-17-18—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0408 (AA) 208: (BB) 307.

-1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 3920; (E) Tim, 397-394; (AA) 211R.T. Gurney; (BB) 209R. Gurney.

TROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407- (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.
8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304; (BB) 306; (DD & EE) 305.
A)—(W & X) 311; (AA & BB) 308; (CC) 304; (DD & EE) 305.
B)—(F) 310; (G & H) 209; (J) 306; (K) 307; (W & X) 311; (AA) 308; (CC) 304; (DD & EE) 305.

)15 (Mod. B-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1$\frac{11}{16}$) ball brg.; (J) 2½ O. D. x 1$\frac{1}{16}$ I. D. x .686 ball brg.; (K) Hy, 16494; (O) pecial; (Q) 2$\frac{1}{4}$ O. D. x 1$\frac{11}{16}$ I. D. x ⅝; (AA) 208; (BB) 308; (LL) ⅝ Stee

4-38)—(D & E) 0208: (G & H) Hy, 26253: (J) 0208: (K) 0308: (Q) Pr. St. No. 502½: (LL) ⅝ Steel Ball.
. 8-38)—(G & H) Hy, 26253: (O) Bantam "Marco": (Q) Pr. St. Mfg. Co. : (LL) ⅝ Steel Ball.
19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;" ; (AA) 208; (BB) 206; (LL) ⅝ Steel Ball.

TRIC—1912—(A) 0307; (B) 0305; (F) 309; (G & H) 209; (J) 0306; (K)

—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320-3320; (DD & EE) 316-312.
½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
Ton)—(A) Bower, 310N: (B) Bower, 309N: (D) 314NDT.
Ton)—(A) Bower, 313N: (B) Bower, 312N: (D) Bower, 317NDT.

1913 (Orchard Tractor)—(D) Tim, 4553-4520; (E) Tim, 4365-4320.

lectric)—1913 (Del. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) ; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320;
Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3654-3620; (D & E) 375-375-3720; (H) 456-4520; (J) 336-3320; (K) 435-432.
C, CA)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320.
07; (B) 305; (F) 311; (G & H) 209; (J) 0309; (K) 0306.

1914 (Mod. C, C)—(A) Tim, 3750-3720; (B) Tim, 3360-3320.
1914 (Mod. C-D-A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6350-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (Mod. 35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

BUICK—1909 (Mod. F-17)—(F) Hy, 16801: (G & H) Hy, 16831: (AA, BB, DD & EE) Tim. Brgs., 3455-3420.
1911 (Mod. 27)—(F) Hy, 16731: (G & H), 26062: (J) 307: (AA) 211: (BB) 307: (EE) 207.
1913 (Mod. 24 & 25)—(F) Hy, 16705: (G & H) Hy, 16293: (AA) 208: (BB) 307.
1913 (Mod. 30 & 31)—(F) Hy, 16705: (G & H) Hy. 26059: (AA) 209: (BB) 307.
1913 (Mod. 40)—(F) 311: (G & H) 211: (J) 307: (AA) 309: (BB) 407.
1914 (Mod. 36 & 37)—(F) Hy, 16692: (G & H) Hy, 26059: (J) 307: (K) 407: (AA) 208: (BB) 307.
1914 (Mod. 55)—(F) 312: (G & H) 211: (J) 307: (K) 407: (AA) 210: (BB) 307.
1915 (Mod. 24 & 25—(F) Hy, 16691: (G) Hy, 26062: (AA) 208: (BB) 307.
1915 (6-C-55, 36 & 37)—(F) 312: Hy, 16692: (G & H) 211: Hy, 26059: (J) 307: (K) 407: (AA) 210: (BB) 307.
(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.
1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.
1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.
1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.
1916-17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O 209.
1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.
1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.
1917 (Mod. D-35)—(F) Hy, 26394: (G & H) Hy, 26223: (J) 306: (K) 307: (AA) Hy 16479: (BB) 306.
1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G& H); Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.
1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.
1918 (Mod. E-34-5)—(F) Hy. 26394 (G & H) Hy, 26223: (J) 306: (K) 307: (BB) 307: (AA) Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.

BURFORD—1915-16-17-18 (O-3-2 Ton)—(A) Bower, 311A: (B) Bower, 410NDT (D) Bower, 411NDT: (E) Bower, 308NDT.

CADILLAC—1910 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 375-3720.
1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 456-4520.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1912—(DD & EE) 306.
1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.
1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A;(K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (GG) 205.
1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
1918-19 (Type 57)—(DD & EE)—Hy, 17989.

CAMPBELL—1918—(G & H) Hy, 26216.

CARNATION—1914—(F) Hy, 16042: (G & H) Hy. 26069.

CARTER CAR—1913-14 (Mod. 5A, 5B)—(F) 310.
1909-10-11 (Mod. L, 1912 Mod. H)—(F) Hy, 16801: (G & H) Hy, 16831.
1909-10-11 (Mod. H)—(F) Hy, 16829: (G & H) Hy, 16826.
1913-14 (5-A-B-C-D-R)—(G & H) Hy, 26059.
1914-15 (Mod. 7-9)—(G & H) Hy, 26064.
1915 (Mod. 9C)—(F) 309.

CASE—1911 (Mod. L)—(D, E, G & H) Hy; (K) 308; (AA & BB) 335-3320; (DD & EE) 316-312
1912 (Mod. M)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. K)—(F) Hy, 16706: (G & H) Hy, 16073.
1913 (Mod. N)—(A) 0309; (B) 0307; (F) 310; (J & K) 0308; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.
1913 (Mod. O)—(A) 0309; Tim, 415-412; (B) 0307; Tim, 316-312; (D & E) Tim, 375-3720; (F) 311; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 408; Tim, 539-532; (AA, BB, DD & EE) Tim, 335-3320.
1914 (Mod. O)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454 (H) 559-552; (J) 439-4320; or Ann, 307; (K) 539-532 or Ann, 407; (AA, BB, DD & EE) 335-3320.
1914 (Mod. R)—(D & E) Hy,16 691: (G & H) Hy, 26264: (K) 307: (AA, Hy, 16689 (BB) Hy, 16552: (DD & EE) Hy, 16517.
1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
1915 (Mod. S-35)—Tim. Brgs.(G & H) Hy, 26056): (AA) 337-3320: (BB) 335-3320: (DD) 316-312.
1915 (R-15 or 25-1916T)—(F) Hy, 16675: (G) Hy, 26056: (H) 26083.
1915 (R-15 or 25)—(F) Hy, 16675: (G) Hy, 26059: (H) Hy, 16232.
1916 (Mod.T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
1917 (Mod. T)—(A) Tim, 339-333: (B) Tim, 235-2330: (F) Hy, 16681: (G & H) Hy, 26056: (J) 208RT: (K) 407RT: (AA) Tim, 336-333: (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.
1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CENTURY (Electric)—1914 (Mod. S-B, L-B)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

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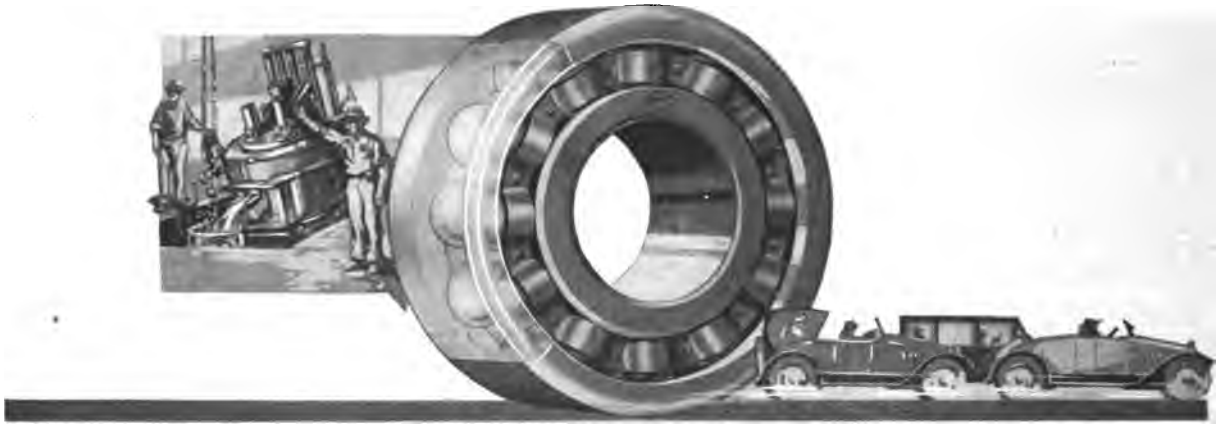
MR MARLIN-ROCKWELL INDUSTRIES

# Ball Bearing Quality Begins in the Crucible



AT the Braeburn Steel Company, near Pittsburgh, owned and operated by ourselves, we make the High-Chrome-High-Carbon Steel for

SRB

Single Row Double Row

## Annular Ball Bearings

THE difficulties and uncertainties of securing in the usual market a steady supply of bearing steel of unvarying highest quality to meet our growing requirements, determined us to purchase the Braeburn Steel Company, one of the pioneer tool steel mills of the country, which our records showed had furnished the best steel over a period of years. Now, after a year of standardization work, we have accomplished for ourselves what could not be done for us—adapted a single source of steel to our entire requirements, eliminating all variation from our exacting quality standard and insuring at all times regularity and adequacy of supply.

Thus in the manufacture of S R B bearings we safeguard and co-ordinate every step of manufacture from the raw metals to the superbly finished product that is called upon to function with unfailing reliability at the most critical load-carrying friction points in automobiles, trucks, tractors, and industrial machinery.

In our own mill we are able to specialize in our bearing steel as can not elsewhere be done, assuring a correctness and uniformity of method in the "heats" of the electric furnaces, the hammering and rolling of the ingots, and finally the all-important process of "annealing," for which especially designed furnaces have been provided.

The S R B mark on Ball Bearings or Taper Roller Bearings is proof of the most highly specialized products of their kind. You will find them in those motor cars, trucks and tractors whose names are instantly thought of as leaders in their respective fields.

*IN our operations at Braeburn we have provided amply increased capacity to continue to supply the many customers who have long depended on this mill for their High Speed and other grades of Tool and Special Steels*

*Fully Equipped Service Stations in Principal Cities*

**Standard Roller Bearing Company**
**Philadelphia**

**Braeburn Steel Company**
**Pittsburgh**

**Owned and Operated by**

**MARLIN-ROCKWELL**
CORPORATION

**EXECUTIVE OFFICES 347 MADISON AVENUE NEW YORK**

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-1906-9 (Mod. D-E)—(T) 404; (U) 205; (V) 206.
F)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408; X) 314.
Mod. 30)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307; W) 410; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
J)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
K)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408; X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
d. L)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
M)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306 W) 410; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
10-36)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; Tim, 375-3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread) 418-412; (O) 205; (Q) 305; (T) 411; (U) 316; (W) 411; (Y) 316; (AA) & EE) 307; (CC) 205; (FF) 204; (GG) 301 & 302; (HH) 302.
11-30)—(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y) & BB) 307; (DD & EE) 306.
12-60)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720; 55-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411; V) 219; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 307; (FF) 204; (GG) 202; (HH) 302.
16-30)—(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H 3720; (J) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB) 7; (DD & EE) Bower, 306.
16)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H) (J) 256-2520; (K) 417-412.
17)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H) 720; (J) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 305; (T) 411; /) 204; (W) 411; (Y) 316; (AA, BB, DD & EE) 307; Bower, 307A; (DD wer, 306A; (CC) 205; (FF) 200; (GG) 301 & 302; (HH) 302.
18-36)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375 Tim, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305 U) 316; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) , 307A; (CC) 205; (FF) 204; (GG) 202; (HH) 302.
d. 26-5 Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363; 75-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD) & EE) Hy, 16555.
d. 17 & 19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363; Tim, 375-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 305; (W) 316; (AA) 205; (BB, DD & EE) 307; (CC) 205; (FF) 204; (GG) 301 H) 302.
24, Master 6)—(A) Tim, 444-4320; (B) Tim, 316-312; (C) Tim, 3653B-E & G) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim; Q) 1305: (AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555: (JJ),

)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H) 720; (AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
9)—Tim, Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G) (H) 455-453; (J) 337-3320; (K) 4367-4320; (AA) Hy, 16589; (BB) Hy, D & EE) Hy, 16555.
26-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-E) 365-363; (G & H) 375-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD , 16555.
32A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676 Tim, 385-383; (J) Hy, 16551; (AA) Hy, 26485; (BB) Hy, 26677.
32B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; 75-3720; (J) 255-2520; (K) 417-412; (AA) Hy, 26485; (BB) Hy, 26677.
75-3720; (J) 255-2520; (K) 417-412.
5-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim, ; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim, f Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)

26)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim, & H) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601; ) Hy, 16555.
laster Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
6-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288 55-3520; (J) 334-3320; (K) 258-2520; (AA) Hy, 17024; (BB) Hy, 16481: 17799; (EE) Hy, 16506.
55-3520; (J) 334-3320; (K) 258-2520.
35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H) (J) 257-2520; (K) 3381-3320.
6-30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T- & H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H 3) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
6, 35B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim, ; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P) ; (AA) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.
Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H) 520: (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy, D) Hy, 17799; (EE) Hy, 16506.
'ass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H) -3720: (J) Tim, 255-2520: (K) Tim, 417-412: (AA) Hy, 17024: (BB) Hy, D) Hy, 17799; (EE) 16506.
-1913-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 309; 0210; (I) 210; (J) 0207; (K) 0407; (O) 205; (AA & BB) 307; (CC) 304; ) 306.
15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304; ) 306.
16)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 07; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; ) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; ) 407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305;

25)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

as 1918, except Main Shaft Front uses 308 instead of 210.

k)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh. SKF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA & 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209; 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB) (DD & EE) Rh. 306A.
A 1 Ton)—(A) Bower 308N: (B) Bower, 307N.
B-2½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
X-3 Ton)—(A) Bower, 313: (B) Bower, 312N: (D & E) Bow 317er,NDT.

—1913 (Mod. C)—(F) 311; (G & H) 212; (K) 310; (AA) 310; (BB) & EE) 307.
07; (AA) 209; (BB) 307.
Mail H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA) BB) Std. 717: (CC) SR 307.

CHEVROLET—Continued
1914 (Mod. C)—(D & E) 311; (G & H) DR212; (K) 310; (AA & BB) 310; (DD) 307; (FF) 1⅝x⅞1D.
1915 (Mods. H2, H2½)—(F) Hy, 16018 (G & H) Hy, 26032: (J) 0306: (K) 307: (AA) SR1209: (BB) SR1307; (CC) 307.
1915 (Light Six)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516'
1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.
1916 (Little Six)—(J & K) Hy, 2.3285" OD x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307. (AA) 210
1916 (Baby Grand Mod. H)—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 207: (BB) 209: (CC) 307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217, (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec, 7 Balls ⅞"; (AA) 207; (BB) 306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

CHICAGO (Electric)—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

CLARK—1910-11 (Mod. A-B, 30-40)—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1913 (30)—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

CLASSIC—1917—(D & E) Bower, 208A.

COATES-GOSHEN—1909-10 (Mods. G & S)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

COEY FLYER—1915 (Bear Mod.)—(F) Hy, 16706: (G & H) Hy, 16247.
1916—(F) Hy, 16018: (G & H) Hy, 26063.

COLBY—1913-14 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337; 3320; (BB, DD & EE) 335-3320.
1913 (Pleas.)—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

COLE—1912 (Mod. ABC, CCD & DD)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 212; (BB) 307; (DD) 306; (EE) 306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 212; (BB) 307; (DD & EE) 306.
1914 (Ser. 9)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
1913 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
1916 (6-66)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
(Mod. 870—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312 NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
1916 (2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hv, 16698.
1916 (3 Ton)—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

COLUMBIA (of Hartford)—1908-09 (Mod. 48-45)—Tim. Brgs.: (A) 355-3520: (B) 316-312: (D & E) 355-3520: (G & H) 395-3920: (J) 337-3320: (K) 435-4320.
1910 (Mod. 48-4)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
1911-12 (Mod. 85-1-2)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1912 (Mod. 88)—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 450-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1916-17-18—(O) 205.
1918 (E. T. 2 Ton)—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

COLUMBUS (Electric)—1912 (Gas Car)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1912 (12-20D)—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
1913 (12-22)—(A & D) Tim, 1950-1920; (B & E) Tim, 1560-1520.
1914 (All Mods.)—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

COMET—1918 (C-50)—(F) Hy, 16691: (G & H) Hy, 23227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 26956.

COMMERCE—1916-17-18 (E-1 Ton)—(A) Bower, 308AL: (B) Bower, 305AL: (D Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
1914-15-16-17 (1,500 lbs.)—(F) Hv, 16681: (G & H) Hv, 26053.

COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)—Tim. Brgs.; (A) 3364-3320 (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
1912 (3½ Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1913-14-15-16 (3½, 5 & 5½ Ton)—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (Elec. ½ Ton)—Tim Brgs.; (A) 3364-3320; (B) 2353-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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## will carry more load than
## A small one

## BECAUSE

Every increase in ball diameter brings the curvature of the ball nearer to that of the surface on which it rolls. The slight natural deformation of the ball under compression makes a larger area of contact. This reduces the unit pressure, making safe the carrying of a greater load.

In Gurney Ball Bearings the method of assembly permits the largest possible balls and in addition the curvature of the raceways is such that it fits very closely the curvature of the balls. The load carrying capacity of each ball is thus made equivalent to the capacity of about 26 balls of the same size on a plane surface and is **one** of the reasons for the unusual carrying capacity of Gurney Ball Bearings.

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—(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-& H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; im, 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; f) Tim, 559C-552; (J & K) Tim, 539D-532; (N) 8K.F, 2307; (Q) 209; (S) AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) all.

1910 (Model 18)—(A) 307; (B) 305; (F) 407; (G & H) 309; (J & K) A) 307; (BB) 208; (DD & EE) 305.

-1916-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, ); (DD & EE) 316-312.
-3½ Ton)—(D & E) Bower, 317NDT.
-2½ Ton)—(D & E) Bower, 314 NDT.
5 Ton)—(D & E) Bower, 319NDT.

N—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; , (J) 0307; (K) 0407; (AA) 305.
Car)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) AA) 205.

-1910—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, DD & EE) Hy, 16506.
(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD Hy, 16506.
Hy, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE) 06.

IcDOWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

D—1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320.
d. 12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336-B) Tim, 335-3320; (DD & EE) Tim, 316-312.
d. 12-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435-DD & EE) 316-312.
ds. 13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; H & AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-) 5355-5320.
l. 13-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) ); (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 5-4320; (DD & EE) 316-312.
l. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) 20; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
on)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
& 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim,

l. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) ); (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
l. 30-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) ); (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE)

—1913 (5 Pass.)—(Q) 204; (AA) 209; (BB) 307; (DD & EE) 306.
ss.)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 307.

uck)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-B, DD & EE) 335-3320.
l. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
l. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
l. C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) ); (BB) 440-4320; (DD & EE) 415-412.
l. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) 0; (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; EE) 415-412.
lbs.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 20; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE) .

Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-iB) 357-353; (DD & EE) 339-333.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; EE) 339-333.

ART—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 309; (E) 209.
o 57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) 88: (BB) Hy, 26728: DD & EE) Hy, 16506.
l. E-25)—(D & E) 208. (G & H) Hy. 26216 (AA) Hy. 26518 (BB) Hy. DD & EE) Hy. 16517.
) (F) Hy. 16681 (G & H) Hy. 26056 (AA) Hy. 27788 (BB) Hy. 26723 (DD Hy. 16506.
l. C-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD Hy, 16517: (O) 306.
w-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)

& H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy,27899.

—1913—(D) 310; (E) 210; (G) 211; (H) 211; (J) 0307; (K) 408; (AA) 3) 307; (CC) 304; (DD & EE) 306.
309; (B) 306; (D) 311; (E) 211; (G) 211; (H) 211; (J) 209; (K) 408; 8; (BB) 307; (CC) 304; (DD & EE) 306.

IAM—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
s.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) ); (J) 336-3320; (K) 435-4320.
b. J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) ); (H) 456-4520; (J) 336-3320; (K) 435-4320.
leas. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) ); (H) 456-4520; (J) 336-3320; (K) 435-4320.
b.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375-) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
s.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) ); (DD & EE) Ann, 307.
b. & Fleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; , 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 9-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann,

(Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 205. 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.
1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.
1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.
1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.
1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320-(D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.
1916 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.
1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.
1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 307: (DD & EE) 306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 307: (DD & EE) 306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann 306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1916-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1½": (AA) 208: (BB) 307: (CC) 204: (DD & EE) 305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1½": (AA) 209: (BB) 307: (CC) 304: (DD & EE) 306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rh. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1½"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 210: (BB) 307.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Bock N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Bock N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.

U. S. 5314: (J & K) U. S. 5411: (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or 8KF. 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

*(1917—2-U-V use 455-4520 on inner rear wheel.)

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**DENBY—Continued**
1915-16-17 (1 Ton B & C)—(A) Tim. 4556-4520; (B) Tim. 3360-3320; (D) Bower 2672T; (E) Bower, 3362T; (G) Hy, 26084; (H) Hy, 26085.
1916-17 (2½ Ton K)—Tim. Brgs.: (A) 4556-4520; (B) 3360-3320; (C) 341B-3320; (D) Bower, 5563T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085.
1917 (2, Ton)—(J) 207; (K) 407; (O) 205; (AA) 208; (BB) 207; (DD & EE) 208.
1917 (12, 1-Ton)—(J) 206; (K) 406; (O) 205; (AA) 208; (BB) 207.
1917-18-19 (Mod. 12 2-Ton)—(A) Tim. 4558-4520; (B) Tim. 3360-3320; (D) Bower. 5553-; (E) Bower, 4554: (G & H) Hy, 26084-26085: (J & K) 407 & 207: (AA) 208: (BB) 207: (DD & EE) 205.
(Model 210)—(A) Tim. 5560-5520; (B) Tim. 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27968; (DD) 209; (EE) 308.
1919 (3½-5 Ton)—(F) Hy, 47963; (G & H) Hy, 26480: (K) Hy. 26669.

**DENMO—1917-18 (10 1½ Ton)**—(D) Bower, 309N: (E) Bower, 306N (Jackshaft), 306N 1918 (12 ½ Ton)—(D) Bower, 309N: (E) Bower, 306AL (Jackshaft), 306AL.

**DETROIT (Electric)—1913 (Mods. 35, 36, 37, 39, 40 & 42)**—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) 210.
1914 (Mods. 45, 47, 48)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-; 363: (I) 709U; (L) 209; (M) 307.

**DETROITER—1917 (Mod. 6-45)**—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

**DIAMOND ARROW—1909-10**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 365-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.

**DIAMOND T—1913 (Pleas.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.
1914 (J 1½ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (J 1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E)

**DILE—1915 (Mod. A)**—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 205.

**DIXIE FLYER—1917 (Flyer)**—(D & E) Bower, 209AL: (G) Bower, 209A.

**DIXIE—1916-17-18**—(G & H) Hy, 26216.

**DISBROW—1917 (Louis Disbrow)**—(DD & EE) Hy. 17799.

**DOANE (Truck)—1917 (2½-Ton)**—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (6 Ton)—Tim. Brgs.: (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

**DODGE (All Years)**—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284: (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

**DORRIS—1912 (Mod. 35)**—Tim. Brgs.; (A) 337-3 20; (B) 315-312; (D & E) 365363 (G & H) 375-3720; (J) 256-2520; (K) 415-412; AA & BB) 335-3320; (DD & EE) 316-312.
1912 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1912-14 (Mods. 35, 1-14)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (Lt. Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (1-Ton Del.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-A-4)—Tim. Brgs.; (A) 237-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H)375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (1-6-4) 1917 (1-B-6-¼ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 6-6) uses Tim, 335-3320.
1916-17 (1-B-W)—Tim. Brgs.; (A) 4558-4520: (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

**DORT—1918-16-17-18-19 (5-5A, 9, 11)**—(D & E) Hy, 16395; (G & H) Hy, 162270 (J) Tim, 319-312; (K) Tim, 348-332; (AA) 207; (BB) 305.

**DREDNOT—1914 (Mod. A-13)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (Mod. 9)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915 (Mod. G)—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**DREXEL—1917 (Mod. R.)**—(D & E) Bower, 208A.

**DRIGGS SEABURY—1912-13 (4-5 Ton)**—(D) Tim, 6451-6420; (E) Tim, 6354-6321.
1912-13-14 (2 Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4364-4320; (D) 5554-5520; (E) 5355-5320.
1913-14 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 6358-6321; (E) 5565-5520.
1912-13 (7-Ton)—Tim. Brgs.; (A) 6452-6420; (B) 5355-5320; (D) 6552-6521; (E) 6350-6321.

**DUPLEX—1916 (Mod. C-B)**—(AA & BB) Tim, 357-353; (DD & EE) 339-333.
(2 Ton)—(A & D) Bower, 3762T: (B & E) Bower, 3362T: (G & H) Bower, 458T: (J) Bower, 4359T: (K) Bower, 335T.
(3-Ton)—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4359T.
1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; () Bower 4359T; (O) 205; Jack Shaft Hy, 19200.
1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Rower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND. 205 Jack Shaft Hy, 19200.
1917 (Mod. EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower. 456T; (J) Bower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jack Shaft Hy, 19200.
1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brgs. 2 Bowers 4355T, Jack Shaft Hy. 19200.
1918 (D 3½ Ton)—(A & D) Bower 311N: (B & E) Bower, 310N: (G & H) Bower, 456T. (J) Bower, 4359T: (K) Bower, 335T: Jack Shaft. Bower, 310NDT

**DUROCAR—1911 (Mod. D-30)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E, G & H) 375-3720; (J) 336-3320; (K) 435-4320.
1911 (Mod. L-N)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (Mod. 1-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

**EAGLE—1917-18**—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 26518: (BB) Hy, 26737.

**ECLIPSE—1912 (A 2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1912 (D 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4352-4320; (C) 443-4320; (D) 6356-6321; (E) 5350-5320.
1912 (E 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6221; (E) 5355-5320.

**ECONOMY—1917 (Mods. 4-36)**—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.
1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306, (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

**EDWARDS-KNIGHT—1913 (Mod. 25)**—Tim. Brgs.: (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 5356-5320; (K) 4364-4320; (AA) 337-3320; (BB) 335-3320: (DD & EE) 316-312.

**ELCAR—1914 (Pleas.)**—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915 (Mod. 4-40)—Tim. Brgs.: (A) 415-412; (B, DD & EE) 316-312: (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (Mod. A-B)—(D & E) Hy, 16076: (G & H) Hy, 26216.
1917-18—(G & H) Hy, 26216.
1917-18—(D & E) Bower, 208A.

**ELGIN—1916-17 (Farm Tractor)**—(D) Tim. 4554-4520; (E) Tim, 3362-3320.
1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K) 307; [see 306 & 406 with short third member]; (O) 203; (AA) 207; (BB) 306.
1917 (Pleas.)—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) 0208: (K) 0407.
1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.
1918 (Mod. A)—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207; (BB) 306.

**ELK (Truck)—1913 (Mod. B)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1913 (Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Mod. E)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 395-3320; (K) 456-4520.

**ELKHART—1916**—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (BB) 305.
1917 (Mod. A)—(F) 309; (G & H) 210; (K) 307 x 1¼"; (O) 203; (AA) 207; (BB) 305.
1917—(J) 0208; (K) 0407.

**ELMORE—1909 (Taxi)**—(D & E) Hy, 26892: (G & H) Hy, 26893: (K) 308.
1909-11-12 (Mods. 25, 26, 27, 33, 34)—G & H) Hy, 26062: (K) 307.
1910-12 (Mod. 37-44)—(F) 408; (G & H) 212; (J & K) 308.
1911 (Mod. 46B)—(F) 311; (G & H) 212; (J) 309; (K) 306.
1914 (D & E) Hy, 16829: (G & H) Hy, 16826.

**E. M. F.—1909-10-11 (30)**—(D & E) Hy, 16082.
1912 (30)—(D, E, G & H) Hy, 16082.
1913 (30)—(G & H) Hy, 26056.

**EMERSON—1917 (Four)**—(D, E, G & H) Hy, 16076.

**EMPIRE—1912**—(D & E) Hy, 16018: (G & H) Hy, 26062: (K) 306
1913—(D & E) Hy, 16018: (G & H) Hy, 26062: (O) 205: (AA & BB) 306: (CC) 304: (DD & EE) 305.
1914 (Mods. 31, 31-40)—(D & E) Hy, 16722: (G & H) Hy, 26062: (O) 205: (AA) 208: (BB) 307: (CC) 304: (DD & EE) 305. (Mods. 31, 31-40 Roadster)—(AA) 210 (BB) 307: (CC) 304: (DD & EE) 305.
1915 (Mod. 33)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (BB) 307.
1916 (Mod. 33-45)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (O) 205: (AA) 208: (BB) 307.
1917 (Mods. 45, 60)—(D & E) Bower, 209AL: (F) 209: (G & H) 0209: Bower 209A: (J) 207: (K) 406: (O) 205: (P) DR 206: (AA) 208: (BB) 307.
1916-17 (60-71)—(D & E) Hy, 16691: (G & H) Hy, 26486.
1917-18 (50-51)—(F) Hy, 16779: (G & H) Hy, 26252.
1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (AA) 209; (BB) 307.
1918—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A.

**ENGER—1912-13 (Mod. E, F & J)**—(E) 310; (G & H) 212; (J) 0309; (K) 307; (AA) 211; (BB) 307; (DD & EE) 306.
1915 (Mod. 6-50)—(F, G & H) Hy, 16779: (J) 0207: (K) 307: (Q) 205: (AA) 208: (BB) 307.
1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 208.
1917 (Mod. 6-50)—(D & E) Bower, 209AL: (G) Bower, 209A: (K) 307: (Q) 205: (AA) 208: (BB) 307.

**ERIE—1916-17 (33-34)**—(F) Hy, 16779: (G & H) Hy, 26252.

**ESSEX—1918 (Pleas.)**—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520: (J) Upper 2785-2720: (K) Lower, 3381-3320: (AA) Hy, 17034: (BB) Hy, 16661: (DD & EE) Hy, 16473: (FF) Hy, 16820.

**ESSEX—1917 (1½-Ton)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

**EWING—1910 (Cab)**—(A) 306; (B) 308; (G & H) 211; (J) 307; (K) 308.

**F. A. L.—1909-10**—(F) Hy, 16118: (G & H) Hy, 16117.

**FARGO—1916-17 (M 1½ Ton)**—(D) Bower, 3762T: (E) Bower, 3362T.
1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.

**FEDERAL—1911-12-13 (Mod. C & B)**—Tim. Brgs.; (A) 3750-3720; (B) 3351-3320; (D) 4550-4520; (E) 4353-4320.
1914-15 (1, 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4530; (E) 4361-4320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6553-6521: (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1917 (1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.
1917 (1½, 2-Ton)—(BB) 308; (DD & EE) 307.

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. O–P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532.
m X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & 72; (E) 6552-6521; (J & K) 6559-6320.
5-Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

l. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 30 3; (DD) 406; (EE) 210; (GG) 213 & 305.

COLUMBUS—1913 (Mod. 25)—(A) 308; (B) 306; (F) 211; (G & H 308.
. 32)—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K) 408.

)14–15 (4-36-A-B)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 27788: , 26728: (DD & EE) Hy, 16506.

6 to 1909 Mod. T)—(Wheel End Right Hand) Hy, 16080: (Left Hand) Hy, ) Hy, 16080: (G) Hy, 16079.

k)—1918 (1 Ton)—(F) Hy, 16211: (G & H) 0212.

Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & T. 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; .T. 50%; (T) 2″ x 2¾″; (U) 2″ x 1½″; (V) 2″ x 2¾″; (W) 2″ x 3″; (X & Y) (AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. E) 405RT. 50%; (FF) 1½″ x 1¾ Bronze; (GG) 2 No. 204RT. 100%; Belt nner 308RT.; Outer 406RT.

R—1916 (1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B ) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412

–1916-17 (Mod. 17)—(J & K) 305; (AA) 207; (BB) 305.

EL DRIVE—1916—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & k H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.
k H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG)

-18 (B 3 Ton)—(A, B, D & E) Bower, 217N: (G & H) Bower, 313N: (J 09N: (K) Bower, 306AL.

—1909-10 (Mod. D)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
lod. H)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
. M)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 355-3520.
(Mod. D & H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 455-4520.
lod. O ½-Ton)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 415-412.
-Run.)—(A) Tim, 2550-2520; (B) Tim, 2357-2320.
-6 Taxi)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
, 15, 16 (M 3, M 8, M Ser. 4-8-6)—(A) Tim, 2750-2720; (B) Tim, 2357- & F) Tim, 415-412; (G & H) Tim, 355-3520; (J & K) Tim, 417-412; (AA, E) 307 Spec. 1″ I. D.; (BB) 407.
(Series 9)—(A) 307 RT; (B) 305 RT; (F) 407 RT; (G & H) 308 RT; (J) (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) ) & EE) 305; (KK) 204 RT; (LL) 204W-RT.

917-18 (F-2 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy

1912 (Del.)—Tim. Brgs.; (A) 339-333; (B) 237-233; (D) 455-4520; (E) 358 & H) 376-373; (J) 415-412.
. J)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D & E) 375- ) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; E) 316-312.
. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) ; (H) 456-4520; (J) 336-3320; (K) 435-4320.
. J)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) ; (J) 4555-4520; (K) 440-4320.
. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ); (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE)

. O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & 333.
lod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) ; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; -353; (DD & EE) 335-3320.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; E) 339-333.
½-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) ; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333

-1910 (6-Ton)—Tim. Brgs.; (A) 6358-6321; (B) 4365-4320; (D) 6552-652 -6321.
. F)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4320; (D) 6552-6521; (E) 6352-

3-Ton)—Tim. Brgs.; (A) 6350-6321; (B) 4353-4320; (D) 6356-6320; (E) ); (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

1½-Ton)—Tim. Brgs.; (A) 457-4520; (B) 315-313; (D) 4554-4520; (E)

5-Ton)—Tim. Brgs.: (A) 6350-6320; (B) 4350-4320; (D) 6553-6521; (E) l.
—(G) 210; (H) 310; (J) 306; (K) 309; (AA & BB) 212; (DD) 207;

lod. J)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4321; (D) 6356-6321; (E) ); (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D & E) 375-3720; (G) 365-363; 453.
. L)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) ); (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) ; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.
67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356- ) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) ); (BB) 5356-5320.
. 67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320 -6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
l. 68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 1; (E) 6354-6321.
. 69)—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.
l. 75)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; ) 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
s. 68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 1; (E) 6553-6521.
. 66 1½-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553- & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE)

2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-

1917 (75 1-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917-18 (77-77B 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302.
1918 (75C 1-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (66-B 1½ Ton, 70-B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.
1918 (77C 3½-Ton)—Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 2058R; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Ann, 302SR.
1918 (66 5-Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 2168R; (I) HB. 1113; (O) 2058R; (P) 208DR; (AA & DD) 4098R; (BB) 308DR; (EE) 4108R; (GG) 302SR.

GARY—1918 (H 2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (F) Bower, 314NDT.

GEM—1917 (A-4-30)—(D & E) Hy, 26227: (G & H) 16395.

GENERAL MOTORS—1911 (Mod. O)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320; (G & H) 395-3920; (J, K, AA, DD & EE) 4364-4320; (BB) 3159-3120.
1912-13 (H & HV)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5357-5320; (G & H) 3950-3920.
1912-13 (K-U)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5357-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3950-3920.
1913-14 (2-3 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320.
1914 (1½-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320.
1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SK.F. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SK.F. 910; (AA & BB) 308; (DD & EE) 306.
1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.
1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.
1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333.
1915-16 (Mods. 31-41)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.
1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.
1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409 (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.
1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1918 (Mod. 101)—Tim. Brgs.; (A) 5550:5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.
1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SK 910; (AA) 305; (BB) 308; (DD & EE) 306.
1917 (31 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205) (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.
1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.
1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308 (DD & EE) 339-333.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691: (G & H) Hy, 26227.

GHENT—1918 (6-60)—(D & E) Hy, 16779: (G & H) Hy, 26056.

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD & EE) 4353-4320
1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
1912-13 (700-lb.), 1915 (½ Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim 236-2320.
1911-12-13 (1 Ton)—Tim Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.
1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.
1911-12-13 (½ Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.
1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.
1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.
1916-17 (½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (1,000-lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.
1915-17 (5-6 Ton F.V., 6-Ton Daimler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

GLIDE—1912—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3756-3720; (G & H) 5553-5520; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3762-3720; (G & H) 5553-5520; (AA) 435-4320; (BB) 336-3320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3762-3720; (G & H) 5553-5520; (J) 439-4320; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1913—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0408.
1914—(F) 310; (G & H) 0211; (J) 306; (K) 308; (Q) 0209; (AA) 308; (BB) 307; (DD & EE) 305.

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**WHITE**—(Mod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (Y) 412.
(T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407; (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
(GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
(GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.
(Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
(Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

**WHITE HICKORY**—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320-(D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Roller 1023: (KK & LL) BK 23, Ball Brgs.

**WHITNEY**—1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

**WICHITA**—1914 (Mod. H)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 (D) 6356-6321; (E) 5355-5320.
1914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520: (G & H) 559-552: (J & K) 539-532: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1917-18 (O 3½ Ton)—(D) Bower, 317NDT SF.
1917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

**WILCOX TRUX**—1909 (D 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 3762-3720.
1910 (G 3-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
1911-12 (35-37)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375; 3720; (J) 256-2520; (K) 415-412.
1911-12-13-14 (K 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
1911-12-13 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-3320.
1913 (N 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720: (AA, BB, DD & EE) 335-3320.
1913-14-15 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
1913-14-15 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720 BB, DD & EE) 335-3320.
1916-17 (P 3½-Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
1916-17 (R 1½-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
1916-17 (Q 2-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
1917 (V-¾, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.
1917-18 (P 3½ Ton)—(D) Bower, 317 NDT SF.
1918 (E 5 Ton)—(D) Bower, 319NDT SF.

**WILLYS, KNIGHT & OVERLAND**—1912 (Mod. 60)—(A) Tim, 317-312; ( Tim, 235-2320; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (A ) Tim, 415-412; (BB) Tim, 419-412; (DD & EE) 1305.
1913 (69)—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 208; (BB) 307; (DD & EE) 305.
1913 (71)—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, Tim, 375-3720; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 306.
1914 (65-A)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-4320.
1914 (79)—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA 208: (BB) 307: (DD & EE) 305
1915 (81)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1915 (80)—(A) Tim, 256-2520: (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.
1915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.
1916 (75)—(F) 308: (G & H) 0208: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
1916 (83-83B)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) Tim, 365-353: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.
1916-17 (Country Club 90R-75-76)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309: (G & H) Tim 277-274 ND 0208: (BB) 306: (DD & EE) Hy, 26972.
1916 (Willys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; (DD & EE) 305; (GG) ND. 04.
1917 (88-4)—(F) 312; (K) 408 DR.; (AA) 210; (BB) 208.
1917 (75B)—(F) 309; (G & H) 0209; (AA) 209; (BB) 307.
1917 (85 C-T)—(F) 310; (AA) 208; (BB) 307.
1917 (Willys 6, 85, 87, 89)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-353; (J & K) ND. 0212; (AA) 210; (BB) 407.
1917 (Willys-Knight 84, 86, 88)—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365-363: (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) Ann. 210: (BB) 40[illegible] (DD & EE) Hy, 16962.
1917 (90T)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
1918 (85-4)—(F) 310; (K) 307; (AA) 208; (BB) 307.
1918 (88-6)—(F) 311: (K) 407; (AA) 208; (BB) 210.
1918 (88-8)—(K) 408DR: (AA) 210: (BB) 408: (DD & EE) Hy, 16962.
1918 (90T)—(F) 309: (K) 306: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
1918 (Willys 6-89)—(DD & EE) Hy, 16828.

**WILLYS UTILITY**—1913-15 (85 1½-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

**WILSON**—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
1918 (1 Ton)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

***WINTHER**—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; 26665; (E) 308; (G & H) Hy, 26057; (I) SKF. 709; (J) 307; (K) Hy, 2677[illegible] Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC 336-3320; (DD & EE) 339-333 (Mod. 47 uses (AA) 307, (BB) 211, (CC) 307, EE) 306]; (GG) Hy,. 29097.
1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205; 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.
1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 309; 213; (CC) 309; (DD & EE) 307; GG) Hy, 29097.
1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410: (O) 205; 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.
1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 1205 Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy, 2[illegible]
1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Ti (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3
1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes,
1918 (128-148)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (A 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, M
1918 (468)—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Ti (DD & EE) Tim, 339; (GG) Oakes, ME-3.

**WINTON**—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C 2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-43
1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-3 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 20 344-333 ND 305; (BB) 339-333 Ann. 307; (CC) Ann, 305; (DD & EE) An (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (C (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD E)
1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; ( 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 2 DR. 308; (AA) 337-3320, DR 305; (BB) 339-333, Ann. 308; (CC) Tim, 30 (DD & EE) 319-313, DR. 307; (GG) ND. 04.
1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-33
1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-372 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
1917 (Large 6-ST)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D 4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) (BB) 339-333.

**WITT-WILL**—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; ( 4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
1914-17 (4, 4½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-53 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; EE) 415-412.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; ( 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (R 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; ( 6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 45 (AA, DD & EE) 4364-4320; (BB) 4553-4520.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; ( cone; (DD & EE) 316-312.
1917 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; ( 5520; (L) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 3 (CC) 257 cone.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; ( 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; ( cone.
1918 (W-D-1-18, 2-18)—Same as 1917 one ton mod.
1919 (WD 1-19, WD 2-19)—Same as 1917 two ton mod.

**WOLVERINE**—1918 (1½ Ton)—(H) Hy, 26219.
1919—(1½ Ton)—(G) Hy, 26219: (GG) Hy, 29097.

**WOODS MOBILETTE**—1911 (Touring U-1)—Tim. Brgs.; (A & D) 435-4320; 417-412.
1911 (U 5-Pass.)—Tim. Brgs.; (A) 357-353; (B) 319-313; (D & E) 385-383.
1912-13 (1216, 1316, 1318)—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 31
1914 (1317, 19-20, 21-23)—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H) H
1914 (1501-3-4-5-22-25)—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H)
(Mod. 1600)—(A) 307; (B) 305; (D & E) Tim, 439.
1910-12 (10-12, 10-14)—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.
1916—(F) Hy, 18272.

**WOODS DUAL POWER**—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2

**YALE**—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 43 (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

**ZEITLER & LAMSON**—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5 (G & H) 559C-552; (J & K) 539C-532.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; 559C-552; (J & K) 539C-532.

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# MOTOR RECORD

Vol. 6. No. 5 MONTHLY, NOVEMBER, 1919 $3.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

The Salesman Should Know How His Car Is Built
Lieut. Foy Arrives at San Francisco
Must Study Chemistry of Combustion to Solve Fuel Problem

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Revised Monthly


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Association News Digest of Current Articles

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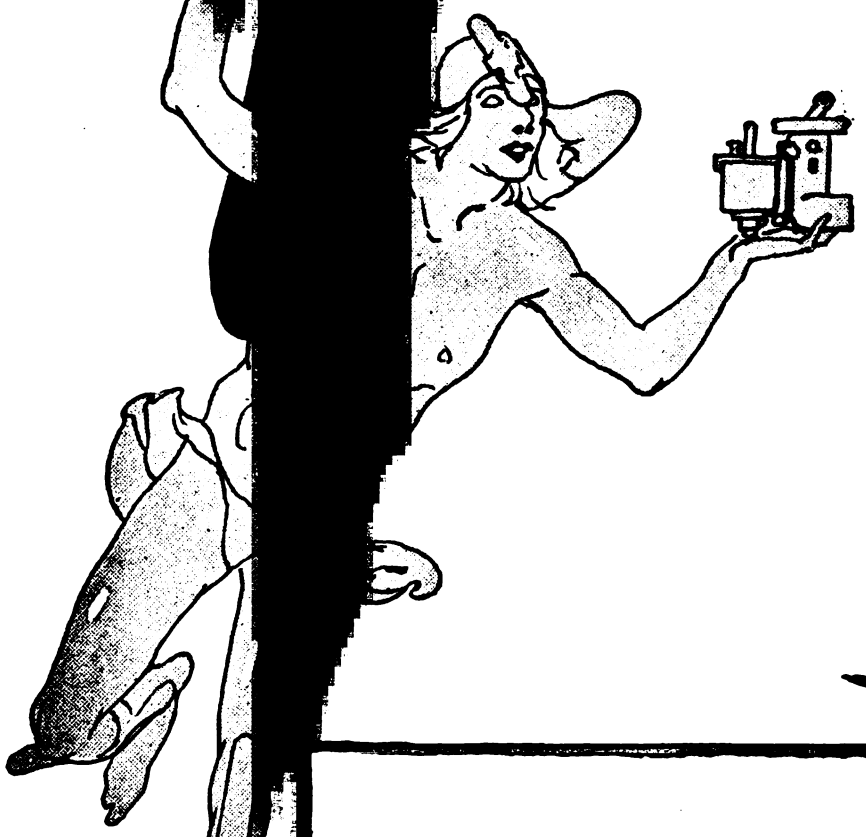
# ZENITH
## CARBURETOR



RFH

## SUPREME IN EUROPE

**At the *Salon de Paris,* 1919,**
**64 per cent of all the motors and 60 per cent of all automobiles exhibited were equipped with Zenith Carburetors.**

**89 French builders use the Zenith Carburetor.**

**The Zenith Carburetor Company**
New York DETROIT Chicago
***European Factories:*** Lyons, France; London, England; Turin, Italy.

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# STANWELD

## DETACHABLE RIMS FOR WIRE WHEELS

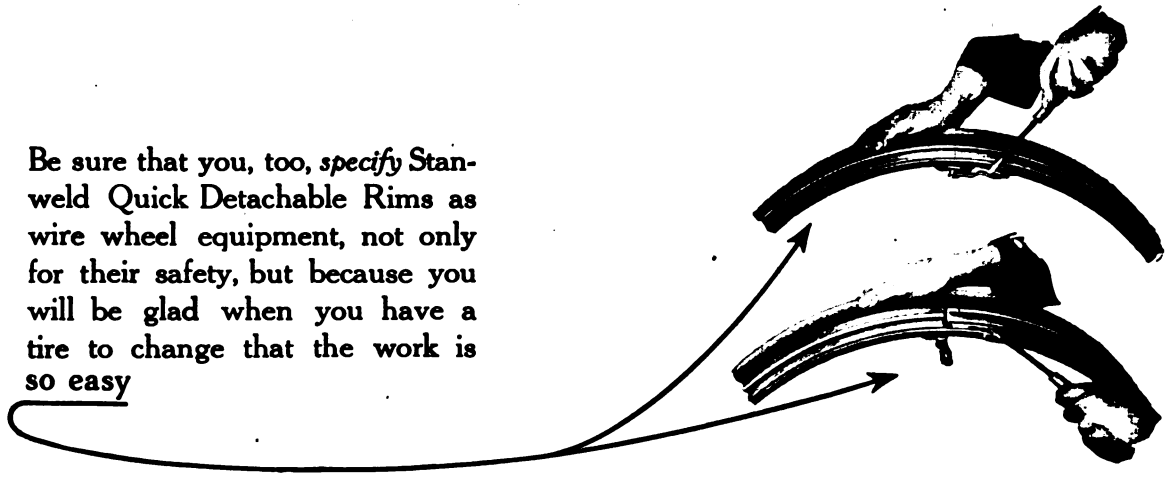
**The Detachable Rim with a Positive Lock**

## You Can't Throw Ring or Tire

It is this positive locking element that holds rim and tire secure though the tire runs flat, as well as the simplicity and ease of manipulation which causes these rims to be specified on all their wire wheel equipment, by many leading car builders, including

| | | | |
|---|---|---|---|
| **Cadillac** | **Marmon** | **Peerless** | **Stutz** |
| **Chandler** | **Packard** | **Pierce Arrow** | **Winton** |

Be sure that you, too, *specify* Stanweld Quick Detachable Rims as wire wheel equipment, not only for their safety, but because you will be glad when you have a tire to change that the work is so easy



**STANDARD WELDING DIVISION—THE STANDARD PARTS CO.**
**CLEVELAND, OHIO**

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MOTOR RECORD

L. VI NOVEMBER, 1919 NO. 5

# The Salesman Should Know How His Car Is Built

## Should Have a Good General Knowledge of Automobile Design and onstruction—This Will Enable Him to Put Up Strong Selling Arguments

*By EDWARD G. INGRAM*

the selling of motor cars part of the dealer's work consists of discussing the relative advan- s of different features of design and bringing in a clean and comprehensive manner the rea- why he believes the particular features incorpo- d in his car are most desirable. This necessarily ns that a really good automobile salesmen ıld have a good general knowledge of automo- design and construction. Passenger car sales- in particular will often be called upon to dis- the characteristics of their cars from the angle ıe engineer. Quite often salesmen are not at all rested in engineering, and fail to give this sub- the attention they should. This is a mistake, the salesman should be able to put up as strong ng arguments upon this subject as upon any r. The successful salesman is the one who ects no part of his education which will assist in his work.

ı building up a sales organization it is always to have one man who is a sales engineer. In tion to being called upon to talk to those cus- ers who wish to discuss the car from an en- ering standpoint, he can be used to educate the well-informed members of the organization.

considerable proportion of the automobile buy- public of today have some knowledge of auto- ile design and construction, imperfect as it may and if the salesman cannot talk intelligently on subject and give satisfactory answers to all ıtions, sales are sure to be lost.

any salesmen do not realize that in many cases ne type of construction possesses all of the antages of the others and none of the disadvan- s. Very often the engineer is forced to com- nise by taking into consideration the character ervice for which the car is being built and sing the type of construction which will come est to meeting the requirements.

or example, there is the much-talked-of subject alve location. Where the highest efficiency is red there can be no doubt that the overhead tion is the best. With this arrangement the e of the combustion chamber can be made more nearly ideal, and since the valves open directly into the cylinder, higher volumetric efficiency can be obtained. Owing to the necessity for rocker arms, however, this type of engine is apt to be more noisy in operation. The designer has to decide whether extreme efficiency or extreme silence is most desired by the class of buyers to which the car is to be sold.

Then there is the question of the number of forward speeds to be provided in the transmission. Theoretically the greater the number of gear changes provided the greater the efficiency obtained, but practically few people like to change gears any more than possible. The designer is therefore forced to provide as few forward speeds as possible without seriously affecting the performance of the car. Many factors have to be taken into consideration in connection with this. For example, if the engine has many cylinders and is extremely flexible, a three-speed transmission will usually be most satisfactory, while if only four cylinders are used and the car is rather heavy, compared to the size of the engine, a four-speed transmission may be required.

In the case of rear axles, the engineer has to decide between the semi-floating, three-quarter floating and full-floating types. The semi-floating type is lightest in weight and probably the cheapest to build. The full-floating design, on the other hand, is, theoretically speaking, the best, because all of the weight of the car is carried on the housing and the axle shafts have only to transmit the torque or turning effort to the wheels. Another advantage with this type is that if an axle shaft breaks the rear wheel will not come off. The three-quarter floating type is similar to the full-floating type except that lateral strains on the wheels are transmitted to and taken by the axle shafts. The three-quarter floating type also can probably be built slightly lighter than the full-floating type.

Cost considerations are also an important factor in deciding what type of construction should be used. This is particularly true in the case of low-

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priced cars, for the designer must constantly keep the question of cost uppermost in his mind.

The thermo-syphon type of cooling system, for example, is cheaper to build than the pump type and works very well for moderate-sized cars provided with not too high-speed engines. But with larger and more costly cars provided with high-speed engines it usually is found more desirable to use the forced type of water circulation.

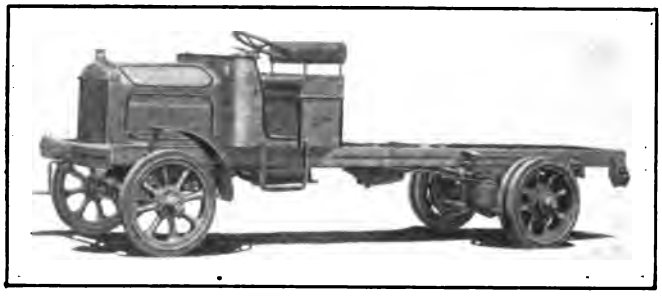
### Will Build Rolls-Royce in America

Plans were announced in New York for the formation of a corporation capitalized at $7,000,000 to manufacture Rolls-Royce cars in this country. The announcement was made by Aldred & Co., bankers at 24 Exchange Place, that they had agreed to finance the proposed corporation as a branch factory of the English firm of Rolls-Royce, Ltd. It will be financed entirely by American capital as, under present war acts, British capital cannot be transferred to other companies for industrial purposes.

The American company, however, will manufacture a chassis practically identical with that made in England. The Rolls-Royce aero engine, parts of which were built in America during the war, also will be constructed at the new factory, the location for which was not announced.

### New Garford 3½-Ton Truck

Another new model of truck is being placed on the market by the Garford Motor Truck Co., Lima, Ohio. Following the recent announcement of a 1½-ton truck the company now announces a 3½-ton model which differs from the former



NEW GARFORD 3½-TON TRUCK

3½-ton model in that the wheelbase is longer and the engine is placed forward of instead of under the seat.

This latest model is not intended to supplant the former 3½-ton truck. Both will be available, thus affording two 3½-ton models from which to select; the one being of the conventional long wheelbase type, the other being of the original Garford design with an extremely short wheelbase.

The general design of the new truck is similar to other Garford models. The four-cylinder engine has a bore of 4½ inches and a stroke of 6 inches. Timken axles are used, and the wheels are steel. Dual tires are used on the rear wheels, the dimensions being 36 x 5. The wheelbase is 132 inches.

### 2½-Ton Kankakee Truck

The Kankakee 2½-ton truck is manufactured by the Kankakee Automobile Co., Kankakee, Ill. A feature of this truck is that it is provided with a six-cylinder engine of continental manufacture, having a bore of 3½ inch and a stroke of 5¼ inch. Instead of the usual pressed steel, the frame is made almost entirely of rolled steel, channel section, that is, structural steel. The company states that after severe tests, it has come to the conclusion that this type of frame is superior. A Russel in-

2½-TON SIX-CYLINDER KANKAKEE TRUCK

ternal gear rear axle is used and the power or driving shafts are entirely independent of the dead, load-carrying axle. This makes it so that deflection of the load-carrying axle, due to heavy loads, will not cause any strain on the driving shafts. The driving shafts are located forward of the dead axle, thus shortening the length of the propeller shaft. Another advantage with this construction is that the direction of the driving pressure of the pinion teeth is almost directly downward. In other words, the power transmitted to the rear wheels of the truck tends to lift the weight of the truck and load off the wheel bearings. With the driving shafts behind the dead axle, the opposite conditions would prevail and the driving pressure of the pinion teeth would be added to the load on the wheel bearings.

The transmission is made by the Muncie Gear Works, and provides three speeds forward and one reverse. The clutch also is made by this company, being of the dry disc type. Solid tires are used as regular equipment, the front being 34 x 4 inches and the rear 34 x 6 inches. The price of the chassis is $2465. Bodies are built to order.

### New National Six Has Overhead Valves

An entirely new model of National has just been brought out by the National Motor Car & Vehicle Co., Indianapolis, Ind. The case is powered with a 3½ x 5½-inch, six-cylinder overhead valve engine, which develops 71 brake horsepower at 2600 r. p. m., this being the first time that an overhead valve engine has been used by the National company. Five body styles are offered, ranging in price from $3150 to $4250. The car weighs 3600 and has a wheelbase of 130 inches.

### Wallis Tractor Changes Name

The name of the Wallis Tractor Co., Racine, Wis., has been changed to J. I. Case Plow Works Co. It is understood that the tractors made are to be listed under the trade name "Wallis" and the implements under the name "Case."

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# Lieut. Foy Arrives at San Francisco

## vers 7981 Miles in Making Ocean-to-Ocean Trip for Motor Record—Furnishes Data on Cost of Making Trip—Will Return by Southern Route

FTER having covered slightly less than 8000 miles, in making his ocean-to-ocean automo- trip for Motor Record, Lieut. Foy arrived in Francisco on the evening of September 23. left New York City on May 23, and spent 123 s on the trip, which has taken him through 16 erent states.

he car in which Lieut. Foy made the trip is a Buick Roadster, using McGraw fabric tires tubes as the equipment.

enerally speaking, the Lincoln Highway was route followed on the trip, though in a number ases side trips were taken to such places as eland, Ohio, Cincinnati, Ohio, Indianapolis, , Denver, Colorado, and, due to the Lincoln hway being in extremely poor condition be- en Salt Lake City, Utah, and San Francisco, fornia, a route through Idaho and northern ada was chosen for this portion of the trip. it. Foy reports the roads in very poor condition f the way west from Omaha, Nebraska. Con- rable sand was encountered, and in many places roads were badly cut up with ruts. In Nevada roads in many places are almost impassable, centers, an overabundance of dust, and deep being the cause of many disabled cars and en springs. The extremely poor condition of roads this year can be attributed to the large ber of touring parties who are on the road, also to a great extent to the fact that the ernment Motor Transport train of trucks which t west over the Lincoln Highway gave the roads sual wear, the heavy trucks with large tires cut- deep ruts in many places.

or the benefit of readers of Motor Record who wish to know of the performance of the car on a trip, a trip which for 8000 miles has given car and tires an unusually severe test, Lieut. has given us the following information and :

On my trip across the continent I covered 7981 s over some of the worst roads which I have seen. This was particularly true of the roads t of Cheyenne, Wyoming, where the roads were ad shape. In one place in Nevada it was neces- to take eight hours to make 32 miles. The in this particular spot was filled with ruts, ch were full of dust. It was impossible to see e holes, and the wheels of the machine would ply fall into them as one drove along. The best d that could be made was approximately five s per hour.

My Buick car stood the trip very well.

Most of the difficulty with the engine was caused he valves becoming overheated and warping. sometimes necessitated the renewal of a valve alve cage, but often meant simply a regrinding for some garage along the road. It was neces- to buy only one new spark plug on the whole . The radiator developed leaks twice on the , once in Ohio and once in Nevada. It was ssary to have it taken off and repaired in both s. The leaks were caused by severe jolting rough roads. No trouble at all was expe- ced with the rear end, transmission or running gear. The electrical system, both ignition and starting and lighting, worked perfectly throughout the whole trip. The breaker points in the timer were adjusted four times simply to take up the wear.

"McGraw fabric tires and red tubes were used during the whole trip. These tires gave very good satisfaction. The front tires covered the total distance, 7981 miles, without a puncture, New York air being in them on the arrival at the Pacific coast. This is exceptionally good mileage for a fabric tire when the extreme road conditions are considered. The rear tires showed very good wear, but were cut by sharp rocks, which had been placed on the highway as the roads were being repaired. Had it not been for these cuts, the rear tires would undoubtedly have given about 7000 miles.

"The following data is given with the view of showing the cost of operating a car of this class on cross-country work, and should be of value to the salesman who is traveling on the road, although ordinarily the road conditions would hardly be this severe. Prior to starting on this trip my car had been driven nearly 15,000 miles. The repair bill on a new car would naturally be much lower, but the figures on this car will give a general idea of what the cost of repairs would be on a car which has seen considerable service:

| | |
|---|---|
| Total number of miles run | 7981 |

GASOLINE DATA

| | |
|---|---|
| Total number of gallons used | 400 |
| Average price per gallon of gasoline | 24.8c |
| Gasoline average (miles per gallon) | 19.9 |

LUBRICATING OIL DATA

| | |
|---|---|
| Total number gallons used | 49 |
| Average price per gallons | 26.7c |
| Oil average (miles per gallons) | 163 |

TIRE DATA

| | |
|---|---|
| Total cost of tires | $248.10 |
| Number of miles traveled | 7981 |
| Tire cost per mile | 3.11c |

REPAIRS

| | |
|---|---|
| Overhaul | $45.55 |
| New valves and cages and regrinding | 17.15 |
| Radiator repairs | 14.50 |
| Front spring | 13.00 |
| Tire repairs | 4.75 |
| Fender repairs | 1.75 |
| Repair tire carrier | 6.50 |
| Oiling, greasing, miscellaneous adjusting | 15.65 |
| Total repairs | $118.85 |

TABLE SHOWING COST PER MILE

Depreciation *Not* Included

| | |
|---|---|
| Gasoline | 1.25c |
| Repairs and greasing | 1.49c |
| Oil | .16c |
| Tires | 3.10c |
| Total cost per mile | 6.00c |

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"In addition to the above, 50c to $1.00 was charged for storage on the car left in a garage over night. This amounted to $71.50 for the 123 days spent on the transcontinental trip. This item, however, can hardly be charged to cost of operation of the car."

Lieut. Foy will spend a month or six weeks in California, and then will drive back to New York through Arizona, New Mexico, Texas and the south, keeping accurate figures on the cost of operating the car per mile. On the return trip he will use McGraw cord tires instead of McGraw fabric tires.

## National Automobile Shows to Be Greater Than Ever

With a record list of exhibitors, the National automobile shows to be held in New York and Chicago next winter, under the auspices of the National Automobile Chamber of Commerce, will undoubtedly be the greatest in the history of the industry. No less than 87 different makes of passenger cars will be displayed, while 60 makers of trucks have already secured space to exhibit their products. The displays of accessories will be greater than ever before, and at least a dozen new makes of cars will be shown for the first time.

The New York show will be held during the week of January 3d to 10th. Grand Central Palace will be utilized for passenger cars and accessories, while the Eighth Coast Artillery Armory, Kingsbridge Road and 194th Street, will house the motor trucks and sundries. Exhibitors can for the first time in the history of motor truck shows secure all the space they need, for the main hall of the Armory is 300 x 600 feet and is not obstructed with posts. A transportation conference will be held at the Armory during the show, at which experts on transportation matters will speak.

The following makes of passenger cars will be exhibited at both the New York and Chicago shows:

Allen, Amalgamated, American Beauty, Anderson, Apperson, Auburn, Biddle, Briscoe, Buick, Cadillac, Case, Chalmers, Chandler, Cole, Chevrolet, Cleveland, Columbia, Comet, Commonwealth, Crow-Elkhart, Davis, Detroit Electric, Dixie Flyer, Dodge Bros., Dorris, Dort, Elcar, Elgin, Essex, Fiat, Franklin, Grant, Haynes, Hollier, Holmes, Hudson, Hupmobile, Jackson, Jordon, King, Kissel Kar, Lach, Lexington, Liberty, McFarlan, Maibohm, Marmon, Maxwell, Mercer, Milburn Electric, Mitchell, Moline-Knight, Monitor, Moon, Nash, National, Oakland, Oldsmobile, Olympian, Overland, Owen-Magnetic, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Premier, Reo, Roamer, Saxon, Sayers, Scripps-Booth, Standard, Stanley, Stearns-Knight, Stephens Six, Stevens-Duryea, Studebaker, Stutz, Templar, Velie, Westcott, Willys-Knight and Winton.

The Kline Kar will be exhibited at New York only, while the Pilot and Monroe will exhibit at Chicago only.

The following makes of motor trucks will be exhibited at both the New York and Chicago shows: Acason, Acme, American, Atterbury, Autocar, Bethlehem, Clydesdale, Defiance, Denby, Diamond T, Dodge Brothers, Dorris, Federal, Fulton, Garford, Indiana, International, Jackson, Kissel, Maccar, Master, Nash, Oldsmobile, Oneida, Overland, Packard, Paige, Pierce-Arrow, Reo, Rowe, Schacht, Selden, Standard, Stewart, Union, Velie, Vim, Walker, Walter and Wilson.

The following makes will exhibit at New York only: Brockway, Commerce, Corbitt, Four Wheel Drive, Kelly, Koehler, Nelson & LeMoon, Rainier, Sanford, Sterling and Ward.

The following makes will exhibit at Chicago only: All American, Armleder, Dependable, Gramm-Bernstein, Kalamazoo, Obenchain-Boyer and Service.

### Control of Premier Taken by Skelton

L. S. Skelton, formerly of Okmulgee, Okla., has become head of the Premier Motor Corp., Indianapolis, Ind., with the purchase of 65 per cent of the stock. He will assume the general management of the concern. The department heads, Skelton has announced, will be retained. The plant will be enlarged immediately, Skelton said. Quantity production on the new model Premier will be started soon. About 200 cars of this model have been practically completed.

### Delco Light Bought by General Motors

Purchase of the Domestic Engineering Co. by the General Motors Co. has just been announced here by W. C. Durant, president of the purchasing concern. The Domestic company is the manufacturer of "Delco Light" and farm lighting systems, and will be operated as a branch by the motors company. Extensive plant additions will be undertaken immediately so that capacity may be increased greatly.

### Overland in Big Lumber Deal

The Willys-Overland Co. has taken over the hardwood lumber supply of W. T. Hubbard, approximating 8,000,000 feet, for use in the manufacture of motor car bodies, according to news from Toledo, Ohio. An output of sedan and coupe bodies double that of any previous month will be turned out by the company. The price for the lumber was not given out. The present average price is 25 cents a foot.

### Lincoln Car to Be Announced

It is now stated that the Lincoln Motor Co., Detroit, will formally announce the new car which it proposes to manufacture about the middle of December. The company has virtually completed its organization and is ready to go ahead. This car was to be announced in September, but last minute minor changes caused the announcement to be delayed.

Dealers are confident that the new Lincoln car will be exhibited at the national shows in January. The big plant is now in operation and no visitors are permitted in the mechanical department.

### Cole Motor Car Co. Expands

To meet the increase in its business and to accommodate its production of cars to the demands of its distributer and dealer organization, the Cole Motor Co., Indianapolis, Ind., has embarked on a program of enlargement and expansion which, when completed early in 1920, will afford the company a factory more than twice the size of the present plant and permit of a production of 12,000 eight-cylinder cars in 1920.

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# Must Study Chemistry of Combustion to Solve Fuel Problem

## ı Means of Controlling the Way in Which Fuel Molecules Break Down Is Found, Low Grade Fuels Can Be Used With Satisfaction*

*By C. F. KETTERING*
President of the Dayton Engineering Laboratories

HE fuel problem, as it exists today, divides itself into two general classes, one of which be;s to the automotive manufacturers and the :r belongs to the fuel manufacturers. However, ɔmplete solution in either case is impossible ıout the hearty co-operation of both industries. he internal combustion engine is essentially a nical device, and, until we begin to analyze the ditions which take place after the fuel starts to n in the cylinders, we shall be disappointed in result obtained after the things mentioned preısly have been done.

he one important thing in lower gravity fuels is fact that they give rise to the phenomenon comly known as the "knock," variously understood e "prematuring," and supposed to be brought ut by the deposit of carbon in the combustion mber. It has been conclusively demonstrated repeatedly checked, that the "knock" which ırs in a motor and supposed to be due to carbon, ıot caused by pre-ignition, but is produced by nature of the combustion, which, in turn, is trolled entirely by the molecular structure of fuel.

: is a well-known fact that gravity is in no e a measure of this knocking phenomena, as oils n the California crudes of very low gravity—familiarly known as "Twenty-seven Plus Fuel '—gives a great deal better satisfaction than a r gravity oil refined from Pennsylvania crudes. reason for this is that in the California crudes :e is a large percentage—roughly forty—of the alled cyclic compounds.

. great deal of work has been under the writer's ervision during the last three or four years in determination of what takes place when the vier fuels burn in a cylinder, and a few conclus have been arrived at, which may be briefly ressed as follows:

Vith lower gravity fuels it has been necessary to er the compression. Lowering the compression, urn, has facilitated the formation of carbon and ɔon, in turn, has aggravated the "knock." The ɜon is simply this: Increasing compressions re; in higher instantaneous temperatures, and the h instantaneous temperatures result in a type of ıbustion which makes possible an exceedingly id rise in pressure, this rise being of very short ation. Lowering the compression gets away n this, with the result that if the engine is run-g at low throttle, a precipitation of carbon in the ıbustion chamber is caused. This deposited carforms the best possible type of heat insulator permits, again, the temperatures of combustion ise above the critical point which had been elim-ɐd by reducing the compression.

'his discussion is mentioned here for the simple pose of showing that lowering compression is only a temporary remedy. Lowering compressions, increasing bores of cylinders only decreases the efficiency of the engine, and as long as the fuel burns so as to produce these abnormally high pressures we will have the "knock" trouble sooner or later.

It has been proved positively that certain things can be added to the fuel which would not necessarily increase its gravity, but which render the engine free from "knocks." These additions to the fuel can roughly be divided into two classes—the high percentage class and the low percentage class. By high percentage class we mean from twenty to forty per cent, and by low percentage class we mean from one-half to three per cent.

An example of the former is an introduction of benzol. Forty per cent benzol mixed with ordinary commercial kerosene makes an engine operate entirely satisfactorily, and if the engine in which this mixture is used is running at or near its full load no bad results will be experienced in the way of carbon deposits. An example of the latter case is that of iodine. One or two per cent of iodine added to ordinary kerosene will reduce its knock-producing property, to an entirely negligible point. It will permit the use of high compressions, result in cleaner combustion, and outside of difficulty in starting, makes a lower gravity fuel entirely practical.

The knock-producing ability of a fuel is not a function of its gravity, as might be gathered from the foregoing, as sulphuric ether, which is one of the lightest fuels that we have, is also one producing the most intense "knock." We have discussed this "knock" proposition as a preliminary thing so that the matter of the future fuel supplies might be better understood.

As oil men fully understand, about twenty per cent of crude is available as gasoline, twelve per cent as kerosene, approximately fifty per cent is gas and fuel oil, and the remainder lubricating oil and residue products. A large per cent of gas and fuel oil could be refined into a water white oil and this, were it not for its "knocking" tendencies as a fuel, is one of the most hopeful sources of increased supply. We also understand the extent to which oils are being cracked into gasoline.

It might be of interest to know that a fuel which will not "knock" under normal conditions will not produce abnormal rise in pressure, even though the fuel be fired far in advance of the normal point of ignition. So that a fuel, which would not "knock" normally, will not "knock," even though the engine is heated to the point at which pre-ignition will occur.

It is also definitely understood that the temperature of the cooling water in an engine may or may not greatly affect the temperature of the explosive mixture during the process of combustion, as the

tract from paper read before S. A. E.

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thickness of cylinder walls, condition of carbon inside of the cylinders, etc., may be such that the engine, from external appearances, will be running perfectly cool, and yet the conditions inside of cylinders will be such as to bring the temperature of the mixture during combustion above the critical point at which the knock occurs.

Pressure and temperature have a tremendous effect upon the way in which compounds burn. It is well known that when smokeless powder is lighted in the open air by a match or cigar butt it will burn without any rapid rise in pressure, but if the products of this primary combustion be confined so that both temperature and pressure rise, the result is quite different, a tremendous pressure being developed.

From our experimental work it appears to us that reactions similar to the above take place when we burn the heavier molecules of our present-day fuels, that secondary compounds are produced during combustion, and that the rapid rise in pressure resulting from the combustion of the secondary compounds produces what is known as the "knock."

It is the writer's firm conviction that it is possible, as mentioned before, to refine a great deal more of our present crudes into motor fuel and to produce absolutely satisfactory results in engines of very much higher compressions than those now used if we can control the way in which the fuel molecules break down.

## Fordson Dealers Will Retain Control of Implement Distribution

While Fordson distributors will lose control of the tractor by July 31, 1920, they still will retain control of the distribution of all farm operative equipment approved by Henry Ford, according to news from Cleveland, Ohio. The Fordston tractor itself will be distributed through the Ford Motor Co. branch houses and will be handled as Ford product exclusively by Ford dealers, but the equipment lines will reach the dealers through the same channels of distribution they have in the past.

It is the purpose of the Ford organization to make its selling organization the strongest and most aggressive in the tractor field. At present about 4000 Ford dealers handle the Fordson tractor, but it is planned to have the remaining 4000 take it on within the next year. As these dealers will be expected to handle the approved equipment also, the result will be that 8000 new implement dealers will be going after business by the end of another year.

## Williams Made General Sales Manager of Mac-Lar

Mr. P. B. Williams has been appointed general sales manager of the Mac-Lar Battery Co., Inc., Detroit. For several years Mr. Williams has been well known in the battery business.

## Field Manufacturer Company Adding Large Addition

Field Manufacturing Co., Owosso, Mich., manufacturer of commercial truck bodies, is now adding a large addition to its present plant. The entire plant will be equipped with new and automatic machinery.

Plans are now being laid for the manufacture of at least 100,000 units during the season of 1920.

## Only Overland Model Will Be the Four

Production of the Overland 4, which is the only Overland model to be produced in the future, is now well under way at the plant of Willys-Overland, Inc., Toledo, Ohio. The Willys-Knight and Willys Six will be built by the newly-formed Willys Corp. in the former Duesenberg plant at Elizabeth, N. J.

The Overland 4 touring car and roadster will sell for $845, and the sedan for $1355. The price of the coupe will be $1225.

Only minor changes have been made in the Overland 4 as it appeared at the New York show in January, 1919. The chief feature of the car from

OVERLAND 4 TOURING CAR

a mechanical standpoint is the method of sprin suspension, which, with a wheel base of 100, give a spring base of 130 inches. The springs are vi tually of the cantilever type, but are set at a angle and project ahead of the front axle and b hind the rear axle, the overhang being 15 inches a each end. This makes it possible to build a ca weighing less than 2000 pounds with the maximu room for its occupants.

A unit power plant is used and the propell shaft is enclosed in a torque tube. The rear ax is of the three-quarter floating type, enclosed in malleable iron housing. There are no cross pie es between the rear end of the frame and the engi ne support, the frame consisting of two parallel si de members with heavily reinforced end pieces, to which the springs are attached. Thus it will be seen that flexibility is aimed at, rather than rigidity. The cylinder dimensions are 3⅜ by 4 inches, the block type of construction being used, with the valves all located on one side. A plate clutch is used, and the gearset is of the conventional three-speed forward and one reverse type. On the high gear the car is geared 4.5 to 1. Cooling is by thermo-syphon, and lubrication by the circulating splash system. The gasoline tank is located under the cowl and the fuel is fed by gravity to the Tillotson carbureter. Auto-Lite starting lighting and ignition is used. The wheels are provided with 30 x 3½-inch clincher tires.

## New Gray & Davis Catalog

Gray & Davis, Inc., Boston, Mass., have just brought out a new catalog of their product. It is in three colors and attractively gotten up.

## Set Dates for Nashville Show

Members of the Nashville Automobile Trade Association, Nashville, Tenn., have selected February 9 to 14 as the dates for their annual show this year. The association believes that this year's show will be one of the most successful ever held in the south, and elaborate plans are being worked out for original features.

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# MOTOR RECORD

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IT IS well known that the vibration experienced with a four-cylinder engine after a fairly high speed is reached is not due to the fact that there is a longer interval between the explosion than where more cylinders are used, but is due to lack of perfect mechanical balance. Two of the pistons of a four-cylinder engine are always moving in the opposite direction from the other two. If at relative speed of the two sets of pistons was always the same at any point in the stroke, there would be no vibration, but owing to the angularity of the connecting rod, this is not quite the case. For this reason, a four-cylinder engine always vibrates, and this vibration increases as the square of the speed of revolutions, so that if the speed is doubled the vibration is four times as great.

It is often the case that there is more than one satisfactory solution to a problem. Until recently the only practical solution to the above problem was to increase the number of cylinders to six. The motion of the pistons in a six-cylinder engine is such that it is in perfect mechanical balance. This solution is an excellent one, as has been proved by the success of the six-cylinder car, but it involves some increase in mechanical complication. Another solution in the form of the Lanchester anti-vibrator has just been brought out. This device consists of two reverse rotating balance weights which exert forces which tend to cancel out the unbalanced forces in a four-cylinder engine. The device is extremely simple in design and, it is stated, is capable of being applied with little, if any, structural alteration.

Since the eight-cylinder V-type is really two four-cylinder engines placed at an angle of 90 degrees, it possesses the same defect of not being in perfect mechanical balance. The Lanchester anti-vibrator can also be applied to this type of engine.

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PRODUCTION is being pushed almost everywhere in the United States to meet the enormous demand for cars. While strikes have interfered, nevertheless production is increasing at a rapid rate. In Indianapolis, for example, manufacturers are doing everything possible to increase production, and according to recent reports nearly every maker in this city has improvements under way or is planning improvements which will mean greater production.

The Nordyke & Marmon Co. is planning a production of 5000 cars. To accomplish this two new buildings are being constructed that will give an increased working space of 350,000 square feet. This is in addition to the unit constructed for the manufacture of Liberty engines, which is now available for automobile making.

At the plant of the Cole Motor Co. it is stated that 6500 cars will be produced in 1920. The National Motor Car & Vehicle Corp. plans to build 6000 of the new Sextet model during 1920. The William Small Co., manufacturer of the Monroe car, expects to build a new factory in the spring, which will permit a production of 10,000 cars. The Stutz Motor Car Co. will double its production, and the Premier, under its new direction, will build between 4000 and 5000 cars.

The foregoing is merely an example of how production is being increased in one city. Similar activity is to be found in most of the other large manufacturing centers throughout the United States. It will thus be seen that the recent appeal of the Council of National Defense for increased production is already being met by the automobile industry.

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THAT CONSERVATION must be practiced to avoid a shortage of gasoline and oil within a very few years, is emphasized by Van H. Manning, director of the Bureau of Mines, Department of Interior, who says in part:—

"There are no known commercial substitutes for gasoline or lubricating oils. The domestic output of these does not meet the present consumption. Of the original available petroleum supplies under ground, we have consumed 40 per cent.

"It is true that there are vast oil resources in foreign countries which can probably meet demands for the next 10 years. Predictions beyond that period are not safe. Our efforts must be turned toward obtaining perfection in processes and mechanical equipment. In 1918 the value of the output of crude oil and refined products in the United States was $2,500,000,000, and certainly the petroleum industry can afford to spend more than has been spent heretofore in research to discover new methods and perfect those now in use to make the recovery of oil and its utilization more efficient."

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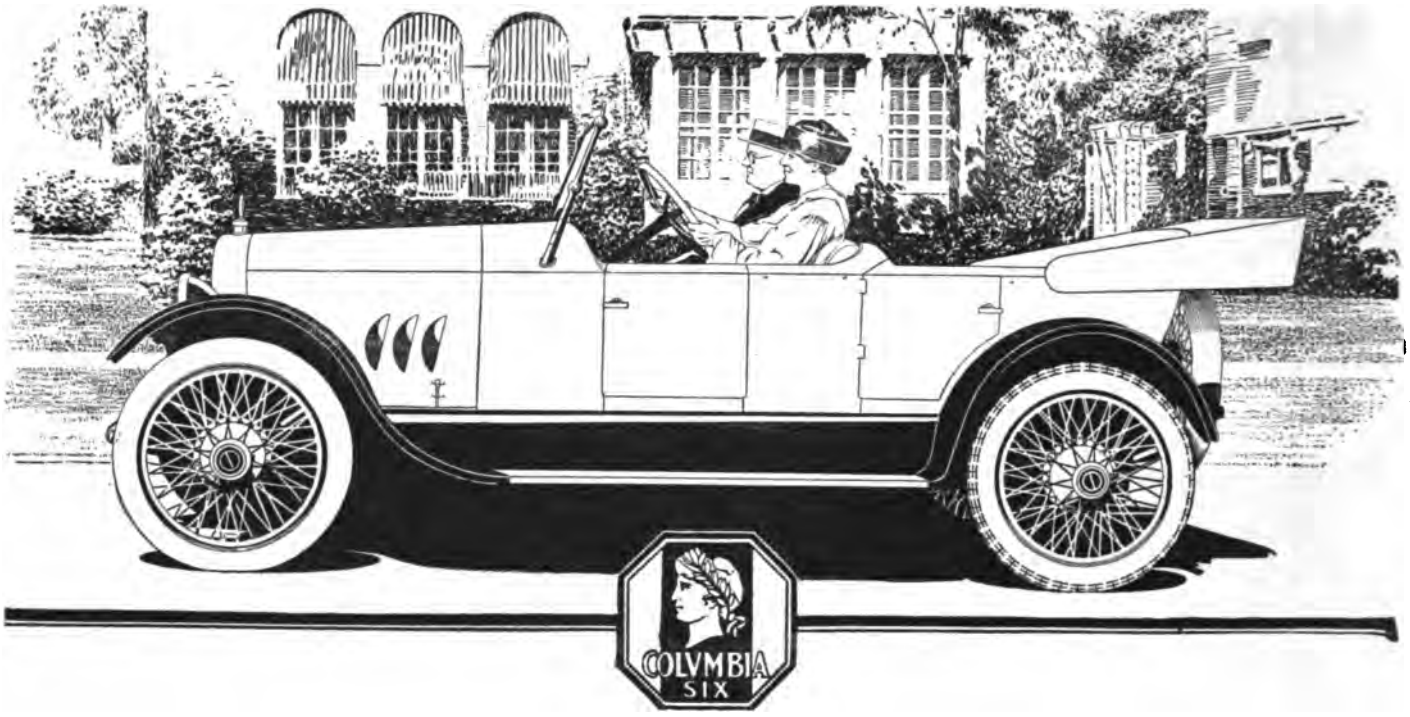


# A Woman's Reason

Women also, like the Columbia Six.

They like it because it is really a handsome car—beautiful in lines, finish and in those niceties of equipment and furnishings which mean so much to the feminine mind.

They enjoy having their car admired—enjoy the ease with which it is handled and the supreme riding comfort accomplished by the non-synchronizing spring suspension.

Because women, in so many cases, have the final word in the purchase of a car—Columbia dealers find the warm friendship between women and the Columbia Six a big sales asset.

The Columbia Motors Company is always glad to talk to capable dealers.

## Well-known Units All the Way Through

*Timken Axles—Continental Red Seal and Rutenber Motors—Detroit Pressed Steel Company Frame—Radiator with "Sylphon" Thermostatically Controlled Shutters—Spicer Universal Joints—Borg & Beck Clutch—Detroit Steel Products Company's Springs—Gemmer Steering Gear—Auto Lite Starting & Lighting—Atwater-Kent Ignition—Stromberg Carburetor—Prest-O-Lite Storage Battery—Painting and Trimming by The American Auto Trimming Co.—Pantasote Top.*

**COLUMBIA MOTORS CO.** **DETROIT, U. S. A.**

# Columbia Six

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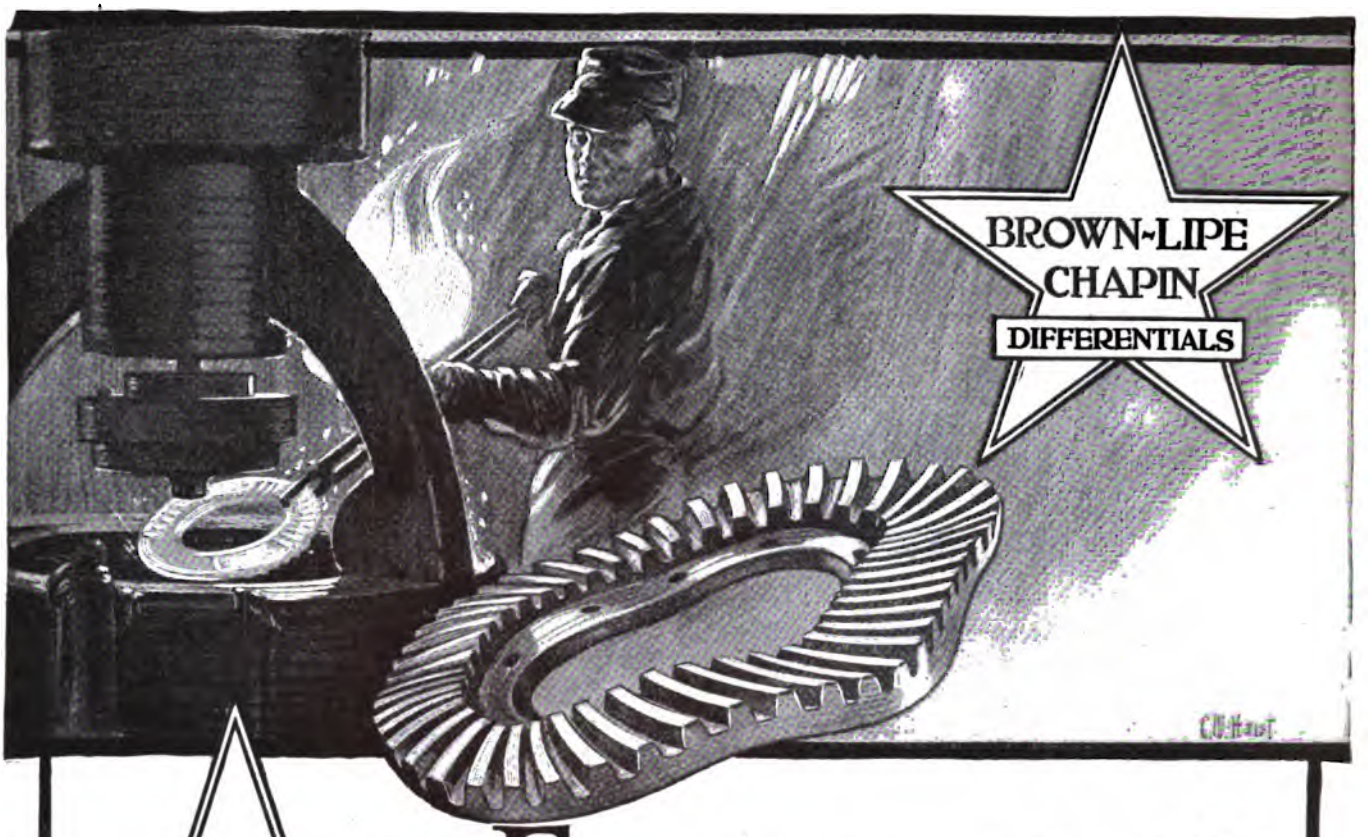
# Technical Specifications of Passenger Cars—1919

## REVISED MONTHLY

ABBREVIATIONS:—NAME AND MODEL—¶before name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. PRICE OF TOURING CAR—* before price indicates cost of chassis; † cost of runabout; ‡ cost of 4-passenger model. ENGINE—Wisc., Wisconson; Cont., Continental; Lycmg., Lycoming; T'tor, Teetor; H-Splm., Herschell-Spillman; Ruten., Rutenber; G. B. S., Golden; Belknop & Swartz; Ster., Sterling; North., Northway; Masnk., Massnick; Duesen, Duesenberg; Colon., Colonial. SHAPE OF CYLINDERS—L., Valves on one side of Cylinder; T., Valves on opposite sides; I., Valves in Head F., Valves on side and in head; S., Sleeve Valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr. S.pur; Gr., Gear. COOLING SYSTEM—P., Pump; T-S., Thermo Syphon; A., Air Cooled; †, Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbg., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith; Buic., Buick; Mill., Miller; Shakes., Shakespeare; Mon., Monarch; Stew., Stewart; Dupl., Duplex. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray & David; Al-Ch., Allis-Chalmers; At-K., Atwater Kent; Auto., Autolite; Split., Splitdorf; U. S. L., U. S. Lt. & Heating Co.; Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc.; D-D., Dry Disc; P., Plate; D-P., Dry Plate; C., Cone; O-C., Oil Cone; C-U., Control Unit; F-D., Friction Drive. GEARSET LOCATION—U P P., Unit Power Plant; To'T., Gearset on Forward End of Torque; R. Ex., Gearset Unit with Rear Axle; Sep., Gearset Separate. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Flating; S. F., Semi-Flating; D., Dead. GEARS—Sp. B., Spiral Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptic; X El., Three-Quarter Elliptic; F-El., Full Elliptic; Cant., Cantilever; D. Cant., Double Cantilever; Plat., Platform. BEARINGS—B., Bail; R., Roller; P., Plane.

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make | Fed by | IGNITION SYSTEM: Make Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Taken By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Bgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | 1395 | Own | 4 | 3½x5 | 192 | 19.60 | 37 | 2200 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | T-S | F & S | Stmb | V | Conn S-H | Auto | D D | U P 3 | Columbia | F | SpB | 4.60 | S | S | 110 | 32x4 | Firestone | Semi | 3 | B-R | R | R | 2590 |
| American Beauty | 2000 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 48 | 2400 | L | Blk | ¼ | 1.39 | 5/16 | Hel | P | F & S | Rayf | V | At-K | West | D D | U P 3 | Timken | S-F | Sp B | 4.45 | S | S | 121 | 34x4½ | Firestone | Semi | 3 | B-R | R | R | 2900 |
| American, 1x | 1765 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | At K S-H | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | S | S | 122 | 32x4 s | Firestone | Semi | 3 | B-P | B-R | B | 2900 |
| Anderson 400-C | 1675 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ¼ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D | U P 3 | Columbia | F F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | B | B | B | 2750 |
| Anderson De Lux | 1775 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅜ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn | West-2 | D D | U P 3 | Columbia | F-F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | R | B | B | 2750 |
| Apperson Anniver | 4000 | Own | 8 | 3½x5 | 332 | 33.80 | 65 | 2500 | L | 4 | ⅜ | 1¾ | 11/32 | Hel | T-S | F | John | V | Remy D-H | Bijur-2 | D D | Sep 3 | Own | F | Sp B | 4.25 | S | S | 130 | 34x4½ | Firestone | ¾ El | 3 | R | R | R | 3600 |
| Apperson, 8-20 | 2950 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Argonne | 4000 | ..... | 4 | 3¾x5½ | 226 | 22.50 | .... | .... | L | Blk | .... | .... | .... | ..... | ..... | ..... | ..... | V | ........ | West | D D | 4 | ........ | .... | .... | .... | .. | .. | 119-32 | 32x4 | ........ | Semi | .. | .... | ..... | ..... | .... |
| Auburn, 6-39 H | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Remy S-H | Remy-2 | D D | U P 3 | Columbia | F-F | Sp B | 4.42 | S | A | 120 | 33x4s | Firestone | Semi | 3 | B | R | B | 2800 |
| Austin, 12 | 4250 | Weidely | 12 | 2¾x5 | 389 | 39.68 | .... | .... | I | 3 | ⅝ | .... | .... | Hel | P | F | Stmb | V | Delco S-H | Delco-2 | D D | U P 6 | Spec. Aust | in | 3-sp | Axle | S | S | 142 | 34x4½q | Firestone | D Cant | 3 | B | B & R | R | .... |
| Bell, '18 | 1250 | GB&S | 4 | 3¾x4¼ | 189 | 22.50 | 32 | 2800 | L | Blk | ¼ | .... | .... | Hel | T-S | F & S | Stmb | V | At K S-H | Auto | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 114 | 31x4s | Firestone | Cant | 3 | R | R | B | .... |
| Biddle,'18 | 2985 | Buda | 4 | 3¾x5¼ | 226 | 22.50 | 48 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Bosch | G & D-2 | D D | U P 4 | Standard | ¾ F | Sp B | 4.00 | S | S | 121 | 32x4s | Firestone | Semi | 3 | B | R | R | 3250 |
| Birch Light Six, 40 | 1495 | Beaver | 6 | 3⅛x5 | 286 | 23.44 | 45 | 2200 | L | Blk | ⅜ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Conn | Remy | D D | U P 3 | Timken | ¾ F | Bev | 4.15 | S | S | 115 | 34x4 | Stanweld | ¾ El | 3 | B | R | B | 2680 |
| Birch Super-Four | 1085 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 36 | 1800 | L | Bl | ⅜ | 1⅝ | 5/16 | Hel | T-S | ...... | Cart | G | At K | Dyneto-2 | D-D | U P 3 | Peru | .... | Sp B | 4.25 | S | S | 115 | 32x3½ | Stanweld | ¾ El | 2 | B | R | ..... | 2200 |
| ¶Bour-Davis | 1850 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | .... | L | Blk | .... | .... | .... | ..... | P | F & S | Stmb | .. | Remy | Remy | D D | U p 3 | ........ | ¾F | Sp B | .... | .. | .. | 118 | 32x4½ | ........ | ........ | .. | B-R | R | B | .... |
| ¶Brewster | 7200 | Own | 4 | 4 x5½ | 276 | 25.26 | ... | 2200 | S | Blk | ⅜ | .... | .... | Ch | P | F | Zeni | V | Bosch S-H | U S L-1 | C | To-T 3 | Own | F | Sp B | 4.25 | T | T | 125 | 34x4½s | Firestone | Cant | 3 | B | B | R | .... |
| ¶Briscoe, 4-24 | 985 | Own | 4 | 3⅝x5½ | 163 | 16.25 | 30 | 2000 | L | Blk | ⅜ | 1⅛ | 5/16 | Hel | T-S | F & S | Buic | G | Conn S-H | Auto-2 | C | R Ax 3 | Own | S-F | Bev | 4.23 | S | A | 104 | 30x3½q | Cleveland | F-El | 2 | RRP | B & R | B | 2100 |
| Buick, H-45 | 1495 | Own | 6 | 3⅜x4½ | 241 | 27.34 | 60 | .... | I | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | S | Marv | V | Delco S-H | Delco-1 | D P | U P 3 | W. Mott | F | Sp B | 4.07 | T | T | 118 | 33x4s | Baker | Cant | 4 | B | B & R | R | .... |
| Buick, H-49 | 1785 | " | " | " | " | " | " | .... | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 4.61 | " | " | 124 | 34x4½s | " | " | " | " | " | " | .... |
| Bush | 1395 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 2500 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | S | Cart | V | At K | Dyneto 2 | D | U P 3 | Salisbury | F-F | Bev. | 4.00 | T | T | 116 | 32x3½ | Firestone | ¾ El | 2 | B | R | B | 2450 |
| Cadillac, 57 | 3220 | Own | 8 | 3⅛x5⅛ | 314 | 31.25 | ... | 2650 | L | 4 | ⅜ | 1⅝ | ⅜ | Ch | P† | F | own | P | Delco S-A | Delco-1 | D D | U P 3 | Timken | F | Sp B | 4.43 | S | A | 125 | 35x5s | Kelsey | Plat | 3 | B-R | R | R | .... |
| Campbell | 835 | Own | 4 | 3⅞x4 | 189 | 24.00 | ... | .... | L | Blk | .. | .... | .... | Spur | T | F & S | Amer | V | At K S-H | Auto | D | U P 3 | Salisbury | F-F | Sp B | 4.25 | S | S | 110 | 30x3½c | U. S. | Semi | 3 | B | B | B-R | 2000 |
| ¶Case | 2200 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Delco | West | D D | U P 3 | Columbia | ¾ F | Sp B | 4.45 | S | S | 126 | 34x4½ | Firestone | Semi | 3 | B | R | R | 3300 |
| Chalmers, 6-30 | 1685 | Own | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2650 | L | Blk | ⅜ | 1½ | ⅜ | Ch | T-S | F & S | Stmb | V | Remy S-H | Auto | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 117 | 32x4s | Kelsey | Semi | 3 | R | R | R | 2800 |
| Chalmers, 6-30 | 1765 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 5.19 | " | " | 122 | 34x4s | " | " | " | " | " | " | 2950 |
| Champion | 1150 | ..... | 4 | ..... | ..... | ..... | .... | .... | .. | .... | .... | .... | .... | ..... | ..... | ..... | ..... | .. | ........ | ........ | ..... | ..... | ........ | .... | .... | .... | .. | .. | 116 | 32x3¼ | ........ | ........ | .. | .... | ..... | ..... | .... |
| Champion | 1295 | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | 116 | 32x32¼ | | | | | | | |
| ¶Chandler | 1795 | Own | 6 | 3½x5 | 289 | 29.40 | .... | .... | L | 3 | ⅜ | 1⅝ | 5/16 | Ch | P | F & S | Rayf | V | Bosch S-H | West-2 | D D | U P 3 | Own | F | Sp B | 4.40 | S | A | 123 | 33x4s | Fire&Clev | Semi | 3 | B | B | R | 2985 |
| Chevrolet, 490 | 735 | Own | 4 | 3 11/16x4 | 171 | 21.75 | .... | .... | I | Blk | ¼ | 1⅝ | 11/32 | Hel | P | F & S | Zeni | G | Remy S-H | Auto-2 | C | U P 3 | Own | ¾ F | Bev | 3.63 | S | S | 102 | 30x3½q | Demount | ¼ Cnt | 3 | B | B | R | 1890 |
| Chevrolet, D | 1585 | Own | 8 | 3⅜x4 | 286 | 36.45 | .... | .... | I | 4 | ⅜ | 1½ | 11/32 | Hel | P | F & S | Zeni | V | Remy S-H | Auto-3 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | T | 120 | 34x4q | Demount | ¼ Cnt | 3 | B-P | R | B | 3100 |
| ¶Chevrolet, F B | 1235 | Own | 4 | 3 11/16x5¼ | 224 | 21.75 | .... | .... | I | Blk | ⅜ | 1½ | ¼ | Hel | P | F & S | Zeni | V | Remy S-H | Auto-3 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | S | 112 | 33x4s | Demount | ¼ Cant | 3 | B-P | R | R | 3200 |
| Cleveland | 1385 | Own | 6 | 3 x4½ | 286 | 21.60 | .... | .... | I | Blk | .... | .... | .... | Ch | P | F & S | Stmb | .. | ........ | G & D | D | U P 3 | Own | .... | Sp B | .... | .. | .. | 112 | 32x4 | Firestone | Semi | 3 | .... | R | R | .... |
| ¶Cole, 870 | 2750 | North | 8 | 3½x4½ | 346 | 39.22 | 80 | 2800 | L | 4 | ⅜ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Delco S-H | Delco-2 | C | U P 3 | Columbia | F | Sp B | 4.46 | S | S | 127 | 33x5q | Firestone | Semi | 3 | B | R | R | 3590 |
| Colonial, 35 | 1095 | Falls | 6 | 3 x4½ | 190 | 21.60 | .... | .... | L | Blk | ⅜ | .... | .... | Hel | T-S | F & S | Stew | V | Remy S-H | Al-Ch-1 | C | U P 3 | Lewis | F | Bev | 4.41 | .. | .. | 116 | 32x3½ | Goodyear | Cant | 3 | B | B | R | 2775 |
| ¶Columbia Six JC | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅜ | 1.39 | .31 | Hel | P† | F & S | Stmb | V | A-K | Auto | D D | U P 3 | Timken | ¾ F | Sp B | 4.75 | S | A | 115 | 32x4 | Firestone | Cant | 3 | B | R | R | 2800 |
| Comet 6-C-53 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2600 | L | Blk | ⅜ | 1⅝ | .... | Hel | P | F & S | Stmb | V | Wagner | Wagner | D D | U P 3 | Columbia | F-F | Sp B | 4.50 | S | S | 125 | 33x4s | Firestone | Cant | 3 | B | R | R | 3200 |
| Commonwealth | †1395 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 40 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hels | T-S | F & S | Cart | V | At-K | Dyneto-2 | D D | U P 3 | Peru | F-F | Sp B | 4.25 | S | S | 117 | 32x4 | Stanweld | Semi | 2 | B | R | R | 2500 |
| Crawford | 2750 | Cont | 6 | 3½x5¼ | 303 | 29.40 | .... | .... | L | Blk | ⅜ | .... | .... | Hel | P | F & S | Stmb | V | Bosch | West | D | U P 3 | Timken | ¾ F | Sp B | 4.50 | .. | S | 122½ | 32x4c | ........ | Semi | 3 | R | R | R | .... |
| ¶Crow-Elkhart, L-55 | 1295 | Lycmg | 4 | 3½x5 | 196 | 19.60 | 35 | 1800 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 32x3½s | Firestone | Semi | 2 | B | R | R | 2370 |
| ¶Crow-Elkhart, K-55 | 1545 | Ruten | 6 | 3⅛x5 | 230 | 23.14 | 45 | 2400 | L | Blk | 3/16 | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 33x4s | Firestone | Semi | 3 | B | R | R | 2470 |
| Cunningham, V | on ap | Own | 8 | 3¾x5 | 445 | 45.00 | 90 | 2200 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | P | F | Stmb | V | Delco S-H | West | D D | U P 3 | Timken | F | Sp B | 4.08 | S | A | 132 | 35x5 | Goodrich | ¾ El | 3 | B-R | ...... | R | 4350 |
| ¶Daniels, D | 4509 | Own | 8 | 3½x5⅛ | 404 | 39.20 | 70 | 2000 | L | 4 | ⅜ | 1¾ | ⅜ | Hel | P | F | Zeni | V | Delco S-H | Delco-2 | D D | U P 3 | Timken | F-F | Sp B | 4.42 | S | A | 132¼ | 34x4½s | Firestone | Semi | 3 | B | R | R | 3800 |
| ¶Davis, 51 | 1765 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 58 | 2650 | L | Blk | ⅜ | 1½ | ¼ | Hel | P | F & S | Stmb | V | Delco D-H | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 120 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| Deering | ..... | Dorris | 6 | 4 x5 | .... | ..... | .... | ..... | I | 3 | .... | .... | .... | ..... | ..... | F | .... | .. | ........ | ........ | Magne- | tic | Timken | F-F | Sp B | .... | .. | .. | 132 | 33x5 | Wire W | ........ | 7 | .... | R | ....... | .... |
| Disbrow, A | †2950 | Wisc | 4 | 5Mx5½ | 446 | 41.60 | .... | ..... | T | .... | .... | .... | .... | Hel | P | F | Mill | P | KW S-H | Leece-N | D | U P 3 | American | F | Bev | .... | .. | S | 116 | 33x4½ | Wire W | Semi | 3 | R | R | R | .... |
| Dispatch | 1290 | Wisc | 4 | 3¾x5 | 220 | 22.50 | 35 | 2000 | L | Blk | ¼ | 1¾ | 5/16 | Hel | T-S | F | Ray | V | Bosch | U S L | C U | ..... | Own | .... | C U | 4.12 | R | S | 120 | 34x4 | Stand | El | 3 | B | P | B | 2300 |
| Dixie Flyer, H-S50 | 1365 | H-Splm | .. | 3¼x5 | 166 | 16.90 | 42 | 2200 | L | Blk | 5/16 | .... | .... | Hel | T-S | F & S | Stmb | V | Conn S-H | Dyneto-2 | D D | U P 3 | Peru | F F | Sp B | 4.75 | T | T | 112 | 32x4s | Fick | ¾ El | 2 | B-P | B & R | B | 2450 |
| ¶Dodge Brothers | 1085 | Own | 4 | 3⅞x4½ | 212 | 24.03 | 35 | 2000 | L | Blk | ⅜ | 1⅝ | 5/16 | Hel | P | F & S | Stew | V | N-E A-H | N. East-1 | D D | U P 3 | Own | F | Sp B | 4.17 | S | T | 114 | 32x3½s | Own | ¾ El | 3 | B | R | R | 2365 |
| ¶Dorris, 6-80 | 4350 | Own | 6 | 4 x5 | 377 | 38.40 | 80 | 2400 | I | 3 | ¼ | 1½ | 11/32 | Hel | P | F | Stmb | V | Bosch S-H | West-3 | D D | U P 3 | Timken | F F | Sp B | 4.08 | S | S | 132 | 35x5 | Firestone | Semi | 7 | R | R | R | 3750 |
| Dort | 985 | Own | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅜ | 1⅝ | 19/64 | Hel | T-S | S | Cart | V | Conn S-H | West-3 | C | U P 3 | Walker W | ¾ F | Bev | 4.07 | S | T | 105½ | 30x3½s | Jackso.. | Cant | 2 | B | B R & P | B | 2209 |
| [illegible] | 2000 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 75 | 2400 | L | 4 | ⅜ | 1⅝ | ⅜ | Hel | P | F | Zeni | V | [illegible] S-H | West-1 | D D | U P 3 | Columbia | F F | Sp B | 4.42 | S | A | 132 | 34x4- | Firestone | Cant | 2 | B | R | R | 2350 |

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TRANSMISSIONS

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But a gear that is heated and suddenly quenched **will warp**—unless special pains are taken to prevent it.

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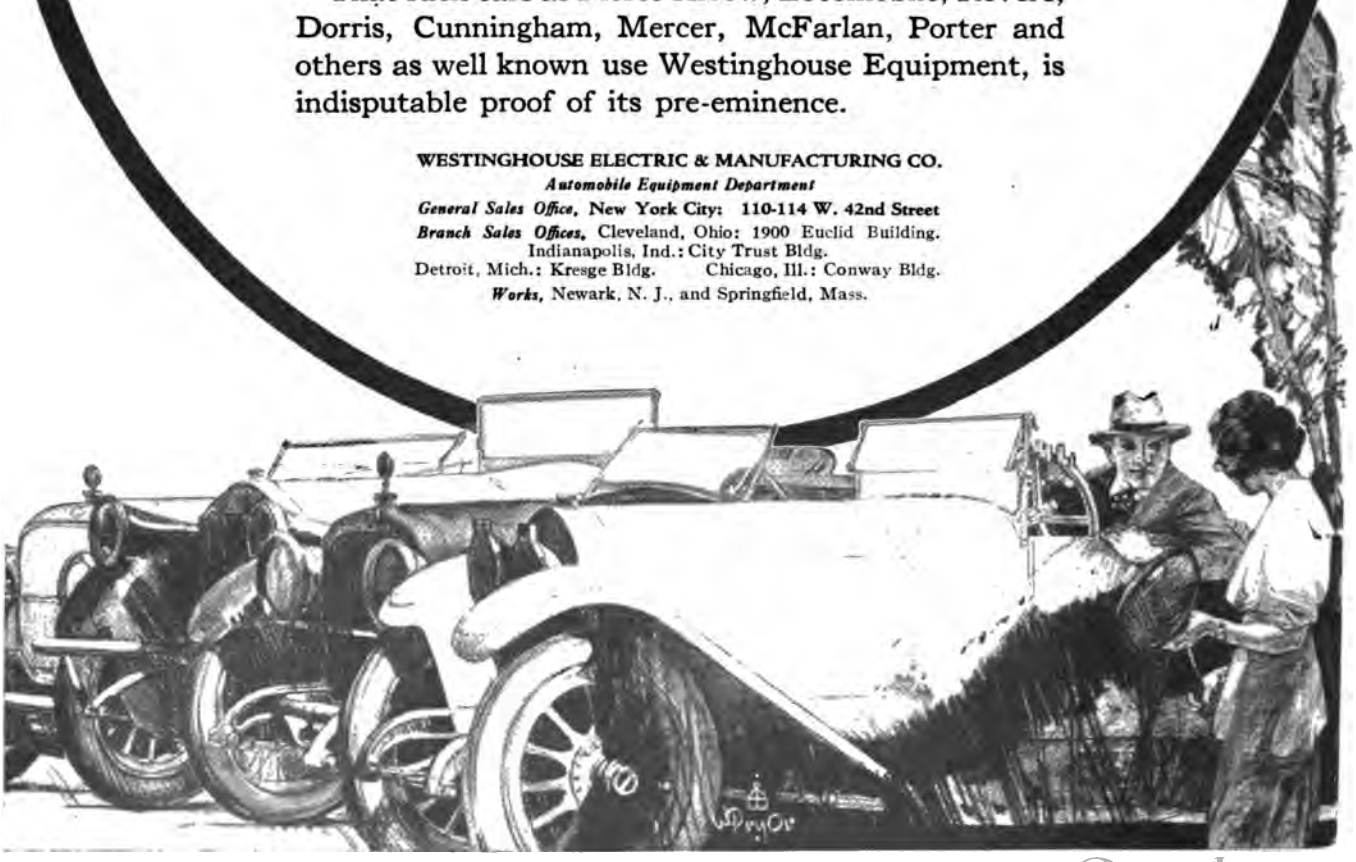
*Works*, Newark, N. J., and Springfield, Mass.

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| NAME AND MODEL | Price Touring Car | Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacement | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Fly. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Make and Type | Fed by | Make Type | Make of Starting Lighting System | Clutch Type | Gearset Location and Forward Speeds | Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Tube | Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Bearings | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Oldsmobile, 37-A | 1395 | Own | 6 | 2¼x4¾ | 177 | 18.90 | 41 | 2600 | I | Blk | ⅛ | 1¼ | ⅝ | Hel | P | F | John | V | Remy | Remy | C | U P 3 | W. Mott | F | Sp B | 4.60 | S | S | 112 | 32.4s | Periman | Semi | 3 | B–R | B R | R | 2452 |
| Oldsmobile, 45-B | 1895 | Own | 8 | 2⅞x4¾ | 248 | 26.55 | 58 | 2600 | L | 4 | ⅜ | 1½ | ⅝ | Hel | P | F | B&B | V | Delco S-A | Delco-2 | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 122 | 34x4½s | Periman | Semi | 2 | B–R | B & R | R | 3150 |
| ¶Olympian | 1240 | Own | 1 | 3½x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅜ | 1¾ | ⅝ | Hel | T-S | F | Stmb | V | Conn | Auto | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 112 | 32x3½s | Goodrich | Trans | 2 | B-P | B-R | B | .... |
| Overland, 90 | 985 | Own | 4 | 3¾x5 | 179 | 18.23 | 35 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | S | Tilt | V | Conn S-H | Auto-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.93 | T | T | 106 | 31x4c | Stanweld | Cant | 2 | B-R | B | R | 2500 |
| Owen-Magnetic O-36 | 4250 | Buda | 6 | 3¾x5½ | 364 | 33.75 | 60 | 2000 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Bosch S-H | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 3.50 | S | A | 136 | 35x5s | D Wheels | Semi | 4 | .... | R | R | 4520 |
| Owen-Magnetic W42 | 5500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | 1 | 3 | ¼ | 1¼ | ⅝ | Hel | P | F | Zeni | V | Bosch | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-35 | 5200 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅜ | 1½ | .344 | Chn | P† | F | own | P | Delco8-HA | Bijur-2 | D D | U P 3 | Own | 8-F | Sp B | 4.36 | S | A | 128 | 35x5c | Firestone | Semi | 3 | B–R | B | R | 4435 |
| Packard, 3-35 | 5550 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4490 |
| Paige-Linwood, 6-40 | 1595 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2700 | L | Blk | ⅛ | 1½ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B–R | B & R | R | 2802 |
| ¶Paige, Essex, 6-55 | 2150 | Cont | 6 | 3½x5½ | 303 | 29.40 | 55 | 1900 | L | Blk | ⅜ | 1 54 | .306 | Hel | P | F & S | Rayf | V | Remy S-H | Auto | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.33 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B–R | B & R | B | 3373 |
| Panh. A | ..... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | F | Blk | ⅜ | 1¼ | ⅜ | Chn | T-S | F & S | Stmb | G | Auto | Auto | D P | U P 3 | Own | Semi | Sp B | 4.90 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| ¶Paterson, 6-46 | 1695 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 38 | 1600 | L | Blk | ¼ | 1¼ | ⅜ | Hel | P | F & S | Stmb | V | Delco–D-H | Delco-2 | D P | U P 3 | Hess | S-F | Sp B | 4.50 | S | S | 120 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | 2900 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅛ | 1⅜ | ⅝ | Hel | P | F | Ball | V | At K S-H | Auto 2 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Plat† | 3 | B–R | R | R | 3500 |
| Penney 18 | 1085 | G-B & S | 4 | 3¾x4½ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅛ | 1⅝ | ⅛ | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-2 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Penney, 6-18 | 1585 | Cont | 6 | 3½x4½ | 224 | 25.35 | .... | .... | L | Blk | .... | .... | .... | Hel | P | F & S | Rayf | V | S-H | Heinse | P | U P 3 | Columbia | F | Sp B | 4.58 | .. | S | 120 | 33x4s | ..... | ¾ El | 3 | B | R | B | .... |
| ¶Phianna | 6000 | Own | 4 | 3⅛x6 | 287 | 24.90 | .... | .... | I | Blk | .... | .... | .... | Chn | P | F | Stmb | P | Bosch8-H | WardL | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| Piedmont, N-30 | 1095 | Lycmg | 4 | 3½x5 | 192 | 19.60 | .... | .... | I | Blk | .... | .... | .... | Hel | T-S | S | Cart | V | ..... | Dyneto | D P | U P 3 | Peru | F | ..... | 4.45 | .. | .. | 116 | 32x3½ | Firestone | Semi | .... | .... | .... | .... | .... |
| Piedmont, 8-40 | 1545 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | .... | L | Blk | .... | .... | .... | Hel | T-S | S | Zeni | V | Remy | Remy | D P | U P 3 | Timk | S-F | .... | 4.45 | .. | .. | 122 | 32x4 | Firestone | Semi | .... | .... | .... | .... | .... |
| Pierce-Arrow, 38 | 7250 | Own | 6 | 4 x5½ | 415 | 38.40 | .... | .... | T | 2 | ¼ | 1¼ | ⅝ | Hel | P | F | Own | P | Delco | West | C | Sep 4 | Own | S-F | BSp | 3.78 | S | A | 134 | 34x4½ | Goodrich | ¾ El | 7 | B | B & R | R | 4370 |
| Pierce-Arrow, 48 | 7750 | Own | 6 | 4½x5½ | 525 | 48.60 | — | — | T | 2 | ⅛ | 1½ | ⅝ | Hel | P† | F | own | P | Delco | West-2 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 142 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5103 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅜ | 1⅝ | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 | O D | U P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Periman | Semi | 3 | B | R | B | 2350 |
| ¶P lot, 6-45 | 1650 | Teetor | 6 | 3½x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅜ | 1 37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-2 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Periman | Cant | 3 | B | B & R | R | 2890 |
| Premier, 6-C | 2585 | Own | 6 | 3½x5½ | 295 | 27.30 | 60 | 2400 | I | Blk | ⅜ | 1⅜ | ⅜ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B–P | R | R | 3400 |
| Reo, T & U | 1650 | Own | 6 | 3 ⅜x5 | .. | ..... | ... | 2750 | F | 2 | ⅜ | 2.33 | .26 | Hel | P | S | John | V | Remy S-H | Remy-2 | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 33x4s | Firestone | Semi | 4 | R | R | R | 2935 |
| Ri-Chart | 8000 | Own | 8 | 3½x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ⅝ | Hel | P | F-S | Own | V | 2 Bosch M | West | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| Revere B | 3850 | Own | 4 | 4½x6 | 360 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | ⅝ | Spr | P | F-S | Mill | P | Bosch | West | D D | U P 4 | American | F-F | Beb | 3.50 | .. | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3850 |
| ¶Roamer, C-6-54 | ..... | Cont | 6 | 3½x5½ | 303 | 29.40 | 54 | 2450 | L | Blk | ⅜ | 1.54 | .30 | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 | D P | U P 3 | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4s | Wire W | Semi | 5 | B-R | B | B | 3000 |
| ¶Roamer, D-4-75 | ..... | Dueen | 4 | 3¾x6 | 299 | 25.40 | 75 | 2650 | I | Blk | ¼ | 2 | ⅜ | Hel | P | F & S | Stmb | V | Bosch | Bijur-2 | D P | U P | Hess | ¾ F | Sp B | 3.77 | S | T | 128 | 32x4½s | Wire W | Semi | 2 | B | B | B | 3150 |
| Rock Falls, 10 | ..... | Buda | 6 | 3½x5½ | 303 | 29.40 | .... | .... | L | Blk | .... | .... | .... | .... | P | F & S | Rayf | V | Bosch | West | D P | U P 3 | Columbia | F-F | ..... | 4 56 | .... | .... | 136 | 35x5 | Firestone | ¾ El | .... | .... | .... | .... | 2800 |
| ¶Saxon, Six | 1295 | Cont | 6 | 2¼x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅛ | 1⅛ | ⅛ | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-2 | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R–P | R | R | 2376 |
| Sayers | 1745 | Cont | 6 | 3½x4½ | 224 | 25.40 | 42 | 2200 | I | Blk | ¼ | 1¾ | ½ | Hel | P | F & S | Zeni | V | Delco | Delco-2 | D D | U P 3 | Hess | ¼ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | B | 2600 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3½x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅛ | 1¼ | ⅛ | Hel | P | ..... | Zeni | .. | Remy | Remy | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½ c | D Wheels | Cant | 3 | B–R | R | B | 2100 |
| Scripps Booth 6-39 | 1295 | North | 6 | 2⅞x4¾ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅜ | ..... | .... | Hel | P | F-S | Marv | V | Remy | Remy-2 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Periman | Semi | 3 | B-P | B-R | B | .... |
| Seneca, 4-27 | 1085 | LeRoi | 4 | 3½x4½ | 138 | 15.63 | 27 | 2200 | L | Blk | ⅜ | ..... | ¼ | Hel | T-S | F & S | Scheb | .. | Conn | Al-Ch | D-D | U P 3 | Peru | F F | Sp B | 4.50 | .. | T | 108 | 30x3½ | Jackson | Cant | 2 | B | R | B | 2100 |
| Simplex-Crane | *7000 | Own | 6 | 4½x6½ | 564 | 45.94 | .... | .... | L | 3 | ⅜ | ..... | .... | Chn | P | F | Newc | F | Eisen | Bosch-2 | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ..... | Semi | 3 | B | B | R | .... |
| Singer, 19 | 5000 | H-Splm | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 2 | ⅜ | 1⅞ | ⅜ | Hel | P | F | Rayf | V | Bosch S-H | West-1 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| ¶Standard, I | 3000 | Own | 8 | 3¼x5 | 331 | 33.80 | 70 | 2200 | L | 4 | ⅛ | 1⅜ | ⅝ | Hel | P | F | Zeni | V | Split | West | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B–R | B R & P | R | 3500 |
| ¶Stearns-Knight, 4 | 2350 | Own | 4 | 3¾x5½ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅛ | ..... | .... | Chn | P | F & S | Schb | V | At-K S-H | West-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B–R | B & R | R | 3400 |
| Stephens, 84 | 1975 | Own | 6 | 3¾x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅜ | 1¼ | ⅜ | Hel | T-S | F | Till | V | Auto | Auto | D D | U P 3 | Stanpar | S-F | Sp B | 4.75 | S | S | 122 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-F, A-7 | 7000 | Own | 6 | ..... | 300 | 30.24 | 77 | 2700 | .. | Blk | .... | 2 | ⅝ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | .... | .... | .... | 1800 |
| Studebaker, S-H | 1325 | Own | 4 | 3½x5 | 187 | 19.60 | 38 | 2000 | L | Blk | ⅜ | 1⅜ | ⅜ | Hel | P | F & S | Stmb | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 4.36 | S | S | 112 | 32x3½q | Kelsey | Semi | 2 | R | R | R | 2500 |
| Studebaker, E-H | 1685 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅜ | 1⅜ | ⅜ | Hel | P | F & S | Ball | V | Remy S | Wagner | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2750 |
| Studebaker, E-6 | 2135 | Own | 6 | 3½x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅜ | 1⅜ | ⅜ | Hel | P | F & S | Ball | V | Remy S-H | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| Stutz, 16-valve | 3100 | Own | 4 | 4½x6 | 361 | 30.63 | .... | .... | T | Blk | ¼ | ..... | .... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| Templar, 6-45 | 2485 | Own | 4 | 3½x5½ | 197 | 18.23 | 45 | 2100 | I | Blk | ⅛ | 1⅝ | ⅜ | Chn | P | F | Zeni | V | Magneto | Bijur-2 | D D | U P 3 | American | S-F | Sp B | 4.41 | S | S | 118 | 32x4 | Firestone | Semi | 3 | B | B & R | R | 2750 |
| ¶Texas | 1250 | GB&S | 4 | 3¾x4½ | 188 | 22.50 | 36 | 2700 | L | Blk | ⅛ | 1⅝ | ⅜ | Chn | P | F & S | Cart | V | Delco | Auto | P | U P 3 | Hess | F F | Sp B | 4.25 | T | A | 115 | 33x4s | Firestone | Cant | 3 | B | R | R | 2400 |
| Tuba, D-1 | 1200 | Lycmg | 4 | 3½x5 | 187 | 19.60 | 35 | 1800 | L | Blk | ⅛ | ..... | .... | Hel | T | F & S | Mill | V | Delco | Dyneto | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | R | B | 2400 |
| Velie, 34 | 1525 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 35 | 2050 | L | Blk | ⅛ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodycar | ¾ El | 3 | B–P | R | R | 2716 |
| Velie, 39 | 1910 | Cont | 6 | 3½x5½ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅛ | 1¼ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B–R | R | R | 3316 |
| Verpan, 419 | ..... | Own | 4 | 3½x4 | 123 | 15.62 | 45 | 2800 | T | Blk | ⅛ | 1⅛ | ⅛ | Hel | T | F & S | Own | G | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.63 | S | S | 103 | 30x3½c | Baker | Cant | 2 | B | R | R | 1500 |
| Vernon 819 | ..... | Own | 8 | 3½x4 | 173 | 22.05 | 62 | 2800 | T | 4 | ⅛ | 1⅜ | ⅛ | Hel | T | F & S | Own | V | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.25 | S | S | 115 | 31x4c | Baker | Cant | 2 | R | R | R | 2100 |
| ¶Waco T--37 | 950 | ..... | .. | 3¼x4½ | 1-8 | 22 60 | 37 | .... | L | Blk | .... | .... | .... | .... | T | F & S | Schb | V | Split | ..... | D | U P 3 | ..... | F-F | ... | ..... | .... | .... | 112 | 32x3½q | ..... | ¾ El | .... | .... | B | .... | 2350 |
| ¶Wescott 3-38 | 2090 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 55 | 2650 | I | Blk | .... | .... | ⅛ | .... | P | F | Rayf | .. | Delco | Delco | ..... | U P 3 | ..... | ..... | ..... | ..... | .... | .... | 118 | 33x4s | ..... | Semi | 4 | .... | .... | .... | .... |
| Westcott, A-48 | 2590 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅛ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Cant | 3 | B–R | R | R | 3200 |
| Willys, 89-6 | 1625 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 45 | 1700 | L | Blk | ⅛ | 1.54 | .30 | Hel | P | F & S | Tilt. | V | Conn8 | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.00 | T | T | 120 | 33x4½s | Stanweld | Cant | 3 | BRP | R | R | 3430 |
| Willys-Knight 88-4 | 1725 | Own | 4 | 4½x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅛ | ..... | .... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| Winton, 33 | 3600 | Own | 6 | 3⅜x5½ | 348 | 33.75 | 70 | 2200 | L | 2 | ⅛ | 1⅝ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.90 | S | T | 132 | 35x5 | Firestone | Semi | 4 | B–R | R | R | 3870 |
| Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ⅛ | 2¼ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B–R | R | R | 4440 |
| Wolverine | 3500 | Dueen | 4 | 3 ⅜x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .... | .... | 2¼ | ⅝ | Gear: | P | F & S | Mill | V | Bosch: | Bijur : | D D | U P : | American | F-F | Sp B | 2.94 | .. | S | 117 | 32x4½ | ..... | Semi: | 3 | B | R | R | 2310 |

## STEAM CARS

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Drive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Doble Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| Stanley, 735 | 3740 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| Super-Steamer | 3000 | 125 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3¼x5 | Rear Axle | No Gr. | Kero | Bunson | Condensing | ..... | 33x4 | Semi | Springs | Eng. Frame |

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# REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS:—**NAME AND MODEL**— ¶ before name ondicates that changes have been made in specifications since last issue, or that model is listed for the first time. **PRICE**—C., Including Body. **FRAMES MATERIAL**—R-C., Rolled Steel Channel Section; R-I., Rolled Steel I Section; Pr-S., Pressed Steel. **TIRES**—P., Pneumatic; S., Solid; St., Steel. **MAKE OF REAR AXLE**—Salis., Salisbury; Torb., Torbenson; Wisc., Wisconsin. **TYPE OF REAR EXLES**—F., Full Floating; S-F., Semi-Floating; D., Dead. **MAKE OF ENGINE**—Wauk., Waukesha; Cont., Continental; Lycmg., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop, & Swartz; Wisc., Wisconsin; Her.-Spill., Herschell-Spillman; Beav., Beaver. **CYLINDERS CAST**—B., Block; 1, Single; 2, Pairs **LOCATION OF VALVES**—R., Right; L., Left; O., Opposite; H., Head. **COOLING SYSTEM**—G., Gear; P., Pump; T., Thermos Syphon; A., Air. **RADIATOR**—Fin., Finned Tubes; Sq. T., Square Tubular; V-t., Vertical Tube; Z-Z-T., Ziz-Zag Tubular; Cell., Cellular; Hel., Helical; Ring., Tubes arranged in Ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM AND SPARK ADVANCE**—D., Dual; H., Hand Advance; S., Single; A., Automatic; F., Fixed; Eism., Eisemann; Split., Splitdorf; Conn., Connecticut; West., Westinghouse; G-D., Gray & Davis; Br'l'ng., Berling; At-K., Atwater-Kent; Al-Ch., Allis-Chalmers; U. S. L., United States Lt. & Heat Co.; N-East., North-East; Split-App., Splitdorf Apple; Huff-S., Huff-Simms; Auto., Auto-Lite. **MAKE OF GOVERNOR**—Wauk., Waukesha; Rugg., Ruggles; Mon., Monarch; Dup., Duplex; H. Sp., Herschel-Spillman; Mil., Milwaukee; Simp., Simplex; Con., Continental. **CARBURETTER—MAKE AND FEED**—Scheb., Schebler; Ray., Rayfield; Stmbg., Stromberg; Shak., Shakespeare; Flech., Fletcher; Zen., Zenith; Johns., Johnson; King., Kingston; G., Gravity; V., Vacuum; P., Pressure. **CLUTCH TYPE**—D-D., Dry Disc.; P., Plate; C-U., Control Unit. **GEARSET TYPE AND LOCATION**—Sel., Selective Sliding Gear; Prog., Progressive Sliding Gear; Ind-C., Individual Clutch; Plan., Planatory; C-U., Control Unit; Fric., Friction; Elec., Electric. **GEARSET LOCATION**—Amid., Amidship; U-M., Unit with Motor; U-J., Unit with Jackshaft; U-X., Unit with Axle. **FINAL DRIVE**—Int-G., Internal Gear; Chn., Chain; Sp.-B., Spiral Bevel Gear; D-Red., Double Reduction Gear; S., Spur Gear; Ex., External Gear; T., To Front Wheel; 4, on all Four Wheels; W., Worm.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | RUNNING GEAR: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A & B ........ 3T | 6,000 | on app | 144 | r-c | s | 48x3½d | 48x3½d | .. | .. | .... | .... | .... | .... | .... | .... | own | .... |
| A & B ........ 5T | 10,000 | on app | 144 | r-c | s | 48x3½d | 48x5d | .. | .. | .... | .... | .... | .... | .... | .... | own | .... |
| Acason ........ R | 2,000 | 2,150 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¼ | 2 | 9½ | 7½ | 4 | 3 | Timken | s-f |
| Acason ........ B | 3,000 | 2,650 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2¼ | 9½ | 9 | 4 | 3⅝ | Timken | f-f |
| ¶Acason ........ H | 4,000 | 3,150 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4¾ | 5½ | Timken | f-f |
| Acason ........ L | 7,000 | 4,150 | 172 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 5½ | 7⅛ | Timken | f-f |
| Acason ........ M | 10,000 | 5,150 | 172-187 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | ... | 7⅝ | Timken | f-f |
| Acason Tractor ...... | 4,000 | 3,350 | 114 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | ... | ... | Timken | f-f |
| Acason Tractor .... | 10,000 | 4,750 | 130 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | ... | ... | Timken | f-f |
| Ace ........ | 3000 | ........ | 144 | pr-s | s | 34x3½ | 34x5 | .. | .. | .... | .... | .... | .... | .... | .... | Timken | .... |
| Ace ........ | 5,000 | ........ | 156 | pr-s | s | 36x4 | 36x7 | .. | .. | Da | y= | Ste | el | Wh | eels | Timken | .... |
| ¶Acme (Cadillac) . B | 2,000 | 1,950 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f |
| Acme ........ F | 3,000 | 2,175 | 141 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | .... | 4⅝ | ... | Timken | s-f |
| Acme (Cadillac) ... A | 4,000 | 2,750 | 148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅞ | 5½ | Timken | f-f |
| Acme (Cadillac) .... C | 7,000 | 3,750 | 168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2¼ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f |
| Acme (Cadillac) .. E | 10,000 | 4,850 | 180 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f |
| Acme (Emigsvil.) .. | 1,500 | 1,580 | ...... | .... | p | 33x4 | 33x4 | .. | .. | .... | .... | .... | .... | .... | .... | Timken | .... |
| ¶Air-O-Flex ........ A | 3,500 | ........ | 160 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | 8 | 9 | 3¾ | 4 | Russel | f-f |
| ¶All-American ... A | 2,000 | 1,395 | 130 | pr-s | p&s | 33x4 | 32x4 | 12 | 12 | 1½ | 1¾ | 6¼ | 9 | 3½ | 5 | Torb | f-f |
| All Power ........ | 7,000 | 4,800 | 168 | 130 | s | 36x6 | 36x10 | .. | .. | .... | .... | .... | .... | .... | .... | Timken | .... |
| A. M. C. ........ | 1,500 | ........ | 112 | pr-s | p | 30x3½ | 31x4 | .. | .. | .... | .... | .... | .... | .... | .... | ........ | .... |
| A. M. C. ........ | 3,000 | ........ | 130 | pr-s | s | 34x4 | 34x4 | .. | .. | .... | .... | .... | .... | .... | .... | ........ | .... |
| ¶Apex ........ | 2,000 | 1,395 | 130 | r-c | p&s | 33x4 | 32x3½ | 12 | 12 | 1½ | 1¾ | .... | .... | .... | .... | Torb | f-f |
| ¶Apex ........ | 3,000 | 1,395 | 130 | r-c | s | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | .... | .... | .... | .... | Torb | f-f |
| ¶Apex ........ | 5,000 | 2,450 | 150 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¼ | 2½ | .... | .... | .... | .... | Torb | f-f |
| Armleder .... HW | 4,000 | on app | 166-148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2½ | 2¼ | .... | .... | .... | .... | Timken | .... |
| Armleder ...... KW | 7,000 | on app | 156-186 | r-I | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 2¼ | .... | .... | .... | .... | Timken | .... |
| ¶Atlas ........ 18 | 1,500 | 1,260 | 118 | pr-s | p | 32x4 | 32x4 | 12 | 12 | 1¼ | 1¼ | .... | .... | .... | .... | Hess | s-f |
| Atterbury ...... 7R | 3,000 | 2,575 | 140½ | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¼ | 2½ | .... | .... | .... | .... | Timken | f-f |
| Atterbury ...... 7CX | 4,000 | 3,175 | 153½* | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | f-f |
| Atterbury ...... 7D | 7,000 | 3,975 | 167½* | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | .... | .... | .... | .... | Timken | f-f |
| Atterbury ...... 8E | 10,000 | 5,475 | 167½ | pr-s | s | 36x5 | 40x6d | | M | all. | St | eel | Whe | el | | Timken | f-f |
| Autocar .... 21F | 4,000 | 2,300 | 97 | pr-e | s | 34x4† | 34x5† | 12 | 14 | 2 | 2 | 8¼ | 9½ | [illegible] | [illegible] | own | f-f |
| Autocar ...... 21G | 4,000 | 2,400 | 120 | pr-s | s | 34x4 | 34x5† | 12 | 14 | 2 | 2 | 8¼ | 9½ | 47- | 5 | ........ | f-f |
| Autohorse ...... 10 | 10,000 | 2,100 | ...... | ch-s | s | 34x10 | ........ | 14 | .. | 3 | .... | .... | .... | .... | .... | ........ | .... |
| Available ...... H2 | 4,000 | on app | 148 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | f-f |
| Available ...... H3 | 7,000 | on app | 156-172 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3¼ | 9½ | 12½ | 4½ | 7⅛ | Timken | f-f |
| ¶Available ...... H5 | 10,000 | on app | 156-172 | r-c | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f |
| Barber Tractor ...... | 12,000 | 2,000 | 84 | r-s | s | 34x3½ | 34x7 | .. | .. | .... | .... | .... | .... | .... | .... | own | .... |
| Beck ........ A | 2,000 | 1,500 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¼ | 1¼ | 8½ | .... | 4⅛ | ... | Celfor | .... |
| Beck ........ B | 3,000 | 1,900 | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 1¼ | 8½ | .... | 4⅛ | ... | Celfor | .... |
| Beck ........ C | 4,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 14 | 2 | 2 | 9 | .... | 5 | ... | Celfor | .... |
| Beech Creek ...... 3A | 6,000 | 3,850 | 132 | r-c | s | 36x6 | 36x6 | .. | .. | .... | .... | .... | .... | .... | .... | own | f-f |
| Bell (York, Pa.) ...... | 1,200 | ........ | 114 | pr-s | p | 31x4 | 31x4 | .. | .. | .... | .... | .... | .... | .... | .... | ........ | f-f |
| Bell (Ottumwa, Ia.) .. | 3,000 | ........ | 146 | ch-s | s | 34x4 | 34x6 | 14 | 14 | 2 | 2¼ | .... | .... | .... | .... | Russell | .... |
| Bessemer ...... G | 2,000 | 1,575 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1¼ | 2 | .... | .... | .... | .... | Torb | f-f |
| Bessemer ...... H | 3,000 | 1,945 | 144 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2¼ | .... | .... | .... | .... | Torb | f-f |
| Bessemer ...... J | 4,000 | 2,490 | 144-158 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | .... | .... | .... | .... | Torb | f-f |
| Bessemer ...... K | 7,000 | 3,450 | 146-175 | pr-s | | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | .... | .... | .... | .... | Torb | f-f |
| Bethlehem ...... D | 3,000 | 1,965 | 136 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8¼ | 8¼ | 4 | 3¼ | Russel | .... |

| NAME AND MODEL | ENGINE: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING & LIGHTING SYSTEM: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | GEARSET: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A & B ........ 3T | own | 4 | 5 11/64x4¾ | 42.76 | 2-r | .... | G | fin | Bosch D-H | none | ........ | ........ | Scheb | | g | .... | elec | amid | 2 | ........ | int-g- |
| A & B ........ 5T | own | 4 | 5 11/64x4¾ | 42.76 | 2-r | .... | G | fin | Bosch D-H | none | ........ | ........ | Scheb | | g | .... | elec | amid | 2 | ........ | int-g-f |
| Acason ........ R | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | .... | T | cell | Eism | ........ | ........ | Wauk | ........ | .... | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Acason ........ B | Wauk | 4 | 3¾x5¼ | 22.50 | 2-l | ¼ | P | cell | Eism | ........ | ........ | Wauk | Scheb | .... | v | l-p | sel | u-m | 3 | 8.75-1 | worm |
| ¶Acason ........ H | Wauk | 4 | 4¼x5¼ | 28.90 | 2- | ¼ | P | cell | Eism S-H | ........ | ........ | Wauk | Scheb | .... | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Acason ........ L | Wauk | 4 | 4¼x6¾ | 28.90 | 2-l | ¼ | P | cell | Eism S-H | ........ | ........ | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Acason ........ M | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | ¼ | P | cell | Eism | ........ | ........ | Wauk | Scheb | | v | d-p | sel | u-m | 3 | 10.25-1 | worm |
| Acason Tractor ...... | Wauk | 4 | 4¼x5¼ | 28.90 | 2-l | .... | P | cell | Eism | ........ | ........ | Wauk | Scheb | .... | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Acason Tractor .... | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | .... | P | cell | Eism | ........ | ........ | Wauk | Scheb | .... | v | d-p | sel | u-m | 3 | 10.30-1 | worm |
| Ace ........ | Buda | 4 | 3¾x5⅛ | 22.50 | .... | .... | | .... | ........ | West | ........ | Pierce | Scheb | 1¼ | v | d-d | .... | .... | 4 | 7.00-1 | worm |
| Ace ........ | Buda | 4 | 4¼x5½ | 29.00 | b-r | .... | P | .... | West | West | ........ | Pierce | Scheb | 1¼ | v | d-d | .... | amid | 4 | 7.75-1 | worm |
| ¶Acme (Cadillac) . B | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-H | G & D | Yes | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 7.75-1 | worm |
| Acme ........ F | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eise S-H | G & D | Yes | Duplex | Ray f | .... | v | d-d | ind-c | u-m | 3 | 8.75 | worm |
| Acme (Cadillac) ... A | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-H | ........ | ........ | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 8.50-1 | worm |
| Acme (Cadillac) .... C | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | ........ | ........ | Duplex | Ray | | v | d-u | ind-c | amid | 3 | 10.33-1 | worm |
| Acme (Cadillac) .. E | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-H | ........ | ........ | Duplex | Rayf | .... | v | d-d | ind-c | amid | 3 | 11.66-1 | worm |
| Acme (Emigsvil.) .. | Cont | 4 | 3½x5 | 19.61 | .... | ⅝ | T | .... | Magneto | ........ | ........ | ........ | Stmbg | .... | v | d | sel | .... | 3 | ........ | worm |
| ¶Air-O-Flex ........ A | Buda | 4 | 3¾x5¼ | 22.50 | b-r | .... | P | v-t | ........ | Wagner | none | Duplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 6.80-1 | int-g |
| ¶All-American ... A | Her-Spil | 4 | 3¼x5 | 16.90 | b-l | ⅝ | T | cell | Simms | ........ | ........ | ........ | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.50-1 | int-g |
| All Power ........ | Cont | | 4½x5½ | 32.40 | .... | ⅝ | .. | .... | Eism | West | ........ | Pharo | Zeni | .... | v | .... | sel | .... | 6 | 8.40-1 | worm |
| A. M. C. ........ | Lycmg | 4 | 3½x5 | ..... | .... | .... | T | .... | Mag | ........ | ........ | ........ | ........ | .... | .... | .... | .... | u-m | 3 | ........ | worm |
| A. M. C. ........ | Lycmg | 4 | 3½x5 | ..... | .... | .... | T | .... | Mag | ........ | ........ | ........ | ........ | .... | .... | .... | .... | u-m | 3 | ........ | worm |
| ¶Apex ........ | Buda | 4 | 3½x5⅛ | 19.60 | b-l | ⅝ | T | cell | Auto | Auto | ........ | ........ | Stmbg | 1 | .. | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Apex ........ | Buda | 4 | 3½x5⅛ | 19.60 | b-l | ⅝ | T | cell | Auto | Auto | ........ | ........ | Stmbg | 1 | d- | d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Apex ........ | Buda | 4 | 4¼x5½ | 28.90 | b-l | ¼ | P | cell | Eism | West | ........ | ........ | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Armleder .... HW | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | ........ | ........ | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Armleder ...... KW | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-H | ........ | ........ | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Atlas ........ 18 | Lycmg | 4 | 3½x5 | 16.92 | b-r | [illegible] | T | fin | At-K S-H | Bijur | 25.00 | ........ | Scheb | | g | o-d | sel | u-m | 3 | 4.75-1 | sp-b |
| Atterbury ...... 7R | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eisem | ........ | ........ | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Atterbury ...... 7CX | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism | ........ | ........ | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Atterbury ...... 7D | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism | ........ | ........ | Mon | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 12.00-1 | worm |
| Atterbury ...... 8E | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅝ | P | fin | Delco H | Delco | ........ | Cont | Zenith | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Autocar .... 21F | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅝ | P | fin | Bosch | ........ | ........ | ........ | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autocar ...... 21G | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅝ | P | fin | Bosch | ........ | ........ | ........ | Stmbg | 1¼ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autohorse ...... 10 | Cont | 4 | 3¾x5 | 22.50 | b-r | .... | P | cell | Eism S-H | ........ | ........ | ........ | Stmbg | 1 | g | d-p | sel | amid | 3 | 11.41-1 | int-g |
| Available ...... H2 | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | ........ | ........ | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Available ...... H3 | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | ........ | ........ | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Available ...... H5 | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Bosch S-F | ........ | ........ | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 3 | 11.66-1 | worm |
| Barber Tractor ...... | Buda | 4 | 4¼x5½ | 29.00 | 1 | | p | .... | Bosch S-H | ........ | ........ | ........ | Stmbg | .... | g | .... | sel | .... | 3 | ........ | worm |
| Beck ........ A | Cont | 4 | 3½x5 | ..... | b-l | ⅝ | T | v-t | Bosch | ........ | ........ | Pierce | Stmbg | .... | .. | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Beck ........ B | Cont | 4 | 3¾x5 | ..... | b-l | ⅝ | T | v-t | Bosch | ........ | ........ | Pierce | Stmbg | .... | .. | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| Beck ........ C | Cont | 4 | 4⅛x5¼ | ..... | l | ¼ | P | v-t | Bosch | ........ | ........ | Pierce | Stmbg | .... | .. | d-d | sel | u-m | 3 | ........ | int-g |
| Beech Creek ...... 3A | Wauk | 4 | 4½x5¾ | 29.00 | 2-l | ¼ | P | cell | Eism S-H | ........ | ........ | Wauk | King | 1¼ | v | d-p | sel | amid | 6 | 8.08-1 | b-4 |
| Bell (York, Pa.) ...... | G B & S | 4 | 3¾x4½ | 22.50 | b-l | .... | T | .... | ........ | Dyneto | ........ | ........ | Stmbg; | 1 | v | .... | sel | u-m | 3 | 4.62-1 | b |
| Bell (Ottumwa, Ia.) .. | Buda | 4 | 4¼x5½ | 20.00 | .... | .... | p | .... | Eism | ........ | Duplex | ........ | Stmbg | .... | .. | d-d | sel | .... | 3 | ........ | int-g |
| Bessemer ...... G | Cont | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | cell | Split S-H | ........ | none | ........ | Zeni | 1 | g | d-d | sel | u-m | .. | 7.00-1 | int-g |
| Bessemer ...... H | Cont | 4 | 3¾x5 | 32.00 | b-r | | P | cell | Split S-H | ........ | Pierce | ........ | Ray | 1¼ | g | p | sel | amid | .. | 8.00-1 | int-g |
| Bessemer ...... J | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Split S-H | ........ | Pierce | ........ | Ray | 1¼ | g | p | sel | amid | .. | 8.00-1 | int-g |
| Bessemer ...... K | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | cell | Split S-H | ........ | Pierce | ........ | Ray | 1¼ | g | p | sel | amid | .. | 10.25-1 | int-g |
| Bethlehem ...... D | Own | 4 | 3¾x4½ | 22.50 | 2-l | ¼ | T | .... | At-K | G & D | | Mon | Sche | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |

*Longer wheelbase of [illegible] at extra cost. †Other tire sizes optional. ‡Price ncluding body

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# PIERCE GOVERNORS

## Just as Important as Steel Springs or Rubber Tires

The purpose of springs, rubber tires and governors is to avoid vibration — the most destructive element known in mechanics.

Fast driving of trucks, with their stiff springs and solid tires, is just as disastrous as driving at the proper speed without springs or tires. Furthermore, speeding is the cause of 76 per cent of all truck accidents.

Pierce Governors positively stop this abuse, increasing the life and efficiency of any truck and cutting maintenance costs in half.

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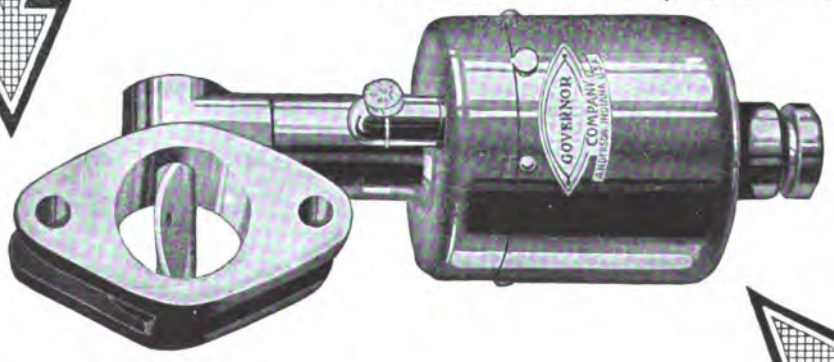
## The Pierce Governor Company
## Anderson, Indiana




*World's Largest Governor Builders*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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinder How Cast | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | System: Make | System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Type | Location | Speeds | Tota. Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Diamond-T.......J4 | 3,000 | 2,550 | 154 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T.......J3 | 4,000 | 2,925 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T.......LB | 7,000 | 4,150 | 170 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Diamond-T.......R | 10,000 | 4,950 | 170 | pr-s | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅜ | P | s-s-t | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 13.66-1 | worm |
| Dispatch.......G | 1,290 | 1,200 | 120 | w | p | 34x4 | 34x4 | 10 | 10 | 1½ | 1½ | 6½ | 6½ | | | own | d | Wisc | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Bosch S-H | U.S.L | stock | | Ray | 1½ | v | c-u | c-u | amid | 3 | 6.00-1 | int-chn |
| ¶Doane......... | 5,000 | 3,750‡ | 150 | r-c | s | 36x5 | 36x7 | 12 | 14 | 2½ | 3 | | | | | own | | Wauk | 4 | 4¼x5¾ | 29.00 | 2-r | ½ | P | fin | Bosch S-A | | | Wauk | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | chn |
| ¶Doane......... | 12,000 | 5,825‡ | 178 | r-I | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | Own | | | 4 | 4¾x6¾ | 36.15 | 2-l | ½ | P | fin | Bosch S-A | | | Wauk | Master | 1½ | g | d-d | sel | u-m | 3 | 10.50-1 | chn |
| ¶Dodge Bros. | 1,000 | 935 | 114 | pr-s | p | 33x4 | 33x4 | 12 | 12 | | | | | | | own | f-f | own | 4 | 3⅞x4½ | 24.03 | b-l | ⅜ | P | tube | Own S-H | N.E. | | | Stew | 1 | v | d-d | sel | u-m | 3 | 4.16-1 | b |
| ¶Dorris.......K-4 | 4,000 | 3,285 | 144-162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | own | 4 | 4¼x5½ | 28.90 | b-h | ½ | P | fin | Bosch S-H | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Dorris.......K-7 | 7,000 | 4,200 | 154-174 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 3 | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | own | 4 | 4¼x5½ | 28.90 | b-h | ½ | P | fin | Bosch | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Double Drive........ | 3,000 | 2,000 | 124 | | | 36x4 | 36x4 | | | | | | | | | | | Rutenb | 6 | 3½x5 | 15.63 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Double Drive........ | 6,000 | 3,000 | 124 | | | 36x6 | 36x6 | | | | | | | | | | | Rutenb | 6 | 4½x5½ | 40.80 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Douglas.......C-1 | 2,000 | 1,600 | 122 | pr-s | p | 34x4½ | 35x5 | 14 | 14 | 2 | 2½ | 9 | 9 | | | Torb | f-f | Buda | 4 | 3¾x5½ | 22.00 | b-l | | t-s | cell | Eism | | | | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas.......D-1½ | 3,000 | 2,000 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2½ | 8 | 10¾ | | | Torb | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b-l | | C | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas.......E-2½ | 5,000 | 2,525 | 128 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2½ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | C | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Douglas.......-2½ | 5,000 | 2,725 | 155 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2½ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | C | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Duplex.......E | 7,000 | 4,000 | 130 | pr-s | s | 36x4 | 36x6 | 12 | 12 | 2½ | 2½ | 10½ | | 5 3/32 | | own | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ½ | P | fin | Eism S-H | | | Dup | Scheb | 1¼ | v | d-d | sel | u-m | 6 | 8.00-1 | int-g-s |
| Duryea......... | 1,000 | 600 | 86 | pr-s | s | | | | | | | | | | | own | d | own | 2 | 3¾x3¾ | 19.00 | l | | A | | Bosch H | | | | King | 1 | g | | | u-x | 2 | 10 00-1 | |
| Ellsworth.......25-A | 1,000 | 855 | 108 | pr-s | p | 30x3½ | 30x3½ | 10 | 12 | 2 | 2½ | 6 | 8 | 3⅛ | 3⅛ | Gemco | f-f | Lycm | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | sq-t | S-H | Dyneto | stock | | Carter | 1 | g | c | sel | u-m | 3 | 4.46-1 | b |
| E. M. C.......A | 2,000 | | 127 | | | 34x3 | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3½x5 | | | ⅜ | T | | Eism | | | | Stmbg | | | d-d | sel | u-m | 3 | | int-g |
| ¶Erie......... | 3,000 | on ap | 144 | pr-s | s | 34x3½ | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont. | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | 150.00 | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Erie......... | 4,000 | on ap | 144 | pr-s | s | 34x3½ | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| ¶Erie......... | 5,000 | on ap | 160 | pr-s | s | 34x4 | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| ¶Erie......... | 7,000 | on ap | 168 | pr-s | s | 36x5 | 40x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| ¶Evans.......D | 2,000 | 2,800 | 152 | pr-s | s | 34x4 | 36x4 | 14 | 14 | 2 | 2½ | 9 | 12 | 4½ | 3¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | | P | cel | Conn | Dyneto | | Pierce | Zeni | 1¼ | g | d | sel | u-m | 4 | 9.00-1 | int g |
| Fageol......... | 5,000 | 3,300 | 144 | r-c | 5 | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | | | P | cell | Eism S-F | | | Wauk | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.75-1 | worm |
| Fageol......... | 8,000 | 4,250 | 172 | pr-s | | 36x5 | 36x5 | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Wauk | 4 | 4¾x6¼ | 36.10 | | | P | cel | Mag | | | | Zeni | 1¼ | | d-p | sel | | 3 | 10.33-1 | worm |
| Fageol......... | 12,000 | 5,100 | 172 | pr-s | | 36x6 | 40x6 | 14 | 14 | 3 | 4 | | | | | Timken | f-f | Wauk | 4 | 4¾x6¾ | | | | P | cell | Mag | | | | Zeni | 1¼ | | d-p | sel | | 3 | 11 66-1 | worm |
| Famous......... | 3,000 | 1,690 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3½x5 | 19.60 | b | | T | cel | Split | none | | | Carter | 1¼ | P | d | | u-m | 3 | 7 80-1 | int-g |
| ¶Fargo......... | 4,000 | 2,200 | 140 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2½ | 3 | | | | | Russel | d | Cont | 4 | 3¾x5 | 22.50 | b-r | ½ | T | fin | Split | West | 150.00 | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | 9.45-1 | int-g |
| Federal.......T | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 4½ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| Federal.......U | 4,000 | 2,600 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 3 | 9 | 10 | 4½ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 9.25-1 | worm |
| Federal.......W | 7,000 | 3,350 | 156 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¼ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 10.33-1 | worm |
| Federal.......X | 10,000 | 4,400 | 156 | pr-s | s | 36x6 | 40x6d | st | l | wh | | 12 | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | opt | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 13.66-1 | worm |
| Federal Tractor....... | 6,000 | 2,500 | 102 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 3 | 9 | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | | Mon | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Federal Tractor....... | 14,000 | 3,475 | 108 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | b-r | ⅜ | P | fin | Eism S-F | | | | Mon | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Ford.......TT | 2,000 | 550 | 124 | pr-s | ps | 30x3½ | 32x4½ | 12 | 12 | 1½ | 1½ | 6 | 7 | 2.7 | 1.6 | own | s-f | own | 4 | 3¾x4 | 22.50 | b-r | ½ | T | v-t | Mag S-H | | | | Holley | 1⅛ | g | o-d | Plan | u-m | 2 | 7.25-1 | worm |
| ¶Forschler.......A | 2,000 | 2,100 | 120 | r-c | s | 34x3 | 34x4 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | P | sq-t | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Forschler.......AX | 3,000 | 2,375 | 120 | r-c | s | 34x4 | 34x7 | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | sq-t | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Forschler.......B | 4,000 | 2,750 | 139 | r-c | s | 34x3½ | 34x8 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| ¶Forschler.......BX | 6,000 | 3,450 | 133 | r-c | s | 34x4 | | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler.......AT | 6,000 | | 98 | r-c | | | | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Forschler.......AXT | 8,000 | | 120 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8 60-1 | worm |
| ¶Forschler.......BT | 10,000 | | 140 | r-c | | | | | | | | | | | | Sheldon | | Cont | | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler.......BXT | 12,000 | | 108 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Frontmobile.......FM | 3,000 | 1,950 | 136 | ch-s | s | 36x4 | 36x4 | | | | | | | | | own | | Her-Spill | 4 | 3¼x5 | 16.90 | b | | T | tube | Bosch S-A | | | none | Zenith | 1¼ | | d-d | sel | front | 3 | 14.37-1 | worm |
| ¶Fulton.......C | 4,000 | 2,350 | 137 | pr-s | s | 34x4 | 34x6 | 12 | 12 | | | | | | | Russel | | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅜ | T | | Simms | | | Pierce | Carter | | | | | | | | int-g |
| F. W. D.......B | 6,000 | 4,500 | 124 | pr-s | s | 36x6 | 36x6 | 14 | 14 | 2½ | 2½ | | | | | own | f-f | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | | P | sq-t | Eism S-H | N-East | 300.00 | Pierce | Stmbg | 1½ | g | o-d | ind-c | amid | 3 | 8.90-1 | b-4 |
| Gabriel.......C | 2,000 | 1,950 | 126 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 2 | 2½ | 9 | 9 | 4½ | 4 | Timken | f-f | Buda | 4 | 4 x5½ | | b-l | ½ | P | s-s-t | Bosch | | | | Ray | 1¼ | g | d-d | sel | amid | 3 | 5.00-1 | b |
| Gabriel.......B | 4,000 | 3,250 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2½ | 2½ | 9 | 10 | 4 1/16 | 5½ | Timken | f-f | Buda | 4 | 4¼x5½ | | b- | ½ | P | s-s-t | Bosch | | | Duplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Gabriel.......F | 8,000 | 4,350 | 180 | pr-s | s | 35x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4½ | 7½ | Timken | f-f | Buda | 4 | 4½x6 | | b-l | ½ | P | s-s-t | Bosch | | | Duplex | Ray | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford.......75C | 2,000 | 2,250 | 128 | pr-s | p & s | 34x4½ | 36x4 | 12 | 12 | 2 | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | P | fin | Split S-H | | | Simplex | Ray | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| ¶Garford.......25 | 2,500 | 1,890 | | pr-s | s | 36x3½ | 36x4 | | | | | | | | | | | | 4 | 3⅞x5½ | | b | | | fin | | | | | Stmbg | | | d-d | sel | amid | 3 | | worm |
| Garford.......66B | 3,000 | 2,500 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | P | fin | Split S-H | | | Simplex | Ray | 1 | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Garford.......70B | 4,000 | 2,990 | 144 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ½ | P | fin | Split S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Garford.......77C | 7,000 | 4,300 | 128 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | | | | | Timken | f-f | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ½ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford.......68 | 10,000 | 5,000 | 128 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | own | d | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ½ | P | fin | Eism D-H | | | Simplex | Ray | 1½ | g | d-d | sel | u-j | 4 | 11.44-1 | chn |
| Garford.......69 | 12,000 | 5,300 | 128 | pr-s | s | 36x6 | 40x7d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5¾ | 41.50 | 2-0 | ½ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Garford Tractor...70B | 9,000 | 3,090 | 116 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ½ | P | fin | Split S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Garford Tractor.......77 | 14,000 | 4,400 | 105 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | | | | | Timken | f-f | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ½ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Garford Tractor.......68 | 20,000 | 5,100 | 102 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5¾ | 41.50 | 2-o | ½ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Gary.......GT | 3,000 | 2,025 | 144 | pr-s | s | 34x3½ | 34x6 | | | | | | | | | Timken | | Buda | 4 | 4 x5½ | | b-r | | P | tube | Eism S-H | | | | Stmbg | | | d-d | sel | u-m | 3 | | worm |
| Gary.......HT | 4,000 | 2,500 | 144 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Buda | 4 | 4¼x5¼ | | b-r | | P | tube | Eism S-H | | | | Stmbg | | | d-d | sel | u-m | 3 | | worm |
| Gary......... | 7,000 | 3,750 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Timken | | Buda | 4 | 4½x6 | | b-r | | P | tube | Eism S-H | | | | Stmbg | 1½ | | d-d | sel | u-m | 4 | | worm |
| Gary.......M | 10 000 | 4,650 | 170 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | | Buda | 4 | 5 x6½ | | b-r | | P | tube | Eism S-H | | | | Stmbg | 1½- | | d-d | sel | amid | 4 | | worm |
| ¶G. A. Schacht......... | 4,000 | 3,350 | 144 | | | 36x3½ | 36x7 | 14 | 14 | 2 | 2 | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |
| ¶G. A. Schacht......... | 5,000 | 3,650 | 156 | | | 36x4 | 36x4 | 14 | 14 | 2 | 2½ | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |
| ¶G. A. Schacht......... | 7,000 | 3,950 | 168 | | | 36x5 | 36x5 | 14 | 14 | 2½ | 2½ | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |
| ¶G. A. Schacht......... | 10,000 | 4,950 | 168 | c-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | | 16 | | 7½ | | | Buda | 4 | 4½x6 | 32.40 | b-r | | P | | Bosch | | | | Scheb | | | c | sel | amid | 8 | | worm |
| Geneva......... | 1,500 | 650 | 96 | | s | 34x2 | 36x2½ | | | 1⅝ | 1⅝ | | | | | Sheldon | | Beaver | 2 | 5¼x4¼ | 22.10 | 1-h | 3/16 | G | fin | Simms S-F | | | | Scheb | 1¼ | | d-p | plan | u-j | 2 | | chn |
| Gersix.......G | 5,000 | 4,650 | 150 | r-c | s | 36x4 | 36x7 | | | | | | | | | Empire | | Buda | 6 | 3¾x5½ | 33.75 | b-l | | P | cell | West S-H | West | stock | Mon | Ray | 1½ | v | d-p | ind-c | u-m | 3 | 8.66-1 | worm |
| Giant.......15 | 2,000 | 1,850 | 128 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | cell | Eism S-H | | stock | | Scheb | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Grant.......14 | 3,000 | | 138 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3½x5 | 19.60 | | ⅜ | T | cell | Eism | | | | Scheb | 1 | | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Giant.......16 | 4,000 | 2,850 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-H | | | | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Giant.......17 | 7,000 | 3,850 | 176 | p-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅜ | P | cell | Eism S-H | | | Pierce | Stmbg | 1½ | g | d-c | sel | amid | 4 | 10.33-1 | worm |

‡ Price including body.

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires Front Size | Tires Rear Size | No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset Type | Gearset Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Globe A1 | 2,000 | 1,625 | 132 | r-c | s | 34x3½ | 34x4 | .. | .. | .. | .. | .. | .. | .. | .. | Celfor | .... | Cont | 4 | 3½x5 | 19.60 | b-l | ⅜ | P | C | Eism S-F | ...... | ...... | Pierce | Master | 1 | .. | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Globe B | 3,000 | 1,990 | 144 | r-c | s | 36x3½ | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | Russel | .... | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | C | Eism S-F | ...... | ...... | Pierce | Master | 1¼ | .. | d-d | sel | u-m | 3 | 7.40-1 | int-g |
| Globe C1 | 4,000 | 2,400 | 154 | r-c | s | 36x4 | 36x6 | .. | .. | .. | .. | .. | .. | .. | .. | Celfor | .... | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | C | Eism S.F | ...... | ...... | Pierce | Master | 1¼ | .. | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶G. M. C. 16 | 2,000 | 1,495 | 132 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1½ | 1½ | .. | .. | .. | .. | Wt Mott | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Eism S-H | ...... | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 3 | 6-1 | b |
| ¶G. M. C. 31 | 3,000 | 2,395 | 130 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | .. | 10 | .. | 5½ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Eism S-H | ...... | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. 41 | 4,000 | 2,725 | 144 | pr-s | s | 36x4 | 36x4d | | | Me | tal | Whe | els | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | fin | Eism S-H | ...... | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. 71 | 7,000 | 3,750 | 163 | r-c | s | 36x5 | 40x5d | | | Me | tal | Whe | els | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H | ...... | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| ¶G. M. C. 101 | 10,000 | 4,350 | 163 | r-c | s | 36x6 | 40x5d | | | St | eel | Whe | els | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H | ...... | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 13.67-1 | worm |
| Gramm-Bernstein | 3,000 | 1,995 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | .. | .. | .. | .. | Clark | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | tube | N. E. | ...... | opt | none | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int.g |
| Gramm-Bernstein | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | .... | P | tube | N-E | ...... | ...... | Pierce | Stmbg | 1¼ | g | d-d | in d-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | 5,000 | 3,350 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | .. | .. | .. | .. | Sheldon | s-f | Wauk | 4 | 4¼x5¼ | 29.00 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| Gramm-Bernstein | 7,000 | 4,000 | 158 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3 | .. | .. | .. | .. | Sheldon | s-f | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1¼ | g | d-d | ind-c | amid | 4 | 8.75-1 | worm |
| Gramm-Bernstein | 10,000 | 5,000 | 168 | pr-s | s | 36x6 | 40x6d | S | mit | h S | teels | Wh | eel | s | | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.20 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | Wauk | Zenith | 1½ | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| Grant 12 | 1,800 | 1,125 | 115 | pr-s | p | 32x4 | 32x4 | 12 | 12 | .. | .. | 6⅞ | 9 | 4 | 4⅝ | Torb | f-f | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅜ | T | cell | Split | Bijur | none | none | Cart | 1 | v | d-p | sel | u-m | 3 | 5.33-1 | int-g |
| Grant 10&11 | 3,000 | 1,885 | 124-140 | pr-s | p & s | 34x4½ | 34x5 | 14 | 14 | .. | .. | 8 | 9⅝ | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Grant 15&16 | 4,000 | 2,150 | 124-140 | pr-s | s | 34x4 | 34x6 | 14 | 14 | .. | .. | 8 | 10¼ | 4 | 5¼ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 9.00-1 | int-g |
| ¶Hahn C | 2,000 | ...... | 136 | pr-s | s | 36x3½ | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | ...... | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch D-H | ...... | ...... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| ¶Hahn E | 4,000 | ...... | 144 | pr-s | s | 36x4 | 36x4d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | ...... | 4 | 4½x5½ | 32.40 | 2- | ⅜ | P | sq-t | Bosch D-H | ...... | ...... | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| ¶Hahn | 7,000 | ...... | ...... | .... | .. | ...... | ...... | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | ...... | .. | ...... | ...... | .... | .... | .. | .... | ...... | ...... | ...... | ...... | ...... | .. | .. | .... | .... | .... | .. | ...... | ...... |
| ¶Hahn | 10,000 | ...... | ...... | .... | .. | ...... | ...... | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | ...... | .. | ...... | ...... | .... | .... | .. | .... | ...... | ...... | ...... | ...... | ...... | .. | .. | .... | .... | .... | .. | ...... | ...... |
| ¶Hall | 4,000 | 2,875 | 132 | r-c | s | 36x4 | 36x4d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 9.25-1 | worm |
| ¶Hall | 7,000 | 3,750 | 144 | r-c | s | 36x5 | 36x5d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 10.51-1 | worm |
| ¶Hall | 10,000 | 4,850 | 144 | r-c | s | 36x5 | 40x6d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1½ | g | d-d | sel | u-m | | 16.00-1 | chn |
| ¶Hall | 10,000 | 4,850 | 144 | r-c | s | 36x5 | 40x6d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | .... | ⅜ | P | fin | ...... | ...... | ...... | ...... | Zenith | .... | g | d-d | sel | u-j | 3 | 15.00-1 | worm |
| Harvey WEA | 3,000 | 2,350 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | 10¼ | 10¼ | 5 | 3⅝ | Sheldon | s-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-l | ¼ | P | tube | Bosch S-F | ...... | ...... | Mon | Zenith | 1¼ | g | d-h | sel | u-m | 3 | 7.75-1 | worm |
| Harvey WFA | 5,000 | 3,050 | 150 | r-c | s | 36x4 | 36x7 | 14 | 14 | 1¾ | 2¼ | 11 | 11 | 5 | 4 | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Harvey WHA | 7,000 | 3,950 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2 | 2½ | 15 | 12½ | 7¼ | 4½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey WKA | 10,000 | 5,050 | 160 | r-c | s | 36x6 | 40x6d | 8 | 10 | 2½ | 2¾ | 15 | 14¼ | 7½ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Harvey H-T | 20,000 | 5,000 | 125 | r-c | s | 36x5 | 36x5d | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | .... | Buda | 4 | 4½x6 | 32.40 | b-r | ⅜ | P | sq-t | Eism S-A | West | 150.00 | Duplex | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Hawkeye K | 3,000 | 1,995 | 148½ | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | .. | .. | .. | .. | Clark | .... | Buda | 4 | 3¾x5¼ | 22.50 | b-h | ⅜ | P | cell | Eism S-H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.25-1 | int-g |
| Hawkeye M | 4,000 | 2,650 | 148½ | r-c | .... | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | .. | .. | .. | .. | Clark | .... | Buda | 4 | 4¼x5½ | 28.90 | b-r | .... | P | cell | Eism H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Hendrickson I | 4,000 | 3,000 | ...... | r-c | s | 36x4 | 36x4d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Buda | 4 | 4¼x5¾ | 28.90 | .... | ¼ | P | fin | Split S-H | ...... | ...... | Pierce | Stmbg | .... | g | d-d | .... | u-m | 4 | 7.75-1 | worm |
| Hendrickson J | 7,000 | 3,000 | ...... | r-c | s | 36x5 | 36x5d | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | Buda | 4 | 4¼x5¾ | 28.90 | .... | ¼ | P | fin | Split S-H | ...... | ...... | Pierce | Stmbg | .... | g | d-d | .... | u-m | 4 | 10.30-1 | worm |
| Higrade A18 | 2,000 | 2,100 | 115 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1¼ | 1¼ | 7 | 8 | 4 | 4 | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅜ | P | b-t | Simms | Lec-Nev | ...... | Simplex | Zenith | .... | . | d-d | sel | .... | 3 | 4.50-1 | worm |
| Hoover 15B | 1,500 | 1,600 | 120 | pr-s | p | 32x4 | 33x4½ | 14 | 14 | 1½ | 1½ | .. | .. | .. | .. | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅜ | T | cell | Split | None | ...... | none | Scheb | 1 | v | d-d | sel | u-m | 3 | 6.20-1 | worm |
| Huffman | 3,000 | 1,495 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 3 | 8 | 9 | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Split | ...... | ...... | ...... | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Huffman | 3,000 | 1,695 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 14 | 2 | 8 | 9 | 4 | 3¼ | Standard | s-f | Cont | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Split | ...... | ...... | ...... | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Hurlburt | 3,000 | 2,850 | 136 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2 | .. | .. | .. | .. | own | | Buda | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism D-H | ...... | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Hurlburt | 5,000 | 3,750 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2¼ | 3 | 10¼ | 14¼ | 5 | 7¼ | own | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | fin | Eism D-H | ...... | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 7,000 | 4,400 | 146 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 12½ | 14¾ | 5⅞ | 7¼ | own | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ...... | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 10,000 | 5,250 | 156 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3 | 14½ | 15¾ | 7¼ | 7¼ | own | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | ...... | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 4 | 12.33-1 | worm |
| ¶Independent (Ohio) I | 2,000 | 1,685 | 128 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¼ | 2 | .. | .. | .. | .. | Standard | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅜ | T | fin | Eism F | ...... | ...... | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Independent (Ohio) G | 4,000 | 2,300 | 144 | pr-s | s | 34x4 | 36x4 | .. | .. | St | eel | Whe | eels | .. | .. | Wise | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism F | ...... | ...... | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Independent (Iowa) | 2,000 | 1,550 | 134 | ch-s | .... | 34x3 | 34x4 | 1½ | 2 | .. | .. | .. | .. | .. | .. | Russell | | Cont | 4 | 3½x5 | 19.61 | .... | .... | T | .... | Bosch | ...... | ...... | ...... | Stmbg | 1 | .. | d-d | sel | u-m | 3 | ...... | int-g |
| Independent (Iowa) | 3,000 | 1,890 | 135 | ch-s | .... | 34x3½ | 34x5 | 1½ | 2½ | .. | .. | .. | .. | .. | .. | Russell | Cont | ...... | 4 | 3¾x5 | 22.50 | .... | .... | P | .... | Bosch | ...... | ...... | ...... | Stmbg | 1 | .. | d-d | sel | u-m | 3 | ...... | int-g |
| Independent (Iowa) | 4,000 | 2,290 | 146 | ch-s | .... | 34x4 | 34x6 | 2 | 2½ | .. | .. | .. | .. | .. | .. | Russell | .... | Cont | 4 | 4⅛x5¼ | 27.20 | .... | .... | P | .... | Bosch | ...... | ...... | ...... | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | ...... | int-g |
| ¶Indiana 12 | 2,500 | 2,150 | 135 | r-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | .. | .. | .. | .. | Sheldon | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | fin | Eism S-H | West | 175.00 | Wauk | Stmbg | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| ¶Indiana 22 | 4,000 | 2,750 | 144 | r-s | s | 36x3½ | 36x7 | 14 | 14 | 2 | 2 | .. | .. | .. | .. | Shelden | s-f | Ruter | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism S-H | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Indiana 25 | 5,000 | 2,950 | 150 | r-s | s | 36x4 | 36x8 | 14 | 14 | 2 | 2½ | .. | .. | .. | .. | Sheldon | s-f | Rutenber | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Indiana 35 | 7,000 | 3,600 | 156 | r-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | .. | .. | .. | .. | Sheldon | s-f | Rotenber | 4 | 4⅜x5½ | 30.60 | 2 | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| ¶Indiana 50 | 10,000 | 4,600 | 167 | r-s | s | 36x5 | 40x6d | 8 | 10 | 3 | 3½ | .. | .. | .. | .. | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2 | ¼ | P | fin | Eism DH | West | 175.00 | Wauk | Stmbg | 1½ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| International H | 1,500 | 1,550 | 115 | pr-s | s | 36x3 | 36x3½ | 14 | 14 | 1½ | 1¾ | .. | .. | .. | .. | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 7.00-1 | int-g |
| International F | 2,000 | 1,850 | 128* | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1¾ | 2 | .. | .. | .. | .. | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 8.00-1 | int-g |
| ¶International K | 3,000 | 2,200 | 129* | pr-s | s | 36x3½ | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .... | .. | cell | Bosch | N-East | 125.00 | own | Holley | 1¼ | g | d-p | sel | amid | 3 | 9.00-1 | int-g |
| International G | 4,000 | 2,600 | 138* | pr-s | s | 36x4 | 36x6 | .. | .. | .. | .. | .. | .. | .. | .. | own | d | own | 4 | 4x5 | 25.60 | b-n | .... | .. | fin | Split-Dix | N-East | 125.00 | own | Ensign | 1¼ | v | d-p | sel | amid | 3 | 9.00-1 | int-g |
| Jackson4 Wh'l Dr've | 7,000 | 4,250 | 130-150 | pr-s | s | 36x7 | 36-7 | 14 | 14 | 3 | 3 | 12½ | 12½ | 6¾ | 6¾ | Own | f | Con | 4 | 4⅛x5½ | 32.40 | 2-l | ¼ | P | fin | Eism H | Dyneto | None | Pierce | Stumby | 1¼ | v | d-ds | el | amid | 4 | 9.20-1 | 4 |
| ¶Jones 31A | 2,000 | 1,495 | 130 | pr-s | s | 34x3½ | 34x4 | .. | .. | .. | .. | .. | .. | .. | .. | Russel | .... | Cont | 4 | 3½x5 | 19.60 | b-r | .... | T | cell | Mag F | ...... | ...... | Pierce | Stmbg | 1 | g | d-p | sel | u-m | 3 | 7.70-1 | int-g |
| Jumbo | 5,000 | 2,700 | 108 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2½ | 2 | 9 | 9½ | 4½ | 5⅝ | Celfer | f... | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | s-s-t | Mag F | N-East | 150.00 | Duplex | Zenith | 1¼ | g | d | se | o-m | 3 | 9.00-1 | int-g |
| Kalamazoo G | 3,000 | 2,500 | 144 | ch-s | s | 34x4 | 34x5 | 12 | 14 | 2 | 2 | 9 | 9 | 4½ | 4½ | Wise | s-f | Cont | 4 | 3¾x5 | 22.50 | l | ⅜ | T | cell | Conn | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | amid | 4 | 8.50-1 | worm |
| Kalamazoo H | 5,000 | 3,150 | 160 | .... | s | 34x5 | 36x7 | 14 | 14 | 2 | 2½ | 9 | 10 | 4⅛ | 5¼ | Wise | f-f | Cont | 6 | 3½x5¼ | 29.40 | l | ⅜ | P | cell | Bosch | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | amid | 4 | 8.75-1 | worm |
| Kalamazoo K | 7,000 | 3,900 | 160 | .... | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 12 | 5⅞ | 4½ | Sheldon | s-f | Cont | 6 | 3¾x5¼ | 33.70 | l | ⅜ | P | cell | Bosch | Dyneto | ...... | Pierce | Stmbg | .... | .. | d-d | sel | amid | 4 | 10.00.1 | worm |
| ¶Kankakee | 5,000 | 2,465 | 170 | ch-s | p | 36x6 | 40x8 | 12 | 12 | 2 | 2½ | 10 | 11½ | 4¾ | 4¾ | Russell | .... | ...... | 6 | 3½x5¼ | 29.40 | b-l | ¼ | P | cell | Delco | Delco | ...... | ...... | Zenith | 1¼ | v | d-d | sel | .... | 3 | 7.40-1 | int-g |
| Kearns | 3,000 | 1,800 | 136 | .... | .... | 34x3½ | 34x5 | .. | .. | .. | .. | .. | .. | .. | .. | ...... | .... | Her-Spill | 4 | 3¼x5 | 16.90 | .... | .... | .. | .... | Berling | ...... | ...... | ...... | ...... | .... | .. | d-p | .... | .... | .. | ...... | ...... |
| Kearns | 1,000 | 850 | 107 | pr-s | p | 30x3½ | 30x3½ | .. | .. | .. | .. | .. | .. | .. | .. | Peru | f | Lycm | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | .... | Conn H | Dyneto | ...... | ...... | Cart | 1¼ | g | d | sel | o-m | 3 | ...... | b |
| ¶Kelly-Springf'd K-31 | 3,000 | 3,000 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 10 | 4⅝ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | chn |
| ¶Kelly-Springf'd K-32 | 3,000 | 3,000 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 12⅜ | 4⅝ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | worm |
| ¶Kelly-Springf'd K-35 | 5,000 | 3,500 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 10 | 12½ | 4½ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.33-1 | chn |
| ¶Kelly-Springf'd K-36 | 5,000 | 3,500 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 10 | 12 | 4½ | 5 | own | d | own | 4 | [illegible] | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.64-1 | chn |
| ¶Kelly-Springf'd K-40 | 7,000 | 4,400 | 150 | pr-s | s | 36x5a | 40x5d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅝ | own | d | own | 4 | 4½x6¼ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.48-1 | chn |
| ¶Kelly-Springf'd K-45 | 8,000 | 4,550 | 150 | pr-s | s | 36x5a | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅝ | own | d | own | 4 | 4½x6¼ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 10.71-1 | chn |
| ¶Kelly-Springf'd K-50 | 10,000 | 5,150 | 150 | pr-s | s | 36x6a | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6¼ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.24-1 | chn |
| ¶Kelly-Springf'd K-60 | 12,000 | 5,500 | 150 | pr-s | s | 36x6 | 40x7d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅝ | own | d | own | 4 | 4½x6¼ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1½ | g | c | sel | amid | 3 | 12.30-1 | chn |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

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| NAME A MODE | Pounds Capacity | ssis Price | Wheelbase | Frame Material | TIRES: Kind Tires | TIRES: Front Size | TIRES: Rear Size | WHEELS: No. of Spokes Front | WHEELS: No. of Spokes Rear | WHEELS: Width of Spokes Front | WHEELS: Width of Spokes Rear | WHEELS: Size of Flange Front | WHEELS: Size of Flange Rear | WHEELS: Hub Bore Front | WHEELS: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H. P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | LIGHTING SYSTEM: Make | LIGHTING SYSTEM: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | TRANSMISSION: Type | TRANSMISSION: Location | TRANSMISSION: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Kimball.....A | 3,000 | ..... | Opt | pr-s | s | 34x3½ | 34x5 | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | ¼ | P | cell | Eism S-H | ..... | ..... | Simplex | Zenith | 1¼ | g | d-p | sel | amid | 4 | 6.50-1 | worm |
| ¶Kimball.... B&BL | 4,000 | ..... | Opt | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Shulleon | s-f | Wisc | 4 | 4x6 | 25.60 | b-L | ¼ | P | cell | Birling S-H | ..... | ..... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Kimball.... C&CL | 5,000 | ..... | Opt | pr-s | s | 36x4 | 36x8 | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | cell | Berling S-H | ..... | ..... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Kimball.... E&EL | 8,000 | ..... | Opt | pr-s | s | 36x5 | 40x10 | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 4¾x5½ | 36.10 | b-o | ¼ | P | cell | Berling S-H | ..... | ..... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| ¶Kimball.... F&FL | 10,000 | ..... | Opt | pr-s | s | 36x6 | 40x6d | .. | .. | .. | .. | .. | .. | .. | .. | Sheldon | s-f | Wisc | 4 | 5½x6 | 42.03 | 2-o | ¼ | P | .... | Berl S-H | none | ..... | Duplex | Zenith | 1½ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| King..... | 7,000 | 3,000 | 120 | r-c | s | 36x5 | 36x5d | .. | .. | .. | .. | .. | .. | .. | .. | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | s-s-t | Bosch D-D | ..... | ..... | Pierce | Scheb | 1½ | g | d-d | ind-e | u-j | .. | 8.67-1 | chn |
| Kissel..... | 3,000 | 2,275 | 152 | pr-s | s | 36x3½ | 36x5 | .. | .. | .. | ¾ | 8 | .. | 4½ | 3¼ | Sheldon | s-f | own | 4 | 3½x5½ | 24.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¾ | g | d-d | sel | u-m | 3 | 7.80-1 | worm |
| Kissel..... | 4,000 | 2,975 | 168 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | 9 | 10 | .. | 4½ | 5½ | Timken | f | own | 4 | 4½x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¾ | v | d-d | sel | amid | 4 | 8.50-1 | worm |
| Kissel..... | 7,000 | 3,975 | 168 | pr-s | s | 36x5 | 36x5d | .. | .. | .. | 11¼ | 12 | .. | 5½ | 4½ | Sheldon | s-f | own | 4 | 4½x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¾ | v | d-d | sel | amid | 4 | 11.75-1 | worm |
| Kissel..... | 10,000 | 4,785 | 180 | pr-s | s | 36x5 | 36x6d | .. | .. | .. | 11¼ | 12 | .. | 5½ | 4½ | Sheldon | s-f | own | 4 | 4½x5½ | 29.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmbg | 1¾ | v | d-d | sel | amid | 4 | 13.00-1 | worm |
| Kleiber.....AA | 2,000 | 2,400 | 130 | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | .. | .. | .. | .. | Timken | .... | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | P | s-s-t | Bosch D-H | ..... | opt | Pierce | Stmbg | 1¾ | g | d-p | sel | u-m | 3 | 6.75-1 | worm |
| Kleiber.....A | 3,000 | 2,650 | 140 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2¼ | 2½ | .. | .. | .. | .. | Sheldon | .... | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | ..... | opt | Pierce | Stmbg | 1¾ | g | o-d | sel | amid | 4 | 6-50-1 | worm |
| Kleiber.....BB | 4,000 | 2,950 | 145 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2½ | 2½ | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | ..... | opt | Pierce | Stmbg | 1¾ | g | o-d | sel | amid | 4 | 7.75-1 | worm |
| Kleiber.....B | 5,000 | 3,500 | 150 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | .. | .. | .. | .. | Sheldon | .... | Cont | 4 | 4½x5½ | 32.46 | 2-l | ⅜ | P | tube | Bosch D-H | ..... | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 8.75-1 | worm |
| Kleiber.....C | 7,000 | 4,100 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | .. | .. | .. | .. | Timken | .... | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Bosch D-H | ..... | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 10.30-1 | worm |
| Kleiber.....D | 10,000 | 5,100 | 170 | r-c | s | 36x6 | 40x6d | 14 | 14 | S | tee | l | W | heel | s | Timken | .... | Cont | 4 | 5¼x5¾ | 44.20 | 2-o | ¼ | P | tube | Bosch D-H | ..... | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 11.60-1 | worm |
| Knox Tractor.....35 | 20,000 | 5,500 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | .. | .. | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 9.60-1 | chn |
| Knox Tractor.....36 | 20,000 | 6,000 | 108½ | r-c | s | 36x4 | 38x6d | 12 | 16 | 2 | 4 | 9 | 14 | .. | .. | Timken | d | Own | 4 | 5x5½ | 40.00 | 2-h | ¼ | P | cell | Eism S-H | G-D | stock | none | Zenith | 1½ | v | d-p | sel | u-j | 3 | 12.05-1 | chn |
| Koehler.....K | 2,500 | 1,450 | 129 | r-c | s | 34x3 | 34x4 | 14 | 14 | 1¼ | 2 | .. | .. | .. | .. | Torb | .... | own | 4 | 3½x5 | 19.61 | b-h | ⅜ | P | fin | Eism S-F | ..... | ..... | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Koehler.....M | 5,000 | 2,965 | 162 | pr-s | s | 36x4 | 36x7 | 14 | 12 | 2 | 2½ | 10 | 10 | 4¾ | 5½ | Timken | .... | Hercules | 4 | 4x5¼ | 25.60 | .... | ¼ | P | fin | Eism S-F | ..... | ..... | Simplex | Zeni | 1¼ | g | d-p | sel | amid | 4 | 9.75-1 | worm |
| Koehler Tractor..KT | 6,000 | 1,750 | 106 | r-c | s | 34x3 | 34x5 | 14 | 14 | 1¾ | 2 | .. | .. | .. | .. | Torb | .... | own | 4 | 3½x5 | 19.61 | b-h | ⅜ | P | fin | Eism S-F | ..... | ..... | Mon | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Koehler Tractor..MT | 10,000 | 2,165 | 106 | pr-s | s | 36x4 | 36x7 | 14 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | .... | Hercules | 4 | 4 x5½ | 25.60 | b-h | ¼ | P | fin | Eism S-F | ..... | ..... | Simplex | Zenith | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | worm |
| Landshaft.....GI | 2,000 | 1,350 | 124 | r-c | | 34x3½ | 36x4 | | | | | | | | | Torb | d | Buda | 4 | 3½x3½ | 19.60 | .... | ⅝ | T | .... | ..... | ..... | 75.00 | ..... | ..... | 1 | .. | p | sel | ..... | .. | ..... | Int-g |
| Landshaft.....LI | 4,000 | 1,950 | 144 | r-c | s | 34x4 | 36x6 | | | | | | | | | Torb | d | Buda | 4 | 4½x5½ | 27.20 | .... | .... | T | .... | ..... | ..... | 75.00 | ..... | ..... | 1¼ | .. | d | sel | ..... | .. | ..... | Int-g |
| Lange.....B | 5,000 | 3,000 | 136650 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | .... | 10½ | .... | 4¼ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Pierce | Stmbg | ..... | g | o-d | ind-e | u-j | .. | 9.21-1 | int-g |
| Larrabee.....U | 3,000 | 2,150 | 138 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | .... | .... | .... | .... | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | sq-t | Bosch S-H | ..... | ..... | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Larrabee.....CD | 5,000 | 3,000 | 154-172 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | .... | .... | .... | .... | Sheldon | s-f | Cont | 4 | 4½x5¼ | 27.20 | b-r | ⅜ | P | sq-t | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Larrabee.....AB | 7,000 | 3,950 | 154172 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | .... | .... | .... | .... | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 1-2 | ⅜ | P | .... | Bosch S-H | ..... | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Larrabee.....T | 10,000 | 4,750 | 178 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | .... | .... | .... | .... | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 1-2 | ⅜ | P | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.25-1 | worm |
| Lenox Amer Tractor | 8,000 | 4,750 | 192 | .... | .... | 60x18 | 60x18 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | ..... | ..... | 4 | 5¾x7 | 52.90 | .... | .... | P | .... | Splt | ..... | ..... | ..... | Carter | ..... | ..... | ..... | ..... | sel | ..... | ..... | t-w |
| Lenox Amer.Tractor | 3,000 | 2,750 | 144 | .... | .... | 48x10 | 48x10 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | ..... | ..... | 4 | 4¾x5½ | 36.10 | .... | .... | P | .... | Split | ..... | ..... | ..... | Carter | ..... | ..... | ..... | ..... | sel | ..... | ..... | t-w |
| Lippard-Stewart.....D | 1,500 | 1,900 | 125 | pr-s | p | 35x4½ | 35x4½ | 12 | 12 | 1⅞ | 1½ | .... | .... | .... | .... | Timken | .... | ..... | 4 | 3¾x5¼ | 22.50 | b- | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | none | Zenith | ..... | g | c | sel | amid | 3 | 6.00-1 | worm |
| Lippard-Stewart.....H | 2,000 | 2,250 | 145 | pr-s | s | 36x3 | 36x5 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | .... | ..... | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | ..... | g | c | sel | amid | 3 | 6.75-1 | worm |
| Lippard-Stewart.....F | 3,000 | 2,750 | 145 | pr-s | s | 36x3½ | 36x3d | 12 | 12 | 2 | 2¾ | .... | .... | .... | .... | Timken | .... | ..... | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | ..... | g | c | sel | amid | 3 | 7.75-1 | worm |
| Lippard-Stewart.....G | 4,000 | 3,050 | 158 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2½ | 2¾ | .... | .... | .... | .... | Timken | .... | ..... | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Eism S-F | Dyneto | 150.00 | Pierce | Zenith | ..... | g | c | sel | amid | 3 | 9.25-1 | worm |
| ¶L. M. C.....2-20 | 4,000 | 2,950 | 164 | r-c | .... | 36x4 | 36x4d | 14 | 14 | .... | .... | .... | .... | .... | .... | Russell | .... | Cont | 4 | 4½x5¼ | 27.20 | .... | .... | P | .... | Bosch | ..... | ..... | Pierce | Stmbg | 1¼ | v | d-d | ..... | amid | 4 | 8.80-1 | int-g |
| Lombard..... | 10,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 5½x6¾ | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Scheb | ..... | ..... | ..... | ..... | 3 | ..... | worm |
| Luverne..... | 4,000 | 1,800 | 136 | c-r | p & s | 34x4 | 34x5 | .. | .. | .. | .. | .. | .. | .. | .. | Torb | f-f | G B S | 4 | 3¾x4½ | 24.00 | b-l | ⅝ | F | cell | Bosch | Dyneto | ..... | ..... | Scheb | 1 | g | d | sel | u-m | 3 | 8.00-1 | int-g |
| Loyal..... | 1,000 | 835 | 110 | .... | p | 32x4 | 32x4 | .. | .. | .. | .. | .. | .. | .. | .. | Torb | .... | Her-Spill | 4 | 3½x5 | 19.60 | .... | .... | T | .... | At-k | ..... | ..... | ..... | Stmbg | .... | .. | d-p | sel | u-m | 3 | ..... | int-g |
| Loyal..... | 1,500 | 950 | 120 | .... | p | 32x4 | 32x4 | .. | .. | .. | .. | .. | .. | .. | .. | Torb | .... | Her-Spill | 4 | 3½x5 | 19.60 | .... | .... | T | .... | At-k | ..... | ..... | ..... | Stmbg | .... | .. | d-p | sel | u-m | 3 | ..... | int-g |
| Maccar.....L | 3,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x5 | 12 | 14 | 2 | 2¾ | 9½ | 9½ | 4½ | 3½ | Timken | s-f | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maccar.....H | 5,000 | 3,300 | 162 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2½ | 9½ | 10¼ | 4½ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Maccar.....M | 7,000 | 4,100 | 174 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3 | 12 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | ..... | ..... | Pierce | Stmbg | 1¼ | .. | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Maccar.....G | 10,000 | 5,000 | 186 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | 4 | 12 | 15 | 5½ | 7⅛ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ⅜ | P | fin | Bosch S-H | ..... | ..... | Cont | Stmbg | 1½ | .. | d-d | sel | amid | 4 | 10.25-1 | worm |
| Mack.....AB | 3,000 | 2,800 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | .... | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack.....AB | 4,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | .... | P | cell | S pit S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Mack Tractor.....AB | 10,000 | 3,100 | 120 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | own | d | own | 4 | 4 x5 | 25.60 | 2-r | .... | P | cell | Split S-H | optional | | own | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.53-1 | chn |
| Mack.....AC | 7,000 | 4,600 | 156-168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | .... | .... | .... | .... | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ⅛ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 7.54-1 | chn |
| Mack.....AC | 11,000 | 5,250 | 156-168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | .... | .... | .... | .... | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ⅛ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 8.40-1 | chn |
| Mack.....AC | 15,000 | 5,500 | 156-168 | pr-s | s | 36x7 | 40x7d | 14 | .... | 143 | 4 | .... | .... | .... | .... | own | d | own | 4 | 5 x6 | 40.00 | 2-r | ⅛ | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor.....AC | 14,000 | 4,600 | 119 | pr-s | s | 36x5 | 40x5d | .. | .. | .. | .. | .. | .. | .. | .. | own | d | own | 4 | 5 x6 | 40.00 | 2-r | .... | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 10.77 | chn |
| Mack Tractor.....AC | 22,000 | 5,250 | 119 | pr-s | s | 36x6 | 40x6d | .. | .. | .. | .. | .. | .. | .. | .. | own | d | own | 4 | 5 x6 | 40.00 | 2-r | .... | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| Mack Tractor.....AC | 30,000 | 5,500 | 119 | pr-s | s | 36x7 | 40x7d | .. | .. | .. | .. | .. | .. | .. | .. | own | d | own | 4 | 5 x6 | 40.00 | 2-r | .... | P | ring | Split D-H | optional | | own | Stmbg | 1½ | g | p | sel | u-j | 3 | 14.10-1 | chn |
| Maibohm..... | 1,000 | 1,290 | 116 | pr-s | p | 32x3½ | 32x3½ | .. | .. | .. | .. | .. | .. | .. | .. | ..... | f-f | Falls | 6 | 3½x4½ | 23.44 | h | .... | P | .... | At-K | Wagner | ..... | ..... | ..... | ..... | ..... | ..... | sel | u-m | 3 | 4.50-1 | 6 |
| Manly.....30 | 3,000 | 2,050 | 156 | pr-s | s | 36x4 | 36x4 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | s-f | Wauk | 4 | 3¾x5½ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | ..... | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Manly.....40 | 4,000 | 2,350 | 156 | pr-s | - | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | s-f | Wauk | 4 | 3¾x5½ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | ..... | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Manly.....50 | 5,000 | 2,800 | 168 | pr-s | s | 36x4 | 40x8 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | s-f | Wauk | 4 | 4 x5¾ | 25.60 | 2-r | ¼ | P | tube | Eism S-H | opt | ..... | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.50-1 | worm |
| Manly.....60 | 6,000 | 3,350 | 168 | pr-s | s | 36x5 | 40x10 | .. | .. | .. | .. | .. | .. | .. | .. | own | s-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ¼ | P | tube | Eism S-H | opt | ..... | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| Marshall..... | 4,000 | 1,750 | 132 | pr-s | .... | 34x5 | 34x4 | .. | .. | .. | .. | .. | .. | .. | .. | ..... | ..... | ..... | 4 | 3½x5 | 19.60 | b-r | .... | T | .... | Mag | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | .u-m | 3 | 7.50-1 | worm |
| ¶Master.....J-1 | 3,000 | 2,190 | 142 | pr-s | s | 34x3½ | 34x7 | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Torb | .... | Buda | 4 | 4½x5½ | 27.20 | b-r | .... | P | tube | Eism | ..... | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Master.....J-W | 3,000 | 2,290 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Timken | .... | Buda | 4 | 4½x5½ | 27.20 | b-r | .... | P | tube | Eism | ..... | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Master.....M | 4,000 | 2,590 | 144* | pr-s | s | 34x4 | 36x5 | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Torb | .... | Buda | 4 | 4½x5½ | 28.90 | b-r | .... | P | tube | Eism | West | 150.00 | M'Canna | Master | 1¼ | .. | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| ¶Master.....W | 4,000 | 2,890 | 144 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Timken | f-f | Buda | 4 | 4½x5½ | 28.90 | b-r | .... | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | .. | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Master.....A | 7,000 | 3,990 | 158 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | .... | .... | .... | .... | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | P | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Master.....B | 10,000 | 4,990 | 170 | pr-s | s | 36x6 | 40x6d | .. | .. | st | eel | wh | eels | .... | .... | Timken | .... | Buda | 4 | 4½x6 | 32.40 | .... | .... | P | tube | Eism | ..... | ..... | Pierce | Master | 1½ | g | d-d | sel | amid | .. | 10.75-1 | worm |
| ¶Master Tractor..T | 12,000 | 2,850 | 110 | pr-s | s | 34x4 | 36x4d | 12 | 14 | 2 | 2½ | .... | .... | .... | .... | Torb | .... | Buda | 4 | 4¼x5½ | 28.90 | b-r | .... | P | tube | Eism | ..... | ..... | McCanna | Master | 1¼ | g | d-d | sel | u-p-p | 3 | 8.00-1 | int-g |
| Maxfer..... | 2,000 | 1,195 | 130 | .... | p & s | 34x4 | 34x4 | 12 | 12 | 2 | 2 | .... | .... | .... | .... | ..... | ..... | ..... | 4 | 3½x5 | 19.60 | l | .... | T | .... | Delco | Delco | ..... | ..... | ..... | ..... | g | c | sel | u-m | ..... | ..... | worm |
| Maxim.....E | 2,000 | 2,200 | 130 | pr-s | s | 34x3½ | 34x5 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | .... | P | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | .. | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maxim.....CC-4 | 4,000 | 3,200 | 150 | pr-s | s | 36x4 | 36x7 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x5½ | 28.90 | b-r | .... | P | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | .. | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Maxim.....L | 7,000 | 4,200 | 160 | pr-s | s | 36x5 | 36x10 | .. | .. | .. | .. | .. | .. | .. | .. | Timken | f-f | Cont | 4 | 4½x6 | 32.60 | b-r | .... | P | cell | Eism D | Bijar | 200.00 | Simp | Zenith | 1¼ | .. | d-d | sel | amid | 4 | 10.70-1 | worm |
| Maxwell.....25 | 1,000 | 895 | 109 | pr-s | p | 30x3½ | 30x3½ | .. | .. | .. | .. | .. | .. | .. | .. | own | ¾-f | own | 4 | 3½x4½ | 21.03 | b-r | ⅜ | T | fin | At-K | Simms | ..... | ..... | Johnson | 1 | g | c | sel | u-m | 3 | 3.58-1 | b |
| Maxwell..... | 2,000 | 1,185 | 124 | pr-s | s | 32x3 | 32x4 | 12 | 12 | 2 | 2 | 8 | .... | 1⅛ | .... | Timken | s-f | own | 4 | 3½x4½ | 21.03 | b-r | ⅜ | T | fin | At-K | ..... | ..... | ..... | Johnson | 1 | g | c | sel | u-m | 3 | 7.25-1 | worm |
| Menominee..... | 2,000 | 1,890 | ..... | ..... | s | 34x4½ | 34x5 | 12 | 12 | 1¾ | 1¾ | .... | .... | .... | .... | Timken | .... | Cont | 4 | 3¾x5 | 22.50 | b | .... | P | .... | Eism S-H | ..... | ..... | Mon | Stmbg | ..... | g | d | ..... | ..... | .. | 7.00-1 | worm |
| Menominee.....H | 3,000 | 2,475 | 130 | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | .... | .... | .... | .... | Timken | w | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | cell | Eism | Auto | extra | Mon | Stmbg | ..... | g | d-d | sel | u-m | 3 | ..... | worm |
| Menominee.....D | 4,000 | 2,950 | 144 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | .... | .... | .... | .... | Timken | w | Cont | 4 | 4 x5¼ | 27.20 | b-l | .... | P | fin | Eism | ..... | extra | Mon | Stmbg | ..... | g | e-d | el | u-m | 3 | ..... | worm |
| Menominee.....G | 7,000 | 3,880 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2 | 3 | .... | .... | .... | .... | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | ..... | stock | Mon | Stmbg | ..... | g | ..... | ..... | amid | 3 | ..... | worm |
| Menominee.....J | 10,000 | 4,950 | 160 | r-c | s | 36x6 | 40x6d | 12 | 14 | 2½ | 3 | .... | .... | .... | .... | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | ..... | stock | Mon | Stmbg | ..... | g | ..... | ..... | amid | 3 | ..... | worm |
| Metropolitan..... | ..... | 895 | 115 | pr-s | p | 34x4 | 35x4½ | 14 | 14 | 3 | 4 | .... | .... | .... | .... | ..... | s-f | ..... | 4 | 3¾x4½ | 29.00 | b-l | .... | T | fin | S-H | ..... | ..... | ..... | ..... | ..... | ..... | d-d | sel | u-m | .. | 6 00-1 | b |

*Price including body

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | RUNNING GEAR — Tires — Kind Tires | Tires — Front Size | Tires — Rear Size | Wheels — No. of Spokes — Front | No. of Spokes — Rear | Width of Spokes — Front | Width of Spokes — Rear | Size of Flange — Front | Size of Flange — Rear | Hub Bore — Front | Hub Bore — Rear | Make of Rear Axle | Type of Rear Axle | ENGINE — Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | STARTING LIGHTING SYSTEM — Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | GEARSET — Type | Location | Speeds | Total Gear Reduction High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Midland....MT | 4,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism F | West | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Midland....MS | 5,000 | 3,150 | 150 | pr-s | r | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | | fin | Eism F | West | 150.00 | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Militor....M-1 | 10,000 | | 140 | pr-s | s | 40x7 | 40x7 | | | | | | | | | Timken | | | 4 | 4¾x5½ | 36.10 | 2-o | | P | tube | Split S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 11.30-1 | int-g |
| Myers....55 | 2,000 | 1,495 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Myers....75 | 3,000 | 1,750 | 130 | pr-s | s | 35x5 | 35x5 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | worm |
| Modern....30 | | 1,800 | 123 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | | P | fin | | | | none | Zenith | | v | d-d | sel | u-m | 3 | | worm |
| Moreland....19B | 3,000 | 2,930 | 126 | pr-s | s | 36x3½ | 36x5 | 8 | 8 | 2¼ | 2½ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.30 | b-l | ⅝ | P | cell | Split S-H | opt | 150.00 | Pierce | Miller | 1¼ | g | d-d | sel | amid | 4 | 7.00-1 | worm |
| Moreland....19C | 5,000 | 3,775 | 144 | pr-s | s | 36x4 | 36x7 | 8 | 8 | 2¼ | 2¾ | 9 | 10 | 4 5/16 | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | cell | Split D-H | opt | 175.00 | none | Miller | 1½ | g | d-d | sel | amid | 4 | 6.80-1 | worm |
| Moreland....19G | 8,000 | 4,875 | 162 | pr-s | s | 36x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ¼ | P | cell | Split D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 7.80-1 | worm |
| Moreland....19J | 10,000 | 5,350 | 192 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ¼ | P | cell | Split D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Muskegon | 4,000 | 2,325 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10½ | 10¾ | 5 | 5¾ | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-F | | | Pierce | Stew | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| ¶Mutual | 4 000 | 3,375 | 150 | pr-s | s | 36x4 | 36x8 | 8 | 8 | | | | | | | Sheldon | s-f | Wisc | 4 | 4 x6 | 25.60 | b | | P | cell | Bosch S-H | West | | Duplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Napoleon....M-9 | 2,000 | 1,285 | 134½ | r-c | s&p | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | 8 | 8 | 4¼ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.00-1 | int-g |
| Napoleon....M-11 | 3,000 | 1,485 | 132 | r-c | s&p | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 8½ | 4¼ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Nash....2018 | 2,000 | 1,650 | 130 | pr-s | s | 34x3 | 34x4 | | | | | | | | | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 6.83-1 | int-g |
| Nash....3018 | 4,000 | 2,175 | 144 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Celfor | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Conn H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Nash-Quad....4017 | 4,000 | 3,250 | 124 | pr-s | s | 36x5 | 36x5 | | | | | | | | | own | d | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | tube | Eisn S-H | Bijur | 125 00 | Simplex | Stmbg | 1¼ | g | d-p | ind-c | amid | 4 | 8.50-1 | int-g-4 |
| Nelson & LeMoon....F1 | 2,000 | on app | opt | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Nelson & LeMoon....F2 | 4,000 | on app | opt | r-c | s | 36x4 | 36x7 | 12 | 12 | 2⅛ | 2½ | 9 | 10 | 4 5/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Nelson&LeMoon....F3½ | 6,000 | on app | opt | r-c | s | 36x5 | 36x5d | 14 | 14 | 2⅝ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Neson & LeMoon....F5 | 10,000 | on app | opt | r-c | s | 36x6 | 40x6d | 14 | 14 | 3⅝ | 4 | 12 | 13⅝ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 11.33-1 | worm |
| ¶Netco....D | 4,000 | 3,000 | 144 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | G & D | 200.00 | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| ¶Netco....H | 5,000 | 3,400 | 168 | pr-s | s | 36x4 | 36x8 | 12 | 12 | 2 | 2½ | 9½ | 9½ | 4½ | 5½ | Timken | f-f | Cont. | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism | | | none | Zenith | 1½ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| New York....M | 3,000 | 2,600 | 144 | r-c | s | 36x3½ | 36x5 | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| New York....N | 4,000 | 2,800 | 144 | r-c | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ | 27 20 | b-l | ⅝ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| Niles....B | 2,000 | 1,500 | 124 | pr-s | p | 35x5 | 35x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | sq-t | Eism S-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Niles....E | 4,000 | 2,400 | 140 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Eism S-H | | | Pierce | Stmbg | | g | d-p | sel | amid | 3 | 8.50-1 | worm |
| Noble....NW-2 | 5,000 | | 148 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10¼ | 10¼ | 4 | 5 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27 20 | b-l | ⅝ | P | fin | Eism H-S | none | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 4 | 8 75-1 | worm |
| Noble....NW-4 | 8,000 | | 168 | r-c | s | 36x5 | 36x5d | | | | | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.00 | 2-l | ⅝ | P | sit | Eism S-H | | | Pi rce | Strom | 1¼ | v | d-p | sel | amid | 4 | 10.25 | worm |
| Northwestern | 3,000 | 2,400 | 140 | r-c | | 34x3½ | 36x6 | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | | | ⅝ | P | | Bosch | | | | Stmbg | | | c | sel | | | 7.75-1 | worm |
| Norwalk | 2,000 | | 130 | pr-s | s | 34x4 | 34x4 | 12 | 14 | 1⅝ | 2 | 8 | 9 | 3½ | 3 | Empire | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sel | u-m | | 7.00-1 | worm |
| Norwalk | 3,000 | | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9 | 3½ | 3½ | Standard | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sel | u-m | | 7.30-1 | worm |
| Ogden | 4,000 | 2,695 | 160 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4 5/16 | 5½ | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | 5/16 | P | tube | Bosch S-H | | | Pierce | Rayf | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Ogden....A-1 | 2,000 | 2,095 | 136 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4 5/16 | 3 11/16 | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 5/16 | T | tube | Bosch S-H | | | Pierce | Rayf | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶O.K....1½T | 3,000 | 2,450 | 146 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Standard | | Ruten | 4 | 4⅛x5½ | | b-l | | P | cell | Split S-H | | | Pierce | Carter | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| ¶O.K....2T | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | | b-l | | P | tube | Eism S-H | | | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| O.K....3T | 6,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4¼x5½ | | b-r | | P | tube | Eism S-H | | | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 4 | | worm |
| Old Hickory....M | 1,500 | 995 | 112 | r-c | p | 33x4 | 33x4 | 12 | 12 | 1¾ | 1¾ | | | | | Salis | s-f | Lycmg | 4 | ¼x5 | 16.92 | b-r | ⅝ | T | cell | Conn S-H | Dyneto | stock | none | Carter | 1 | g | c | sel | u-m | 3 | 6.00-1 | b |
| Old Hickory....W | 2,000 | 2,175 | 135 | r-c | p-s | 36x3½ | 36x4 | 12 | 14 | 2 | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | tube | Eism | none | | Pierce | Stmbg | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Old Reliable....A | 2,500 | 2,350 | 138-150 | pr-s | s | 34x4 | 36x6 | 14 | 16 | 1¾ | 2¼ | | | | | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | | P | cell | Bosch H | Vesta | | Mon | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Old Reliable....B | 5,000 | 3 250 | 160 | r-c | s | 34x4 | 36x4d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | | P | tube | Bosch H | Vesta | | Mon | Stmbg | 1¼ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Old Reliable....C | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x5d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | | P | tube | Bosch H | Vesta | | Mon | Stmbg | 1¼ | v | o-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Old Reliable....D | 10,000 | 5,000 | 166 | r-c | s | 36x5 | 40x6d | 14 | 16 | 2¾ | 3 | | | | | Sheldon | s-f | Wisc | 4 | 5 1/10 x5½ | 41.60 | 2-o | | P | tube | Bosch H | Vesta | | Duplex | Stmbg | 1½ | v | o-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Old Reliable....L | 14,000 | 6,000 | 124-136 | r-c | s | 36x6 | 40x7d | 14 | 16 | 3 | 3½ | | | | | Sheldon | dead | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | | P | tube | Bosch H | | | Wauk | Stmbg | 1½ | v | o-d | sel | amid | 4 | 10.86-1 | chain |
| Oldsmobile | 1,500 | 1,250 | 128 | | p | 35x5 | 35x5 | | | | | | | | | Torb | | | 4 | 3 11/16x5¼ | 21.70 | h | | P | | Auto | Auto | | | Zenith | | | c | sel | u-m | 3 | | int-g |
| Oneida....A | 2,000 | 2,290 | 144 | r-c | p&s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2 | | | | | Timken | s-f | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 8 75-1 | worm |
| Oneida....B | 3,000 | 2,650 | 144 | r-c | p&s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2 | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | se | amid | 3 | 9.25-1 | worm |
| Oneida....C | 4,000 | 3,000 | 144 | r-c | p&s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 9.25-1 | worm |
| Oneida....D | 7,000 | 3,700 | 160 | r-c | p&s | 36x5 | 36x5d | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 34.40 | 2-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 10.33-1 | worm |
| Oneida....E | 10,000 | 4,750 | 180 | pr-s | p&s | 36x6 | 40x12 | 8 | 10 | 2½ | 2½ | | | | | Timken | f-f | Cont | 4 | 5¼x5¾ | 44.20 | 2-l | ¼ | P | cell | Bosch | Bosch | | P erce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 11.67-1 | worm |
| Oshkosh....A | 4,000 | 3,500 | 130 | pr-s | p | 36x6 | 36x6 | 14 | 14 | 2 | 2 | 10⅝ | 10⅝ | 4¼ | 4¼ | own | f-f | Her-Spall | 4 | 3¼x5 | 16.90 | b-r | ⅝ | T | cell | Battery | N E | stock | Duplex | Zenith | 1¼ | P | d-d | sel | u-m | 4 | 8.25-1 | b |
| Overland....90 | 800 | 900 | 104 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1¾ | 1¾ | 6 | 6⅞ | 2⅝ | 4 | own | ¾-f | own | 4 | 3⅜x5 | 18.23 | b-r | ⅝ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | v | c | sel | u-x | 3 | 4.33-1 | Sp b |
| Overland....83 B, O, E | 1,200 | 1,075‡ | 106 | pr-s | p | 33x4½ | 33x4½ | 12 | 12 | 1¾ | 1¾ | 7½ | 8½ | 3⅛ | 4 | own | ¾-f | own | 4 | 4⅛x4½ | 27.20 | b-l | ⅝ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | g | c | sel | u-x | 3 | 4.40-1 | Sp b |
| ¶Packard....1½-E | 3,000 | 3,200 | 126 | r-c | s | 34x3½ | 34x3½d | 10 | 12 | 2 | 2½ | 8¼ | 11¼ | 4⅝ | 5⅜ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 6.25-1 | worm |
| ¶Packard....2-E | 4,000 | 3,600 | 144 | r-c | s | 34x4 | 34x4d | 12 | 12 | 2 | 2¾ | 9½ | 11½ | 5¼ | 6¼ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 7.25-1 | worm |
| ¶Packard....3-E | 6,000 | 4,350 | 156 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7 | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 9.00-1 | worm |
| ¶Packard....4-E | 8,000 | 4,550 | 156 | r-c | s | 36x5 | 40x5d | 12 | 14 | 2¼ | 3½ | 10⅝ | 13½ | 5¾ | 7⅞ | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.00-1 | worm |
| ¶Packard....5E | 10,000 | 5,450 | 156 | r-c | s | 36x6 | 40x6d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | P | d-d | sel | amid | 4 | 10.66-1 | worm |
| ¶Packard....6E | 12,000 | 5,700 | 156 | r-c | s | 36x6 | 40x7d | 12 | 16 | 2¼ | 4 | 10⅝ | 15¼ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1⅝ | p | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packet | 600 | 320 | 100 | pr-s | p | 28x3 | 28x3 | 12 | 12 | 1⅛ | 1⅛ | 6 | | 2½ | | own | d | own | 4 | 2¾x4 | 12.08 | b-r | ⅝ | T | fin | At-K S-A | | | none | Carter | 1 | g | c | fric | u-j | 3 | 4.25-1 | chn |
| ¶Paige....50-18 | 5,000 | 2,950 | 150 | pr-s | s | 34x4 | 34x4d | | | | | 9 | 10 | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-r | ⅝ | P | fin | Bosch S-F | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Paige....51-18 | 7,000 | 3,950 | 160 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch | | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Palmer | 2,000 | 1,685 | 132½ | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | sq-t | Bosch S-F | | | none | Stmbg | | g | d-d | sel | u-m | | | int-g |
| Palmer | 4,000 | 2,495 | 144 | pr-s | s | 36x3½ | 36x3½d | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.75-1 | worm |
| Palmer-Moore....K | 1,500 | 1,150 | 106 | pr-s | s | 36x3 | 36x3½ | | | | | | | | | | | | 4 | 3½x5⅛ | 19.61 | b-r | ⅝ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | sel | amid | | 6.83-1 | int-g |
| Palmer-Moore....M | 2,000 | 1,350 | 126 | pr-s | s | 36x3½ | 36x4 | | | | | | | | | | | | 4 | 3¾x5⅛ | 22.50 | b-r | ⅝ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | sel | amid | | 6 83-1 | int-g |
| Parker....F9W | 4,000 | 3,325 | 150 | pr-s | s | 34x4 | 36x4d | | | | | | | | | own | f-f | Wisc | 4 | 4 x6 | | b-r | | P | tube | Bosch | West | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Parker....F9C | 4,000 | 3,325 | 150 | pr-s | s | 34x4 | 36x4d | | | | | | | | | own | f-f | | 6 | 3½x5¼ | | b-r | | P | tube | Bosch | West | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.57-1 | worm |
| Parker....J9 | 7,000 | 4,150 | 160 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | f-f | Wisc | 4 | 4¼x6 | | | | P | tube | Bosch | West | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Parker....M9 | 10,000 | 5,225 | 160 | pr-s | s | 36x6 | 40x6d | | | | | | | | | own | f-f | | 4 | 4¾x6 | | 2-r | | P | tube | Bosch | West | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | | worm |
| Patriot | 3,000 | 2,150 | 135 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 9¼ | 4 | 4⅜ | Russel | | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1 | g | d-d | sel | amid | 3 | 7.70-1 | int-g |
| Patriot | 5,000 | 3,150 | 156 | pr-s | s | 34x4 | 34x7 | 12 | 14 | 2 | 2½ | 9 | 13 | 4½ | 7⅛ | Wisc | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1¼ | | d-d | sel | amid | 4 | 9.66-1 | worm |
| Penney....15 | 1,000 | 935 | 98 | pr-s | p | 30x3½ | 31x4 | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | b-r | | T | fin | Split S-F | Dyneto | 75.00 | none | Zenith | | | d-d | sel | u-m | 4 | 4.75-1 | b |
| Pierce-Arrow | 4,000 | 4,300 | 150 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | | | | own | | own | 4 | 4x5½ | 25.60 | 2-o | | P | fin | Eism D-H | West | 325.00 | own | own | | g | c | sel | amid | 4 | 7.00-1 | worm |
| Pierce-Arrow | 10,000 | 5,500 | 168 | pr-s | s | 36x5 | 40x6d | 14 | 16 | 2½ | 3½ | | | | | own | | own | 4 | 4½x6 | [illegible] | 2-o | | P | fin | Eism D-H | West | 325.00 | own | own | | p | e | sel | amid | 3 | 7.80-1 | worm |
| Power....A | [illegible] | [illegible] | 144 | [illegible] | | 34x3½ | [illegible] | | | | | | | | | Timken | | Cont | | [illegible] | | | | | | | | | | | | | | | | | | |

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Lighting System: Make | Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Power....B | 4,000 | 2,950 | 150 | | | 36x4 | 36x8 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| Power....C | 7,000 | 3,785 | 180-204 | | | 36x5 | 40x5d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| Power....E | 10,000 | 4,800 | 180-216 | | | 36x6 | 40x6d | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | | | | Simms | | | | Stmbg | | | | | | | | worm |
| ¶Rainier....R-11 | 1,500 | 1,750 | 125 | pr-s | p&s | 34x4½ | 34x4½ | 12 | 12 | 2 | 2 | 8¼ | 7½ | 4 | 3 | Timken | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 5/16 | T | cell | Simms | | 125.00 | Mon | Zenith | 1¼ | v | d-p | sel | u-m | 3 | 7.20-1 | worm |
| ¶Rainier....R-6 | 3,000 | 1,975 | 133 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 2 | 2 | 8¾ | 8 | 4⅛ | 3¼ | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 5/16 | T | cell | Simms | | | Mon | Zenith | 1⅛ | v | d-p | sel | u-m | 3 | 7.80-1 | worm |
| ¶Rainier....R-11 | 4,000 | 2,400 | 147 | pr-s | s | 34x4 | 34x6 | 12 | 14 | 2 | 2 | 8¾ | 10¼ | 4⅛ | 3⅝ | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 5/16 | T | cell | Simms | | | Mon | Zenith | 1⅛ | v | d-p | sel | u-m | 3 | 8.57-1 | worm |
| ¶Reliance....10 | 3,000 | 2,500 | 150 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2¼ | 2½ | | | 4 | 4 11/16 | Badger | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b-r | ⅝ | P | cell | Bosch S-H | Vesta | none | Pierce | Stmbg | 1¼ | | d-p | sel | u-m | 4 | 7.20-1 | ext-g |
| ¶Reliance....20 | 5,000 | 3,200 | 156 | pr-s | s | 36x4 | 36x8 | 12 | 14 | 2¼ | 2½ | | | 4 | 5½ | Badger | f-f | Buda | 4 | 4¼x5½ | 28.60 | b-r | ⅝ | P | cell | Eism S-H | Eism | none | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.80-1 | ext-g |
| Rennoc.... | 5,000 | 2,895 | 144 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅝ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Rennoc Tractor.... | 16,000 | 2,895 | 116 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅝ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Reo....F | 1,500 | 1,350 | 128 | pr-s | p | 34x4½ | 34x4½ | | | | | | | | | own | f-f | own | 4 | 4½x4½ | 27.20 | 2-r-b | ⅝ | P | fin | Remy S-H | Remy | stock | none | Johns | 1 | g | d-d | sel | amid | 3 | 4.30-1 | sp-b |
| ¶Republic....10 | 2,000 | 1,595 | 124 | pr-s | s | 34x3 | 34x4 | 14 | 14 | 1¾ | 1¾ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Republic....11X | 3,000 | 1,885 | 144 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2½ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Republic....19 | 5,000 | 2,395 | 144 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| ¶Republic....20 | 7,000 | 3,595 | 165 | pr-s | s | 36x5 | 36x10 | 8 | 8 | St | eel | | | | | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | cell | Eism S-H | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Reya.... | | | 117 | | | | | | | | | | | | | Peru | | | 4 | 3⅝x4½ | 22.50 | | | | | Spilt | Dyneto | | | | | | | | | | | |
| Riker.... | 6,000 | 4,600 | 150-190 | pr-s | s | 36x5 | 36x5d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Riker.... | 8,000 | 4,70 | 150-190 | pr-s | s | 36x5 | 36x6d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Rowe....CDW | 4,000 | 3,000 | 142 | r-c | s | 34x4 | 36x3½d | 12 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe....CDW | 5,000 | 3,250 | 164 | r-c | s | 34x4 | 36x4d | 14 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe....GW | 6,000 | | 170 | c | p | 38x7 | 42x9 | | | | | | | | | Sheldon | | Her-Spill | 8 | | | | | | | At-K | West | | | Zenith | | | d | sel | | 3 | | worm |
| Rowe....DEW | 7,000 | 3,800 | 156 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | | | | 4 | 4x6 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe....FW | 10,000 | 4,900 | 171 | r-c | s | 36x6 | 36x6d | 14 | 14 | 3 | 3½ | | | | | | | | 4 | 4¾x5½ | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Royal.... | 2,000 | | 124 | r-c | s | 34x4 | 34x5 | | | | | | | | | Sheldon | | Wisc | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal.... | 5,000 | | 132 | r-c | s | 36x4½ | 36x6 | | | | | | | | | Sheldon | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal.... | 7,000 | | 158 | r-c | s | 36x5 | 38x5d | | | | | | | | | Timken | | Wisc | 4 | 4¼x6 | 29.00 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal.... | 10,000 | | 168 | r-c | s | 36x6 | 40x6d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | o-d | ind-c | amid | | | worm |
| Royal.... | 12,000 | | 158 | r-c | s | 36x6 | 40x6d | | | | | | | | | Sheldon | | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind c | amid | | | worm |
| Royal.... | 14,000 | | 158 | r-c | s | 36x7 | 40x7d | | | | | | | | | Sheldon | | Wisc | 4 | 5¼x7 | 44.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind-c | amid | | | chn |
| Rush....F | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | own | | Lycmg | 4 | 3¼x5 | 16.92 | b-r | ⅝ | T | fin | Conn S-H | Split | stock | | Carter | 1 | g | d-d | sel | u-m | | 4.42-1 | b |
| Sandow....G | 2,000 | 1,795 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅝ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| Sandow....CG | 3,000 | 2,090 | 134 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅝ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| Sandow....SPL | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Torl. | f-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅝ | P | fin | Eism S-H | | | none | Stmbg | 1 | g | d-d | sel | u | 3 | 9.25-1 | int-g |
| Sandow....J | 4,000 | 2,975 | 165 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 9.25-1 | worm |
| ¶Sandow....M | 7,000 | 3,995 | 175 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 10.33-1 | worm |
| Sandow....L | 10,000 | 4,775 | 175 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timekn | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅝ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Sanford....W25 | 5,000 | 3,000 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | 10¼ | | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch S H | | extra | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford....W35 | 7,000 | 3,975 | 174 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3¼ | | 12 | | 4½ | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | 2-b | ⅝ | P | tube | Bosch S-H | | extra | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford....W50 | 10,000 | 4,750 | 174 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2⅝ | 3⅝ | | 15 | | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | | | ⅝ | P | tube | Bosch S-H | | extra | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.75-1 | worm |
| Saurer....L | 10,000 | 4,800 | 153½ | pr-s | s | 36x5 | 42x5d | | | | | | | | | own | | own | 8 | 4⅜x5½ | 30.60 | 2 | | | | Mag | | | | own | | | c | se | | 4 | | chain |
| Saurer....M | 13,000 | 5,800 | 156½ | pr-s | s | 36x5 | 42x6d | | | | | | | | | own | | own | 4 | 4⅜x5½ | 30.60 | 2 | | P | | Mag | | | | own | | | c | sel | | 4 | | chain |
| Schleicher.... | 6,000 | 3,500 | 150 | r-c | s | 34x4½ | 34x3½d | | | | | | | | | | | | 4 | 4⅜x5½ | 29.00 | 2-r | ¼ | P | sq-t | Bosch D-H | | | opt | Stmbg | | g | | | | | | chn |
| Schleicher.... | 10,000 | 4,500 | 150 | r-s | s | 34x5 | 34x4d | | | | | | | | | b-b | b | | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | sq-t | Bosch D-B | | | | Stmbg | | g | c | sel | amid | 4 | 5.00-1 | chn |
| Schwarts....H | 3,000 | 2,175 | 140 | pr-s | | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b | ⅝ | T | zz-t | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Schwarts....C | 5,000 | 2,675 | 146 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | | Cont | 4 | 4⅛x5¼ | 27.00 | b | ⅝ | P | | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | se | u-m | 3 | 8.00-1 | int-g |
| ¶Selden....Special | 3,000 | 2,185 | 140 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | | | | | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | sq-t | Bosch S-F | N-East | 165.00 | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Selden....JWBL | 4,000 | 3,050 | 162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-H | N-East | 165.00 | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Selden....NL | 7,000 | 3,850 | 162 | pr-s | s | 36x5 | 36x10 | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | v-t | Eism S-H | N-East | 165.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Selden....DL | 10,000 | 5,000 | 169½ | pr-s | s | 36x6 | 36x12 | 8 | 10 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | sq-t | Eism S-H | N-East | 165.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Seneca.... | 1,000 | 1,060‡ | 108 | pr-s | p | 30x3½ | 30x3½ | 12 | 12 | 1½ | 1½ | 7 | 8 | 1⅝ | 4⅞ | Peru | f-f | Le Roi | 4 | 3⅛x4½ | 15.63 | b-l | ⅝ | T | cell | Conn | Al-Ch | Stock | | Scheb | 1 | v | d-d | sel | amid | 3 | 4.50-1 | bev |
| Service....31 | 3,000 | | 150 | pr-s | s | 36x3½ | 36x6 | 14 | 14 | ⅝ | 2½ | 7 | 9 | 3⅝ | 3⅝ | Tron | | Buda | 4 | 4 x5½ | 25.60 | b-r | ¼ | p | fin | Eismah | West | 140.00 | Simp | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.55-1 | worm |
| Service....220 | 2,000 | 2,100 | 137 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | 9 | 9 | 4¼ | 3⅝ | Timken | | Buda | 4 | 3½x5⅛ | 19.61 | b-r | ⅝ | T | fin | Eism S-H | West | 120.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Service....51 | 4000 | 3,000 | 160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 5⅛ | 5½ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Service....71 | 7,000 | 3,900 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Service....76 | 7,000 | 4,200 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.8-1 | worm |
| Service....101 | 10,000 | 5,000 | 171½ | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | fin | Eism S-H | West | 140.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 10.25 | worm |
| Shaw....M-2 | 1,500 | 1,700 | 116½ | pr-s | p | 32x4 | 32x4 | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | | | | g | d-p | | u-m | 3 | 4.45-1 | 6 |
| Shaw....M-4 | 2,500 | 1,850 | 130 | pr-s | p | 34x4½ | 43x4½ | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | none | Zenith | | g | d-p | | u-m | 3 | 7.20-1 | worm |
| Shaw....M-3 | 6,000 | 2,950 | 153 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | | b | | P | tube | Bosch S-F | | | Pierce | Zenith | | g | m-d | | u-m | 3 | 8.50-1 | worm |
| Shelby....S35 | 1,500 | | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | | | | 4 | 3½x4½ | 19.60 | b-l | | T | | Split | Dyneto | | | Zenith | | | d-d | | | | | int-g |
| Sheridan.... | 1,000 | 490 | 104 | | | 31x3½ | 31x3½ | | | | | | | | | | f-f | | 4 | 3½x4 | | | ⅝ | T | | Bosch | | | | Carter | | | d | sel | | | | b |
| Signal....F | 2,000 | 2,400 | 144 | pr-s | s | 34x3½ | 36x5 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Signal....H | 3,000 | 2,700 | 144 | pr-s | s | 34x4 | 36x6 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅝ | 5⅝ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal....J | 4,000 | 3,100 | 150 | pr-s | s | 34x4 | 36x8 | 12 | 12 | 2 | 2½ | 9 | 10 | 4 1/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal....M | 7,000 | 4,100 | 168 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| ¶Signal....R | 10,000 | 5,100 | 180 | pr-s | s | 36x6 | 40x6d | 15 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7½ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-F | | | Cont | Stmbg | | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| ¶Southern.... | 2,000 | 1,495 | 130 | pr-s | p-s | 34x4 | 34x4 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Buda | 4 | 3½x5 | 19.60 | b-l | | T | tube | Bosch | | | none | Stmbg | 1 | v | d-d | sel | amid | 3 | 7.00 | worm |
| ¶Southern.... | 3,000 | 1,795 | 143 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Cont | 4 | 3¾x5⅛ | 22.50 | b-l | | T | tube | Bosch | | | none | Stmbg | 1 | v | d-d | sel | amid | 3 | 7.75-1 | worm |
| ¶Standard....56 | 2,000 | 1,900 | 134 | pr-s | s | 34x3½ | 34x4 | 12 | 12 | 1¾ | 2 | 9 | 7½ | 4¼ | 3 | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1 | g | d-d | sel | u-p | 3 | 7.20-1 | worm |
| ¶Standard....76 | 4,000 | 2,800 | 140 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | 9½ | 10 | 4 1/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Standard....66 | 7,000 | 3,675 | 160 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4 11/16 | 6½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 10.33-1 | worm |
| Standard....86 | 10,000 | 4,650 | 160 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7 1/16 | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Steele....C | 4,000 | 2,250 | 115 | r-c | s | 38x5 | 40x4d | | | | | | | | | own | d | own | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | | o-d | ind-c | u-j | 3 | 9.51-1 | chn |
| Steele....B | 6,000 | 3,000 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele....BA | 8,000 | 3,500 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele....A | 10,000 | 4,000 | 127 | r-c | s | 38x7 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.58-1 | chn |

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### Bearings Company of America to Build New Factory

At a recent meeting of the Board of Directors of The Bearings Company of America, Lancaster, Pa., it was decided to increase the thrust bearing factory facilities of the company. A new building of the latest type of construction is to be erected in the immediate future, which will give approximately 60,000 additional square feet floor space when it is completed.

### Outlook Co. Establishes New York Office

The Outlook Co., Cleveland, Ohio, has established a sales office at 250 West 54th Street, New York City. This will be known as the eastern and export sales branch, and will take charge of all business in the New England states and in the eastern and southern states as far as Tennessee. It will also look after the company's growing export business throughout the world.

### Radoye Made Director of Haynes

Gilbert U. Radoye has been made director of advertising of the Haynes Automobile Co., Kokomo, Ind. Mr. Radoye for the past year, in the capacity of advertising manager, conducted the successful world-wide advertising campaign to merchandise Haynes cars. This advertising program was the biggest every attempted during the twenty-six years' history of the Haynes company.

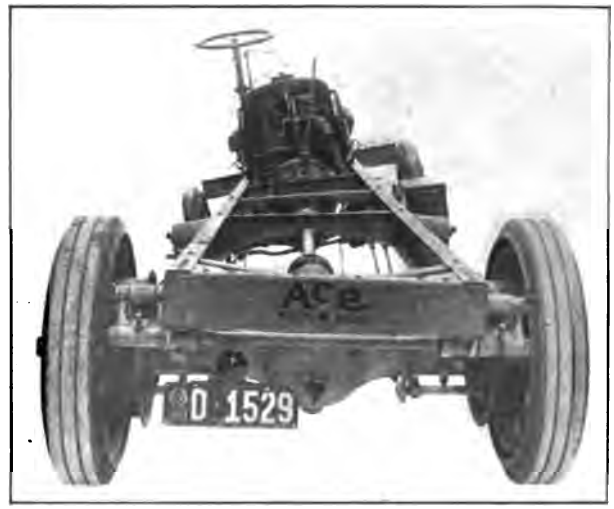
### H. F. Carter Appointed Manager of Buick Chicago Branch

Horace F. Carter has been appointed Chicago branch manager of the Buick Motor Co., succeeding D. A. Burke, who has accepted a higher executive position in another division of the General Motors Corp.

### 1½ and 2½-Ton Ace Trucks

Ace trucks are being manufactured in two models by the American Motor Truck Co., Newark, Ohio. These are of 1½ and 2½ tons capacity, and

embody up-to-date design throughout. They are being marketed completely equipped with all-weather steel cabs, electric starting and lighting systems, odometers and trailer connections. The trucks are made up of standard units, including Buda engines, Brown-Lipe clutches and gearsets, and Stan-Par worm drive rear axles. The engine of the smaller model has a bore of 3¾ inches on a stroke of 5⅛ inches, and is of the L-head type with the cylinders cast in block. Three-point suspension is used, the rear engine supports resting on complete universal joints protecting the engine legs against breakage. A force feed oiling system is used and water is circulated by the thermo-syphon system. Ignition is furnished by an Exide battery, Atwater-Kent distributor and Westinghouse generator. The starter is also Westinghouse, and is connected to the engine through the Burdix system of drive. About 30 horsepower is developed at a




governed speed of 1200 r. p. m. The engine of the larger truck is similar to that of the smaller model, except that the cylinder dimensions are 4¼ x 5½ inches and cooling is by centrifugal pump circulation. This engine develops 36 horsepower at a governed speed of 1100 r. p. m. The transmission is placed amidships in the larger truck, instead of being in a unit with the engine. The smaller truck has a wheelbase of 144 inches, and is provided with 34 x 3½-inch solid tires in front and 36 x 7-inch solid in the rear.

Rapid service by means of the unit replacement system is to be furnished by the company. Instead of laying up a truck for repairs, any unit will be replaced by a new one of the same kind, which will be furnished at a fixed price at service stations.

### New Plant for Stevens-Duryea

Stevens-Duryea Co., Chicopee Falls, Mass., has purchased from B. Haarmann Company 43 acres of land in Willimansett, known as the Willimansett Driving Park, Springfield, Mass. The management of the company states that it will immediately let a contract for a thoroughly modern motorcar plant of the single story saw-tooth roof type construction that will have a floor space of approximately 15 acres, to be built on this property. Work is to begin at once and the contract stipulates that the plant must be ready for occupancy by Jan. 1.

The present plant at Chicopee Falls will be occupied to capacity and it is not planned at this time to move any part of the Chicopee Falls plant to Willimansett. The company is at present producing Stevens-Duryea cars, which it is stated are of the same high character and quality as formerly produced by the old company, which discontinued manufacturing new cars in January, 1915. The combined plants will produce 2500 cars per year, and will employ approximately 1000 men. The new models will be exhibited at the New York and Chicago shows in January.

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### General Top Co. Organized in Cleveland

ith every prospect of coming at once into a
of importance in the automobile industry, the
ral Top Co. has been organized in Cleveland,
. Incorporation papers have been taken out
ng the capitalization at $1,000,000. Two other
in the direction of immediate large activities
he acquisition of the entire assets of the Con-
ated Auto Top Co. of Cleveland, together with
its of value held by that company and others,
he approval of plans for a large factory to be
ed in Cleveland. It is intended that buildings
uate to very large production shall be ready
in 1920.
ristian Girl, president of the Standard Parts
and C. R. Norton, for many years general
manager of the Packard Motor Car Co. of
oit, are among those mentioned in the new
prise. Mr. Norton will be president and gen-
manager. Mr. Girl's name appears as vice-
dent.
E. Borton of Borton & Borton, a leading bank-
and investment house of Cleveland, will be
urer, and Norman Elliott of the former Con-
ated Top Co., treasurer.
e product of the General Top Co. is known
e Artcraft top. It is said to be altogether
e the common car top, and, although having
of the advantages offered by "closed body"
ruction, it is different in many particulars.

### Changes in Dearborn Truck Organization

e Dearborn Truck Co. announces that George
ailey, general manager, will assume the active
management of the business.
e increase in Dearborn business since the an-
cement of their two-ton worm-driven Model
truck, has made it necessary also to divide the
try territorially.
O. Nerad, who since his return from service
eas has been service manager for the com-
, has been appointed sales manager of all the
tory west of the Mississippi river. L. W. Coul-
advertising manager, has been appointed sales
ager of the territory east of the Mississippi
.
arles E. Salter, well known throughout the
rn part of the United States for his long con-
ons with the Dearborn Truck Co., has been
inted export manager, and R. J. Macdonald,
er head of the Macdonald Motor Co. of At-
, Georgia, has been appointed southern sales
esentative. F. G. Bailey, in assuming charge
ales, relinquishes his duties as purchasing
t, which has been assumed by C. B. Blair.

### nerman Becomes President of Supreme Motors

bert H. Zimmerman, who for 14 years has
ted the destinies of the Continental Motor Co.
etroit, has severed his connection with that
oration and has associated himself with the
eme Motors Co. of Warren, O., in the capacity
ice-president, treasurer and general manager.

### Albertson & Co. Bring Out New Booklet

he A-B-C of Ford Motor Repairing" is the
of a booklet brought out by Albertson & Co.,
k City, Ia. The booklet tells how to regrind,
e and reseat the valves and seats of the Ford
e.

### Indiana Tractor Is Ready

The Indiana Silo and Tractor Co., Anderson, Ind., has reached quantity production at the factory at Findlay, Ohio, and is making distributor connections for the purpose of covering the entire country with an aggressive campaign during the coming year on Indiana tractors.

The following distributer connections recently have been made: Indiana Tractor Co., Los Angeles, Cal.; Southeast Indiana Tractor Co., Atlanta, Ga.; Fulton Motor Truck & Service Co., Baltimore, Md.; Tractor Distributing Co., Albany, N. Y., and Richardson Manufacturing Co., Worcester, Mass.

### Winther Will Build Milwaukee Plant

The Winther Motor Truck Co., Kenosha, Wis., has made public the fact that it has signed an option for a site in Milwaukee, upon which it expects to erect a new plant costing $250,000. The present large factory in Kenosha will be continued in full operation and general officers will remain in Kenosha.

### U. S. L. Convention

The accompanying photograph was taken recently at Niagara Falls, New York, and shows the majority of the central service station representatives of the U. S. L. Storage Battery Co.

During the convention a unique contest was held,

SERVICE STATION REPRESENTATIVES AT U. S. L. CONVENTION

with five prizes, consisting of trips by aeroplane over Niagara Falls, the gorge and rapids.

The meeting adjourned with a banquet at the Clifton Hotel on the Canadian side of the Falls.

### Body Company Sold

The Bennett-Sustrich Co., Detroit, has purchased the body manufacturing business of the Southwick-Pom Co., and will continue it. James J. Bennett, who formerly was superintendent of the Southwick-Pom Co., is president of the new organization, with James S. Southwick as treasurer.

### Will Make Automobile Parts

The Machine Specialty Co., Ann Arbor, Mich., which recently increased its capital stock from $10,000 to $135,000, and which has increased its production facilities, will also expand its field of activities and become a manufacturer of automobile parts. The company, it is said, will specialize in piston pins.

### Racine Starts Housing Development

Two hundred modern houses will be built by the Racine Rubber Co. for the employes of its factories at Racine, Wisconsin.

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# TRADE GOSSIP

Arthur J. Slade, consulting engineer on motor transportation, has resumed his practice at 1790 Broadway, New York City, after serving two years in the army as lieutenant-colonel, organizing and directing the engineering division of the Motor Transport Corps.

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Joseph E. Otis, vice-president of the Central Trust Co. of Illinois, has been elected a director of the Stewart-Warner Speedometer Corp., Chicago.

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J. Fletcher Farrell was elected a director of the Briscoe Motor Corp., Jackson, Mich., at a meeting of the board of directors.

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Russell Munroe has resigned as assistant advertising manager of the Ford Motor Co., to become assistant sales manager of the newly-organized Ford Motor Co. branch in Paris, France. Munroe has been with the Ford organization for several years.

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Alwin A. Gloetzner, formerly vice-president in charge of sales and engineering of the Covert Gear Co., Inc., Lockport, N. Y., has been appointed president and general manager of the company, succeeding P. A. Clum.

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Dr. George C. Barlow has resigned as president of the U. S. Tractor Co., Menasha, Wis., because of ill health, and is succeeded by Joseph G. Sailor, whose place as vice-president is filled by E. M. McGillan, mayor of Menasha.

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Theodore T. Lane, until recently a lieutenant in the United States Air Service, has been appointed director of purchases for Briscoe & Stahl, Detroit, American representative of Bollanger Freres.

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Hi Sibley, for two years a member of the Packard Motor Car Co.'s advertising staff, has resigned and will make his home in California.

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W. Carl Parker has been appointed to the managership of the Lansing branch of the Reo Motor Car Co., Lansing, Mich., to succeed Clarence Triphagen, who recently assumed the position of manager of the newly-established Reo Detroit branch.

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Walter K. Towers, who until a short time ago served with the A. E. F. as publicity director for Europe for the United War Work campaign and later with the Motor Transport Corp., has succeeded W. Carl Parker at the Reo Motor Car Co., Lansing, Mich.

The Goodyear Tire & Rubber Co., Akron, Ohio, has appointed A. F. Osterloh, secretary of the company, vice-president and general manager of the Goodyear Tire & Rubber Co. of California.

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Floyd Smith has been appointed manager of purchases of the Pierce-Arrow Motor Car Co., Cleveland, and Otto Utz, assistant manager. Smith was formerly assistant purchasing agent of the Maxwell Motor Co. and later director of purchases of the Wright-Martin Aircraft Corp.

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Frank Kane, for three years with the advertising department of the Packard Motor Car Co., has joined the staff of Erwin & Wasey, advertising agents, Chicago.

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Jay V. Hall, formerly general sales manager of the Olds Motor Works, who resigned that position some time ago, is now with the new Willys Corp. and is located at the Duesenberg plant, where he is in charge.

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V. L. Curran has resigned as purchasing agent of the Sparks-Withington Co., Jackson, Mich., and has acquired an interest in the Jackson Screw Products Co.

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Victor Greiff, a lieutenant in the Bureau of Steam Engineering, Naval Reserve Force, has been appointed research engineer for the American Bosch Magneto Corp., Springfield, Mass. His previous connections have been with the Covic Electrical Co., the New York Edison Co. and the General Electric Co.

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Harry J. Lindsley, who has been western sales manager for the past seven years for the Bound Brook Oil-less Bearing Co., Bound Brook, N. J., and William F. Jennings, eastern sales manager for the company for the past five years, have been made vice-presidents of the concern.

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A. L. Tisch, advertising manager of the Paige-Detroit Motor Car Co., Detroit, for six years, has resigned. He is going into the retail business, and has made connections with the Robb Motor Car Co., Chicago, in an executive capacity.

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Parke Ross, who has been in charge of sales for the Elgin Motor Car Corp., Argo, Illinois, for more than a year, will hereafter be connected with the Dupont Motor Manufacturing Corp., Wilmington. Mr. Ross will be treasurer of the company and will also have direct supervision of sales.

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Malcolm McCormick has been placed in charge of the sales and advertising departments of the McCord Mfg. Co. Mr. McCormick was for a number of years associated with the Burroughs Adding Machine and Chalmers Motor Companies.

J. R. George, formerly connected with the F. S. Carr Co., Boston, makers of automobile fabrics, has become assistant sales manager of the Barley Motor Car Co., Kalamazoo.

Robert C. Crowthers, a former Cincinnati automobile dealer, but who for three years has been manager of the Automobile Department of the Cincinnati Commercial Tribune, has been appointed advertising manager of The Gary Motor Truck Co. of Gary, Ind.

Frank Bishop, distributor of Liberty cars at St. Louis, is selling airplanes in conjunction with automobiles, having taken the representation of the Curtis Canadian biplanes for the St. Louis district.

Guy Wilson, president of the Traffic Motor Truck Corp., St. Louis, Mo., announces the election of Torbert Vickroy as Assistant Secretary to the company. Mr. Vickroy, who has been in charge of the auditing and accounting department for the company for some time, was formerly senior accountant for Ernst & Ernst, certified public accountants.

Charles G. Reed, for 15 years an automobile editor and writer of motor news and publicity, has joined the Dunlap-Ward Advertising Co. of Cleveland. In his new connection Reed will devote his energies to publicity and sales promotion work for a number of the larger automobile and accessory firms who are clients of the Dunlap-Ward organization.

H. F. Harris has been appointed general manager of the Bethlehem Motors Corp., Allentown, Pa. Mr. Harris for the past two years has been with the Republic Motor Truck Co.

W. W. Wildman has resigned as treasurer and general manager of the Portage Rubber Co., Barberton, Ohio. His future plans have not been announced.

P. W. Hood has been made sales manager of the Timken-Detroit Axle Co., Detroit, Mich. Mr. Hood, who is also assistant secretary, will be assisted by Frank N. Sim, advertising manager.

Charles G. Howison has been appointed New England representative of the Hudson Motor Specialties Co., Philadelphia, Pa.

Capt. John F. Hundt will have charge of the Chicago offices of the Goodrich-Lenhart Manufacturing Co., Hamburg, Pa.

William F. Jennings has been appointed vice-president of the Bound Brook Oil-Less Bearings Co., Bound Brook, N. J. Mr. Jennings has been eastern sales manager of the company for five years.

John Kelly, formerly New York district manager of the Edison Storage Battery Co., has been appointed general manager of the same company. He will make his headquarters at Orange, N. J., home of the firm.

Theo. T. Lane has been appointed director of purchases for Briscoe & Stahl, Detroit, Mich., American representatives of Bellanger Freres, France.

William F. Ling is now Detroit representative of Hobbs Mfg. Co., Worcester, Mass.

Dan McAvoy has succeeded O. A. Olson as manager of the Omaha branch of the Pennsylvania Rubber Co., Jeannette, Pa.

Henry G. McComb has been made New York representative for the Weidely Motors Co. He will be located at 1790 Broadway.

R. B. McKinney has been made sales manager for the Morgan Manufacturing Co., Keene, N. H.

Edwin L. Malone has been appointed Cleveland district representative of the Hess Steel Corporation, Baltimore, Md. He will make the Cleveland Athletic Club his headquarters.

Harry P. Mammen, secretary and treasurer of the Traffic Motor Truck Corp., has left for Europe, where he will visit the leading cities, in order to assist traffic dealers abroad in promoting their sales. He will also select dealers to become permanent representatives of the corporation in the various countries.

Wm. F. Melhuish, Jr., is now associated with Melhuish & Co., specialists in marketing automotive securities.

George W. Mixter has been appointed vice-president and general manager of the Pierce-Arrow Motor Car Co., Buffalo, N. Y. He comes to the Pierce-Arrow Co. from Deere & Co., and will still retain the vice-presidency of that company.

L. T. Robinson has been appointed assistant advertising manager of the General Motors Truck Co.

C. G. Rowlette has succeeded C. W. Dickerson as treasurer of the Timken-Detroit Axle Co.

M. D. Salisbury has been made advertising manager of the Edison Storage Battery Co., Orange, N. J.

Arthur J. Slade has received his discharge from the army, after two years' service at home and abroad, and has resumed his practice as consulting engineer and motor transportation expert. His office is at 1790 Broadway, New York City.

Floyd Smith has been appointed manager of purchases of Pierce-Arrow Motor Car Co.

Pierce G. Smith has been promoted to vice-president of the American Malleables Co., Lancaster, N. Y., and Owosso, Mich.

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# Technical Specifications of Truck Units—1919

## For Converting Passenger Cars into Trucks

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS—CARS UNIT WILL CONVERT—F., Ford., U., Universal (will convert nearly all cars into trucks): C., Cadillac: D., Dodge Bros.: O., Overland. PRICE OF UNIT—† Indicates price with body. REAR AXLE—Reinf., Original axle reinforced by special member: Bev. g., Bevel gear: Int-g., Internal gear: R., Roller: B., Ball. BRAKES—Ext-r-w., Externa lcontracting on rear wheels: Int-r-w., Internal expanding on rear wheels: Int-j., Internal expanding on jackshaft: Ext-j., External contracting on jackshaft. ORIGINAL REAR AXLE—Rear ax., Rear axle of truck: Takes Torque, means orig nal axle is used as that part of the internal gear axle which transmits the torque but does not carry the wheel on the truck: Alt., Altered: Unalt., Unaltered. DRIVE AND TORQUE—S., Springs: T., Tube: A., Arm: R., Radius Rods or Arms. REAR TIRES—S., Solid: R., Pneumatic. WHEELS—W., Wood: S., Steel: Sq., Square: Ov., Ova : R-d., Round Spokes. SPRINGS—Sem., Semi-Elliptic: F. El., Full Elliptic: Patl., Platform. FRAME—Ch-s., Channel Section Steel: Pr-s., Pressed Steel: R-S., Rolled Steel. ORIGINAL FRAME—Alt., Altered: Unalt., Unaltered.

| NAME OF UNIT | Cars Unit Will Convert | Pounds Capacity | Price of Unit | Wheelbase | Tread | REAR AXLE | | | | BRAKES | | ORIGINAL REAR AXLE | | DRIVE & TORQUE | | REAR TIRES | | WHEELS | | SPRINGS | | | | FRAME | | | | Weight of Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Make | Final Drive | Total Gear Reduction | Type of Bearings | Hand | Foot | Use Made of | Altered or Unaltered | Truck Drives Through | Torque Taken by | Type | Size | Material | Shape of Spokes | Type | Length | Width | Number of Leaves | Material | Length | Width | Original Frame Altered or Unaltered | |
| Affordable | F | 2000 | 185 | | | Ford reinf | Bev g | | B | | | Rear Ax | Unalt | | | | | W | Sq | | 44 | 2¼ | | Ch-s | 112 | 34 | Unalt | 332 |
| All-Car | U | 2500 | 410 | 112-124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 2½ | 12 | | 140 to 168 | 34 | Alt | 1100 |
| All-Car | U | 4000 | 510 | 112-124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 3 | 15 | | 140 to 168 | 34 | Alt | 1200 |
| Ameston | F | 3000 | 475 | 134 or more | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 150 | 33½ | Unalt | 1175 |
| Ameston | F | 3000 | 425 | 120 | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 148 | 33½ | Unalt | 1160 |
| Champion | F | 3000 | 375 | 125 | 64 | | Chain | 7.00 | | | | | | | | | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | | 164 | | | 1000 |
| Champion | U | 3000 | 400 | 125 | 56 | | Chain | 7.00 | | Ext-r-w | Ford | Jackshaft | | | | | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | | | | Unalt | 1100 |
| Comdelear (Longford) | F | 1500 | 125 | 126 | 56 | Ford | Bev g | | R | Ford | Ford | Rear Ax | Unalt | T | T | P | 36x3½ | Ford | Ford | Ford | | | | | 135½ | | Unalt | 270 |
| Camelford | F | 2000 | 40 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Semi | | | | Ford | | | | 90 |
| Camelford | F | 2000 | 50 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Ford | | | | | | | | 100 |
| Dearborn | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1000 |
| Dearborn | F | 4000 | 500 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1400 |
| Dearborn | U | 2000 | 450 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1100 |
| Dearborn | U | 4000 | 550 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 34x5 | W | Ov | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1500 |
| Detroit | F | 2500 | 400–430 | 112 to 170 | | Russel | Int-g | 6.80 | R | Int-r-w | Ext-r-w | Not used | | | | S | 34x3½ | W | | | 47 | 2½ | | S | 170 | 34 | | 1200 |
| Detroit | U | 4000 | 500–530 | 112 to 136 | | Russel | Int-g | 7.70 | R | | Ext-r-w | Not used | | | | S | 34x4 | W | | | 47 | 2½ | | S | 170 | 34 | | 1400 |
| Detroit | U | 6000 | 675 | | | Russel | Int-g | 9.40 | R | Ford | Ext-r-w | Not used | | | | S | 34x2 dual | W | | | 47 | 2½ | | S | 170 | 34 | | 1800 |
| E. & W. | U | | | | | Torbenson | Int-g | | | Ford | | | | | | | | | | | | | | | | | | |
| Giant Convert-A-Car | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Semi | 42 | 2½ | 10 | Ch-s | 168 | 32 | Unalt | 1090 |
| Graham Brothers | F | 2000 | 300 | 125 | 56 | Hess | Chain | 7.64–1 | R | Int-r-w | Trans | Jackshaft | Unalt | R | R | S | 32x3½ | W | R | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1005 |
| Graham Brothers | F | 2000 | 425 | 125 | 56 | Torbenson | Int-g | 6.50–1 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2½ | 11 | Ch-s | | 32 | Unalt | 1070 |
| Graham Brothers | F | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 32 | Unalt | 1160 |
| Graham Brothers | D | 2000 | 450 | 139 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2½ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | D | 3000 | 550 | 139 | 56 | Torbenson | Int-g | 7.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1160 |
| Graham Brothers | D | 5000 | 715 | 139 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1560 |
| Graham Brothers | D | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1340 |
| Graham Brothers | U | 2000 | 450 | 140 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2¼ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | U | 3000 | 550 | 140 | 56 | Torbenson | Int-g | 7.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1180 |
| Graham Brothers | U | 5000 | 732 | 140 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1570 |
| Greb | F | 1000 | 70 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 110 |
| Greb, P. B. B. | F | 2000 | 125 | 124 and 136 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 200 |
| Grebford | F | 1000–1800 | 75–85 | 112 to 136 | 56 | Ford | Bev.g | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ | W | | Ford | | | | | | | Unalt | 125 |
| Guaranty, O | U | 2500 | 410-440 | 114 to 138 | 56 | Russel | Int-g | 5.50–7.70 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 49½ | 2½ | 12 | Ch-s | 150 to 174 | | Unalt | 1200 |
| Guaranty, A | U | 4000 | 525-540 | 126–178 | 56 | Russel | Int-g | 7.70–8.20 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 49½ | 2½ | 15 | Ch-s | 150 to 174 | | Unalt | 1450 |
| Guaranty, U | U | 6000 | 760 | 126 to 160 | 56 | Russel | Int-g | 8.20 | R | Extr-w | Int-r-w | Not used | | S | S | S | 34x6 | W | Sq | Semi | 49 | 3 | 15 | Ch-s | 168 | | Unalt | 1450 |
| Hay-Dee | F | 1500 to 2000 | 55 to 60 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | | 30x3½ | W | | | | | | | | | | |
| Iowa, E | U | 2000 | 515 | 130 | 56 | Russel | Int-g | 5.50 to 6.50 | R-B | Ford | Ext-r-w | Not used | | S | | S | 32x3½ | W | Sq | Semi | 54 | 2½ | 10 | Ch-s | 144 | 33 | Alt | 1200 |
| Iowa, O | U | 4000 | 600 | 140 | 56 | Russell | Int-g | 7.00 to 8.00 | R-B | Ford | Ext-r-w | Not used | | S | | S | 34x4 | W | Sq | Semi | 54 | 3 | 12 | Ch-s | 144 | 33 | Alt | 1400 |
| Iowa E | U | 3000 | 545 | 140 | | | Int-g | 5.50–6.50 | | | | Not used | | | | S | 32x4 | W | Sq | | 54 | 2½ | 10 | Ch-s | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kelley, K-100 | F | 2000 | 475 | 127 | 56 | Celfor | Int-g | 6.00 | R | Ford | Ext-r-w | Not used | | | | S | 32x3½ | W | Sq | Semi | 47 | 2¼ | 10 | Ch-s | 174 | 35 | | 1000 |
| Kelley, K-200 | F | 3000 | 575 | 135 | 56 | Celfor | Int-g | 7.00 | R | Ext-r-w | Int-r-w | Not used | | | | S | 34x5 | W | Sq | Semi | 51 | 2¼ | 12 | Ch-s | 195 | 35 | | 1150 |
| Kelley-K-300 | U | 4000 | 625 | 135 and 140 | 56 | Celfor | Int-g | | | Ext-r-w | Int-r-w | | | S | S | S | 34x5 | W | Sq | Semi | 51 | 2½ | 13 | Ch-s | | 34 | Unalt | 1250 |
| Kelley, K-400 | U | 6000 | 850 | 135–140 | 56 | Celfor | Int-g | 8.00 to 7.00 | R | Ext-r-w | Int-r-w | | | S | S | S | 34x6 | W | Sq | Semi | 51 | 3 | 15 | Ch-s | | 35 | Unalt | 1800 |
| Knickerbocker Forma-Tractor | F | 6000 | 450 | 108 | 56 | Own | Int-g | 14.00 | R | Ext-r-w | Ford | Takes torque | Unalt | | | S | 34x4 | W | Sq | Semi | 32 | 2¾ | 10 | Ch-s | | | Unalt | 1000 |
| Knox 2-ton | U | 4000 | 450 | | 58½ | | Int-g | 8.00 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 34x3½ | W | Sq | Semi | 40 | 2½ | | | | | Alt | |
| Knox 3-ton | U | 6000 | 600 | | 56 | | Int-g | 8.80 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 36x6 | W | Sq | Semi | 40 | 3 | | | | | Alt | |
| Knox 5-ton | U | 10000 | 850 | | 57 | | Int-g | 10.30 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 36x7 | W | Sq | Semi | 40 | 3 | | | | | Alt | |
| Landover | F | 3000 | 400 | 130 | 57½ | Own | Chain | 6.87 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46¼ | 2½ | 8 | | 165 | 35 | Unalt | 1125 |
| Luverne Truckgear | U | 4000 | 550 | 130 to 164 | 56 | Torbenson | Int-g | 7.00–8.00 | R | Int-r-w | Ext-r-w | Not used | | | S | S | 34x5 | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 162 | | Unalt | 1250 |
| Maxfer | F | 2000 | 350 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | | R | S | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | | 163 | 32 | | 1005 |
| Maxfer | F | 2000 | 350 | 125 | 56–60 | Own | Chain | 7.00 | R | Ext-r-w | | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2 | 11 | Pr-s | 180 | | Unalt | 1000 |
| Maxfer | F | 4000 | 410 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | | R | S | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | | 163 | 32 | | 1005 |
| New Comer | U | 3500 | 445–525 | 124–146 | 56 | Torbenson | Int-g | 6.00 to 7.00 | R | Int-r-w | Ext-r-w | Not used | | R | R | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 168 | 34 | | 935 |
| [illegible]lson | F | 2000 | 85 | 100 to 166 | 56 | Ford | | | B | Ford | Ford | | Unalt | S | R | P | 28x4 | W | Rd | | 44 | 2 | 7 | Pr-s | 118 to 166 | 32 | Unalt | 150 |
| Olson | F | 4000 | 550 | 142 | 56 | Ford | Int-g | 10.00 | B | Ford | Ford | Jackshaft | Unalt | S | R | S | 32x3½ | S | S | Semi | 52 | 2¾ | 13 | Pr-s | 142–190 | 32 | Unalt | 1180 |
| Phenix | F | 3000 | 350 | 125 | 56–60 | Own | Chain | 7.1 | R | Ford | Int-ex | Jackshaft | Unalt | T | T | S | 32x3 | W | Sq | Semi | 44 | 2 | 10 | P-s | 168 | 32 | Unalt | 975 |
| Phenix | F | 4000 | 450 | 125 | 56–60 | Own | Chain | 9.1 | R | Ford | Int-ex | Jackshaft | Unalt | T | T | S | 34x5 | W | Sq | Semi | 44 | 2 | 12 | Ch-s | 168 | 32 | Unatl | 1450 |
| Phenix | F | 2500 | 450 | 125 | 56 | Torb | Int-g | 7.1 | R | Ford | Int-ex | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Unalt | 1050 |
| Phenix | F | 4000 | 575 | 125 | 56 | Torb | Int-g | 8.1 | R | Ford | Int-ex | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Unalt | 1450 |
| Phenix | D | 2500 | 475 | 144 | 56 | Torb | Int-g | 7.1 | R | Int-ex | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 34 | Alt | 1050 |
| Phenix | D | 4000 | 575 | 144 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1450 |
| Phenix | O | 2500 | 510 | 142 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Alt | 1050 |
| Phenix | O | 4000 | 610 | 142 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1450 |
| Phenix | U | 2500 | 475 | 140–150 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 24 | Alt | 1050 |
| Phenix | U | 4000 | 575 | 140–150 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 160 | 34 | Alt | 1450 |
| Phenix | D | 4000 | 635 | 144 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-ex | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Phenix | O | 4000 | 670 | 142 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1500 |
| Phenix | W | 4000 | 635 | 140–150 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Rayford | U | 2500 | 350 | 100–186 | 56–60 | Liggett | Chain | 6.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 425 | 100–186 | 56–60 | Liggett | Chain | 8.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1300 |
| Rayford | U | 2500 | 350 | 100–186 | 56–60 | Torbenson | Int-g | 5.50 | R | Int-r-w | Ford | Not Used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 500 | 100–186 | 56–60 | Torbenson | Int-g | 7.00 | R | Int-r-w | Ford | Not Used | | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1250 |
| Rayford | U | 2500 | 395 | 100–186 | 56–60 | Standard | Worm | 6.25 | B | Int-r-w | Ford | Not Used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121–220 | 37 | Unalt | 1100 |
| Rayford | U | 4000 | 520 | 100–186 | 56–60 | Standard | Worm | 7.50 | B | Int-r-w | Ford | Not Used | | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121–220 | 37 | Unalt | 1300 |
| Rayford | U | 5000 | 600 | 120–210 | 60 | Wisconsin | Worm | 7.50 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 2½ | 14 | Ch-s | 141–244 | 37 | Unalt | 1550 |
| Rayford | U | 7000 | 900 | 125–220 | 64 | Wisconsin | Worm | 8.66 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 36x7 | W | Sq | Semi | 50 | 3 | 15 | Ch-s | 145–245 | 37 | Unalt | 2000 |
| Rayford | U | 10000 | 1400 | 134–235 | 67 | Wisconsin | Worm | 10.00 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 36x5D | W | Sq | Semi | 52 | 3 | 20 | | 145–245 | 37 | Unalt | 3100 |
| Redden | F | 2000 | 300 | 128½ | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | | 23½ | Unalt | 840 |
| Redden | U | 3000 | 400 | | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x4 | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | | 46½ | Unalt | 1000 |
| Samson | F | 2000 | 75 | 115 to 130 | 56 | Original | Bev g | | | Original | Original | Rear Ax | | | | P | 31x4 | W | Sq | Semi | | 2 | | | | | | |
| Smith Form-a-Truck | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.60 | R | Int-r-w | Ford | Jackshaft | Alt | R | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | Ch-s | 168 | 32 | Unalt | 1000 |
| Smith Form-a-Truck | U | 2000 | 450 | Orig. + 25% | 56 | Own | Chain | | | Int-r-w | Ext-Jack | Jackshaft | | | | S | 32x3½ | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 158 | 36⅞ | | 1000 |
| Smith Form-a-Truck | U | 4000 | 550 | Orig. + 25% | 56 | Own | Chain | | | Int-r-w | Ext-Jack | Jackshaft | | | | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 174 | 40 | | 1500 |
| Stevenson | F | 1500 | 400 | 119 | 56 | Sheldon | Worm | 6.20 | B | Ford | Int-r-w | Not used | | S | S | P | 33x4 | W | Rd | Semi | 42 | 2¼ | 8 | Ch-s | 160 | 32 | Unalt | 750 |
| Stevenson | F | 2000 | 440 | 125 | 56 | Empire | Worm | 7.20 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 10 | Ch-s | 167 | 32 | Unalt | 1100 |
| Stevenson | F | 3000 | 500 | 125 | 56 | Standard | Worm | 7.75 | B | Ford | Int-r-w | Not used | | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 167 | 33¼ | Unalt | 1200 |
| Stevenson | U | 3000 | 525 | 135 | 56 | Standard | Worm | 7.75 | B | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 155 | 33¼ | | 1200 |
| Tonford | U | | | 127 | 56 | Torensoh | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | | |
| Tonford | U | | | 145 | 56 | Torbenson | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | | |
| Tonford | F | 2000 | 395 | 126 | 56 | Cleveland | Chain | 7.50 | R | Ford | r-w | Jackshaft | | R | S | | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Tonford | F | 2000 | 435 | 126 | 56 | Torbenson | Int-g | 6.50 | R | Ford | r-w | Not used | | S | S | | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Truckford | F | 2000 | 350 | 127 | 56 | | Chain | 7.00 | R | Ford | Ext-r-w | Not used | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | | | Unalt | |
| Truckford | F | 2000 | 390 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | | | Unalt | |
| Truckford | F | 4000 | 490 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Jackshaft | | S | S | S | 34x4 | W | Sq | Semi | 48 | 2½ | 13 | Ch-s | | | Unalt | |
| Truxton G | D | 3000 | 540 | 136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Ford | Not used | | S | S | S | 34x4 | W | | Semi | 5¼ | 3 | 11 | Ch-s | 142 | 33 | | 1250 |
| Truxton H | D | 5000 | 625 | 148 | 59 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x5 | W | | Semi | 5¼ | 3 | 13 | Ch-s | 154⅝ | 33 | | 1600 |
| Truxton A | F | 2500 | 425-440 | 124-136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 155 | 33 | | 1180 |
| Truxton B | F | 4000 | 525-540 | 126-138 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 155 | 33 | | 1520 |
| Truxton C | U | 2500 | 425-450 | 162-180 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 162-180 | 33 | | 1320 |
| Truxton D | U | 4000 | 540-560 | 162-180 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 162-180 | 33 | | 1520 |
| Truxton E | U | 6000 | 760 | Varies | 59 | Russel | Int-g | 7.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 52 | 3 | 14 | Ch-s | 180 | 33 | Alt | 1900 |
| Truckmobile | F | 3000 | 350 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44¾ | 2 | 11 | R-S | 166 | 41½ | Unalt | 1030 |
| Truckmobile | F | 5000 | 400 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 44¾ | 2 | 14 | RS | 166 | 41½ | Unalt | 1300 |
| Truckmobile | U | 3000 | 400 | Orig.—34: | 56 | Own | Chain | 7.00 | R | Jack | Ent-r-w | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44¾ | 2 | 11 | RS | 166 | 41½ | Alt | 1065 |
| Truckmobile | U | 5000 | 500 | Orig. + 34 | 56 | Own | Chain | 7.00 | R | Jack | Ext-r-w | Jackshaft | Unalt | R | R | S | 34x5 | W | Sq | Semi | 44¾ | 2 | 14 | RS | 166 | 41½ | Alt | 1380 |
| Union | F | 3000 | 370-395 | 125 and 150 | 56½ | | Chain | 7.00 & 9.00 | | Ford | Int-r-w | Jackshaft | Alt | | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 10 | Ch-s | 168 & 192 | 32 | Unalt | 1000 |
| Union Everykar | U | 4000 | 495 | Orig. + 40 | 56½ | | Chain | 9.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1250 |
| Union Tractor | U | 6000 | 420 | Orig. + 10 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x3½ | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1050 |
| Union Tractor | U | 10000 | 495 | Orig. + 10 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 13 | Ch-s | 251 | 32 | Alt | 1250 |
| Union Motohaul | F | 6000 | 395 | 10 | | | Chain | 9.00 | | Ford | Int-r-w | Jackshaf | Alt | | R | S | 32x3½ & 4 | W | Sq | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1000 |
| Union Motohaul | F | 10000 | 570 | 110 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | Ch-s | | 32 | Alt | 1250 |
| Unitrux | F | 2000 | 180–200 | 124–148 | | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | R | | P | Ford | W | | Semi | 52 | 3 | 9 | Pr-s | | 33 | | 450 |
| Unity | F | 2000 | 85–148 | 100 to 136 | | Ford | Bev g | | R | Ford | Ford | Rear Ax. | Unalt | | | P | 30x3½ | | | Semi | 50 | | | | | | | |
| Universal Under-Ton | F | 2000 | | | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½or28x4 | W | | Semi | | | | | | | Unalt | |
| Universal One-Ton | F | 1000-1800 | 148–160 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½or28x4 | W | | Semi | | | | | | | Alt | |
| Universal Perfect | F | 1000-2000 | 160–175 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½or28x4 | W | | Semi | | | | | | | Alt | |
| Universal Extension | F | 1000-2000 | 50– 60 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½or28x4 | W | | Semi | | | | | | | Alt | |
| Will-Holl | F | 2000 | 125 | 100 | 56–60 | Ford | Bev g | | B | Ford | Ford | Rear Ax | Unalt | | | P | 31x4 | W | Sq | Semi | 47 | 2 | 7 | Ford | | | Unalt | 225 |

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# MANUFACTURERS' NOTES

The Automotive Corp., Toledo, has purchased a site and will build a factory at once for the manufacture of farm tractors. The company plans to begin work on a building, 90 x 300 ft., shortly. Officers of the company are: President, A. H. Wyatt; vice-president, George G. King; secretary and treasurer, William Hulin.

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Henry Ford & Son have purchased the factory of the Dunbar Manufacturing Co. at Northville, Mich., and will convert it into a plant for the making of tractor parts.

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The Briggs & Stratton Co., Milwaukee, Wis., manufacturers of ignition specialties and automotive equipment, are breaking ground for a five-story manufacturing addition, L-shaped, 62 x 172 and 62 x 155 ft., at Teutonia Avenue and Center Street, which will increase the capacity more than 100 per cent.

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The Brown Auto Carriage Co., Cleveland, has been reorganized as the Brown Body Corp., with a capitalization of $1,000,000, for the exclusive manufacture of automobile bodies. A 3½-acre site has been purchased. Work will start immediately upon the first unit of a plant costing approximately $500,000, the units to contain a total floor space of 200,000 square feet.

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A building is being constructed for the International India Rubber Corp., South Bend, Ind., for storage purposes. Plans are also nearly completed for a factory building which will increase the capacity from 500 tires a day to a daily capacity of more than 1000 tires and tubes.

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The Reliance Wheel Co. will erect a new factory at Youngstown, Ohio, on a tract of land recently purchased, which is on the main line of the Erie and New York Central lines. The company makes double disk wheels for automobiles, trucks and airplanes.

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The Oshkosh Motor Truck Co., Oshkosh, Wis., has purchased a site at High and Forest Streets for its proposed new works, the first unit of which will be 150 x 300 ft.

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The general offices of the Black & Decker Mfg. Co., Baltimore, Md., have been moved from 105 South Calvert St. to Towson Heights.

The offices of the Service Motor Truck Co. of Wabash, Ind., have been moved from the building which they have occupied for the last ten years into a new brick and reinforced concrete administration building three stories high, which has just been completed at a cost of $150,000.

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The Beverly Co., Louisville, Ky., has become Kentucky distributor for the Rubber Products Co.

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The C. A. Finch Lumber Co., which operates many yards and retail establishments through North and South Dakota, has taken the Rubber Products Co.'s line for distribution in that territory.

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The Stronghold Tire Co., Pittsburgh, has taken over the Rubber Products Co.'s line for western Pennsylvania.

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The Sumner Iron Works, Everett, Wash., makers of logging, lumbering and highway construction equipment on the Pacific Coast, is planning to add a complete tractor factory to the plant and expect to arrange with the Topp-Stewart Tractor Co. of Clintonville, Wis., for the right to build the Topp-Stewart, a four-wheel-drive design, on a royalty basis. Meantime the Sumner company is the exclusive distributer for the Topp-Stewart concern in the coast territory.

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The J. W. Murray Manufacturing Co. of Detroit, a $3,000,000 corporation making automobile sheet metal products, soon will open a branch factory in Cleveland.

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Work has been started on a new $100,000 plant for the Lewis Steel Products Co., Toledo, Ohio, valve manufacturer, on a site just purchased between Clifford and Adrian Streets on lower Summit Street. The main buildings will consist of a foundry, 80 x 300 feet; a machine shop of the same dimensions, and a two-story office building. The plant is expected to be completed by January 1. The present plant at 4080 Detroit Avenue will be abandoned as soon as the new factory is completed.

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H. J. Boudreux and Joseph H. Loeb, both of Morgan City, La., have established a small manufacturing plant for the construction of a patented automobile wheel to do away with pneumatic tires. Steel springs are used on the spokes, which are set at a tangent.

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### Lafayette Motors Co. Organized

The Lafayette Motors Co. of Indianapolis, headed by Charles W. Nash, D. McCall White and E. C. Howard, all prominent figures in motor car design and manufacturing, is the latest important factor to enter the automobile market.

It has been known for several weeks that D. McCall White and E. C. Howard were preparing to manufacture a high-grade car of Mr. White's design in a plant which they recently purchased in Indianapolis, and much interest has been displayed regarding the name and personnel of the organization. The articles of incorporation, just fiied, have answered both questions, and give the capitalization of the company as $6,000,000.

The basic organization is complete. Charles W. Nash, president of the Nash Motors Co., Kenosha, Wis., is president; D. McCall White and E. C. Howard are vice-presidents, in active charge, and James J. Storrow of Boston will act as chairman of the board of directors.

Mr. Howard was formerly general sales manager of the Cadillac Motor Car Co. in Detroit. Mr. White is perhaps best known for his successes as designer of the English Daimler and Napier engines and the Cadillac eight in this country. Until recently he was vice-president of the Cadillac company.

The car will have many advanced features, and it is the present intention of the company eventually to produce all the chassis units in the Lafayette plant. It is predicted that a Lafayette car will be displayed during the national shows in January. Officials of the company hope to be able to produce cars in quantity early next summer.

### Robert A. Shearer Dies Suddenly

Mr. Robert A. Shearer, traveling representative of N. A. Petry Co., Inc., of Philadelphia, died suddenly of heart failure on the train on his way north from Alabama. He was buried with Masonic rites from his home at Berryville, Va. Mr. Shearer's genial presence and charming personality will be greatly missed by his company and his many business friends.

### Changes in Firestone Personnel

Several changes have taken place in the personnel of the Firestone Tire & Rubber Co., Akron, Ohio. The company has enlarged its Newark, N. J., force by the addition of G. C. Buchanon as solid tire salesman and C. A. Woodruff as pneumatic tire salesman. C. D Hague has been appointed special giant pneumatic salesman for the Cleveland branch Aubrey H. Boyce and George A. Knerr at Buffalo on solids. G. W. Buck, formerly of the Grand Rapids branch, has been rewarded by an appointment to travel Oakland, Genesee and Lapeer counties, Michigan. Two New England appointments have also been made. George M. Powell has been created territory salesman out of Springfield, and Hilding W. Nelson has been assigned to pneumatic sales in Hartford territory.

W. H. Knapp has joined the organization, covering Calhoun, Jackson and Washtenow counties, Michigan. A. B. Storey, until recently on the force of the Grand Rapids branch, is taking over the territory in Van Buren, Cass, St. Joseph, Kalamazoo and Allegan counties, Michigan.

### No New Packard Model

The Packard Motor Car Co., Detroit, announces that its production for the calendar year of 1920 will more than double that for the year of 1919.

While there may be some minor changes in seating arrangements, there will be no so-called 1920 models. This is in line with the Packard policy of adhering to certain principles of engine and body design. The engine of the present Packard Twin Six is practically identical with the first one which was produced, April 1, 1916.

### Boyce Buys Erwin Patent

Negotiations have recently been completed whereby Harrison H. Boyce of the Moto-Meter Co., Inc., Long Island City, N. Y., becomes sole owner of the fundamental Erwin Patent, recognized in the fire extinguisher field as basically covering automatic means of extinguishing fires under the engine hood of passenger cars, trucks and tractors.

It is reported that Mr. Boyce is contemplating forming a new company for the exploitation of this invention.

### Kenworthy to Be President of New Motor Corporation

C. Y. Kenworthy, having sold his interest, has resigned as vice-president and general manager of the Roamer Car Company, and has accepted the presidency of the Kenworthy Motors Corporation, which is being organized under the laws of the State of Illinois. Men prominent in the industrial and financial world are associated with Mr. Kenworthy, who is to be president and general manager of the company.

### East Palestine Rubber Elects Officers

At the adjourned annual meeting of the stockholders of The East Palestine Rubber Company, held at the office of the company at East Palestine, Ohio, recently, an entire new board of directors consisting of C. F. Adamson, J. F. Stoddard, J. H. Whittenberger, Wm. G. Morris, C. F. Woods, S. B. McClure and P. H. Murphy, all East Palestine business men, was elected.

The board of directors organized by the election of C. F. Adamson, president and treasurer; S. B. McClure, vice-president; J. F. Stoddard, secretary.

The company's new plant, which has been standing idle for the past two years, will be put in immediate operation.

### Puritan Buys Elgin Tractor Service

The Puritan Machine Co., Lafayette, Blvd., at Tenth Street, Detroit, announces the purchase of the service repair business of the Elgin Tractor Co. of Piqua, O.

All service repair parts, tools, blue prints, jigs, dies, etc., needed in the continuation of service to Elgin tractor owners are being moved to the Detroit plant of the Puritan Machine Co., from which point Elgin tractor owners will be able to secure service repair parts in the future.

### Eveready Plans Big Christmas Sales

The American Eveready Works of Long Island City, N. Y., will conclude this year's program of sales drives by staging next month a campaign to boost the Daylo flashlight as the ideal Christmas gift.

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# FYRAC

## *SPARK PLUGS*

## *Durable*

To the dealer, the durability and saleability of a spark plug are the two important considerations.

Durability guarantees satisfied customers, which means more business. Every Fyrac spark plug is carefully tested for quality of materials and construction before shipment. They are durable. Fyrac's saleability and turnover is guaranteed by the National advertising, and Fyrac's "*one inch of firing surface*" makes them mechanically efficient.

*Order from your jobber*

NATIONAL SPARK PLUG CO., *Rockford, Ill.*

EXPORT DEPT., WERNER & BUTTS
336 WHITEHALL BLDG.
NEW YORK, U.S.A.


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# Technical Specifications of Tractors—1919

## REVISED MONTHLY

ABBREVIATIONS: **TYPE**—2-w., Two-wheel; 3-w., Three-Wheel; 4-w., Four-Wheel; **Creepr.**, Creeper; **c or w.**, either tracks or wheels furnished; **DRIVEN BY**—rw., Rear Wheel; rw-s., Rear Wheel Single; rw-d., Rear Wheel Double fw-s., Front Wheel Single; fw-d., Front Wheel Double; **ENGINE MAKE**—**Sycmg.**, Sycoming; **Imp.**, Imperial; **Wauk.**, Waukesha; **Buff.**, Buffalo; **H-Spill.**, Herschel Spillman; **Twin Cy.**, Twin City; **Auto.**, Automatic; **Kerm.**, Kermath; **Herc.**, Hercules; **Wisc.**, Wisconsin; **TYPE AND NUMBER OF CYLINDERS**—v., vertical; h., Horizontal; o., Opposed; **POSITION OF ENGINE**—c., Crosswise of Tractor; l., Lengthwise of Tractor; **MAKE OF RADIATOR**—Sp. With., Sparks Withington; **Cand.**, Candler; **COOLING STYSEM**—p., pump; t-s., Thermo Syphon, **MAKE OF CARBURETOR**—**Kings.**, Kingston; **Scheb.**, Schebler; **Buck.**, Buckeye; **Stnbg.**, Stromberg; **MAKE OF AIR CLEANER**—**Donald.**, Donaldson; **TYPE OF IGNITION**—Mag., Magneto; Bat., Battery; **MAKE OF IGNITION SYSTEM**—**Eise.**, Eisemann; **Berl.**, Berling; Split., Splitdorf; **TYPE OF LUBRICATION**—f., Force Feed; s., Splash; f-s., Force and Splash; **FUEL USED**—k., Kerosene; g., Gasoline; d., Distillate; a., Alcohol; **TYPE OF CLUTCH**—co-bnd., Contracting Band; **exp. sh.**, Expanding Shoe; **fr. plate**, Friction Plate; d.d., Dry Disc.; d-p., Dry Plate; m-d., Multiple Disc.; **ext. co.**, External Contracting; **int.-exp.**, Internal Expanding; **TYPE AND MAKE OF TRANSMISSION**—frict., Friction; **Foote**, Foot Starter; **sel.**, Selective; **Nil. enc.**, Nilson enclosed; **spr.** B bev., Spur and Bevel; **MAKE OF BEARINGS**—**Hy.**, Hyatt; **Tim.**, Timken; **Guern.**, Guerney; **New Dep.**, New Departure; **Faf.**, Fafuir; **FINAL DRIVE**—**b.** B S., Bevel and Spur; **bev.**, Bevel; **int.**, Internal; **w.**, Worm; **SPRINGS**—**spir.**, Spiral; **ellip.**, Elliptic; **s-ellip.**, Semi-elliptic; **susp.**, Suspension; **DRAWBAR TYPE**—**hor. adj.**, Horizontal Adjustable; **adj.**, Adjustable; **lat. adj.**, Lateral Adjustment; **vert. adj.**, Vertical Adjustment; **sEwing.**, Swinging; **float**, Floating.

| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Engine: Belt H.P. | Engine: R.P.M. at Belt H.P. | Engine: Type & No. of Cyl. | Engine: Bore and Stroke | Engine: Position of Engine |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | 2250 | Creepr | r-w | 90 | 6000 | 3 | 12 | 2600 | Beaver | 24 | 350 | v-4 | 4½x6 | c |
| Allis-Chalmers | 6-12 | 850 | 2-w | rw-d | ---- | 2300 | 1 | 6 | 1000 | LeRoy | 12 | ---- | v-4 | 3⅛x4½ | v |
| Allis-Chalmers | 18-30 | ----- | 4-w | rw-d | 81 | 5300 | 3-4 | 15 | 3000 | Own | 30 | ---- | v-4 | 4¾x6½ | v |
| Allis-Chalmers | 10-18 | ..... | 3-w | rw-d | 96 | 4800 | 2 to 3 | 10 | 1650 | Own | 18 | 720 | o-2 | 5½x7 | l |
| Adams | ..... | 850 | 4-w | rw-d | 100 | 5000 | 2 | 9 | .... | Herc | 13 | .... | h-1 | ..... | l |
| Adams | ..... | 1000 | 4-w | rw-d | .... | 6000 | 3 | 12 | .... | ..... | .. | .... | h-1 | ..... | l |
| All-Steel Oil | d | ..... | 4-w | rw-d | .... | 4000 | 3 | 15 | 2200 | Bates | 25 | .... | v-4 | 4½x5½ | l |
| Allwork | 14-28 | 1575 | 4-w | rw-d | 80 | 5000 | 3 | 14 | 3000 | Own | 28 | 800 | v-4 | 5x6 | c |
| American | 15-30 | 1895 | 4-w | rw-d | 93 | 5200 | 3 to 4 | 15 | 3000 | Beaver | 30 | 555 | v-4 | 4¾x6 | l |
| Andrews | 12-25 | 1000 | 3-w | rw-s | 110 | 5250 | 2-3 | 12 | 1900 | Veerac | 20 | 900 | h-4 | 4x5 | l |
| Appleton | 12-20 | 1650 | 4-w | rw-d | 96 | 4900 | 2-3 | 12 | 2000 | Buda | 20 | 825 | v-4 | 4½x5½ | l |
| Aultman & Tay | 15-30 | ..... | 4-w | rw-d | 99 | 7800 | 3 to 4 | 15 | 2900 | Wauk | 30 | 450 | v-4 | 4¾x6¾ | l |
| Aultman & Tay | 22-45 | ..... | 4-w | rw-d | 102 | 12800 | 4-6 | 22 | 4000 | Own | 36 | 600 | h-4 | 5½x8 | c |
| Aultman & Tay | 30-60 | ..... | 4-w | rw-d | 136 | 25250 | 8-11 | 30 | 7000 | Own | 60 | 500 | h-4 | 7x9 | c |
| Austin | 12-20 | ..... | Creepr | ..... | .... | ..... | 2-3 | 12 | 2000 | Buff | 28 | 1000 | v-4 | 4x5 | l |
| Austin | 20-40 | ..... | Creepr | ..... | .... | ..... | 4-6 | 20 | 3200 | Auto | 45 | 800 | v-4 | 5¼x7 | l |
| Automotive | ..... | 1450 | 4-w | fw-d | 96 | ..... | .... | .. | .... | Herc | .. | .... | .... | 4x5⅛ | l |
| Auto Tiller | 1919 | 490 | 2-w | rw-d | .... | 1000 | 1 | .. | 900 | Own | 11 | 180 | v-2 | 4x5 | l |
| Avery | 5-10 | ..... | 4-w | rw-d | 87 | 2600 | 2-12 | 5 | 800 | Own | 10 | 1200 | v-4 | 3x4 | v |
| Avery | 8-16 | ..... | 4-w | rw-d | 87 | 4900 | 2-3 | 8 | 1800 | Own | 16 | 600 | h-2 | 5½x6 | c |
| Avery | 12-25 | ..... | 4-w | rw-d | 95 | 7500 | 3-4 | 12 | 2800 | Own | 25 | 570 | h-2 | 6½x7 | c |
| Avery | 14-28 | ..... | 4-w | rw-d | 96 | 6800 | 3-4 | 14 | 3000 | Own | 28 | 650 | h-4 | 4⅝x7 | c |
| Avery | 18-36 | ..... | 4-w | rw-d | 97 | 9250 | 4-5 | 18 | 3500 | Own | 36 | 650 | h-4 | 5½x6 | c |
| Avery | 25-50 | ..... | 4-w | rw-d | 114 | 12500 | 5-6 | 25 | 4800 | Own | 50 | 500 | h-4 | 6½x7 | c |
| Avery | 40-80 | ..... | 4-w | rw-d | 138 | 22000 | 8-10 | 40 | 7600 | Own | 80 | 500 | h-4 | 7¾x8 | c |
| Avery | Motor Cult. | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l |
| Avery | Motor Plant | ..... | 3-w | rw-d | .... | 3050 | ..... | 5 | .... | Own | 10 | 1200 | v-4 or 6 | 3x4 | l |
| BatesSteel Mule | d | ..... | Creepr | 2 crwl | 80 | 4300 | 3-4 | 15 | 3000 | Erd | .. | 735 | v-4 | 4x6 | l |
| Bean Track Pull | ..... | 1375 | Creepr | track | .... | 3200 | 2 | 6 | 1500 | LeRoi | 10 | 1200 | v-4 | 3⅛x4½ | .. |
| Beeman | f | 285 | 2-w | fw-d | 17 | 550 | 1-7 | 2 | .... | Own | 4 | 230 | v-1 | 3½x4½ | .. |
| Belt-Rail | b | ..... | 2w&c | Creep | .... | 4500 | 2-3 | 12 | 2000 | Wauk | 20 | 950 | v-4 | 3¾x5¼ | l |
| Besser | 15-30 | 1695 | ..... | ..... | 76 | 4500 | ..... | .. | .... | ..... | .. | .... | v-4 | 4x6 | l |
| Besser | ..... | 1895 | ..... | ..... | 76 | 4500 | ..... | .. | .... | ..... | .. | .... | v-4 | 4½x6 | l |
| Boring | ..... | 1485 | 3-w | ..... | 100 | 3550 | 2 | .. | .... | Wauk | 20 | 1000 | v-4 | 4½x5¼ | l |
| Buckeye | 40 | 5500 | Creepr | ..... | .... | 21000 | ..... | 16 | .... | Auto | 30 | .... | v | 6¼x8 | .. |
| Buckeye | 60 | 6500 | Creepr | ..... | .... | 25000 | ..... | 12 | .... | Auto | 45 | .... | v | ..... | .. |
| Bull | 1918 | 1200 | 3-w | rw | 107 | 4870 | 2-3 | 12 | 2000 | Toro | 24 | 750 | o-2 | 5½x7 | l |
| Bullock Cr. Grip | c | 2400 | Creepr | rw-d | .... | 7200 | 3-4 | 18 | 3000 | Wauk | 30 | 900 | v-4 | 4¾x6¾ | l |
| Case | 10-18 | 1200 | 4-w | rw-d | 72 | 3400 | 2 | 10 | 2100 | Own | 23 | 1050 | v-4 | 3⅞x5 | c |
| Case | 10-20 | 1325 | 3-w | rw-d | 76 | 5325 | 3 | 10 | 2650 | Own | 25 | 900 | v-4 | 4¼x6 | c |
| Case | 15-27 | 1600 | 4-w | rw-d | 76½ | 5600 | 4 | 15 | 3000 | Own | 27 | 900 | v-4 | 4½x6 | c |
| Case | 20-40 | 3000 | 4-w | rw-d | 114 | 14380 | 5-6 | 20 | 4200 | Own | 61 | 475 | o-2 | 8¾x9 | .. |
| Case | 30-60 | 3500 | 4-w | rw-d | 126 | 28000 | 8-12 | 30 | 6000 | Own | 80 | 365 | h-2 | 10x12 | .. |
| Chase | 9-18 | ..... | 3-w | ..... | .... | 4700 | 3 | .. | .... | Buda | 20 | 1000 | v-4 | 3¾x5¼ | c |
| Cletrac | 12-20 | 1585 | Creepr | ..... | .... | 3300 | 2 | 12 | 1500 | Weidely | 20 | 1200 | v-4 | 3¾x5¼ | l |
| C. O. D. | 13-25 | 1395 | 4-w | rw-d | 108 | 6500 | 3 | 13 | 2400 | Own | 25 | 550 | h-2 | 6½x7 | .. |
| Coleman | ..... | ..... | 4-w | rw-d | .... | 4800 | 3 | 16 | 3000 | Climax | 30 | 750 | v-4 | 5x6½ | l |
| Common Sense | 8 | 2200 | 3-w | rw-s | 108 | 6000 | 4 | 20 | 3000 | H-Spill | 40 | 1200 | v-8 | 3½x5 | .. |

| Trade Name | Model | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings in Transmission | No. of Forward Speeds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | Eureka | p | Kings | Donld | Mag | K-W | ⅞ | f | k-g-d | exp sh | Own | Tim&Hy | 2 |
| Allis-Chalmers | 6-12 | Own | t-s | Kings | Bennet | Mag | Eise | ⅞ | s | g | frict | Own | Guernj | 1 |
| Allis-Chalmers | 18-30 | Own | t-s | Kings | Bennet | Mag | K-W | ⅞ | f-s | k-g | exp sh | Own | Hyatt | 2 |
| Allis-Chalmers | 10-18 | Own | p | Kings | Bennet | Mag | Kings | ⅞ | f-s | k-g | exp sh | Own | Own | 1 |
| Adams | ..... | Hopper | .. | ..... | ..... | Mag | ..... | | .. | ..... | ..... | Own | Plain | 1 |
| Adams | ..... | Hopper | .. | ..... | ..... | Mag | ..... | | .. | ..... | ..... | Own | Plain | 1 |
| All-Steel Oil | d | Bates | p | Bates | Bates | Mag | Split | ½ | f | k | ..... | Own slid | ..... | 3 |
| Allwork | 14-28 | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | .. | k | frplate | Own | Own | 2 |
| American | 15-30 | S. J. | p | Holley | Bennet | Mag | Bosch | ⅞ | f | k-g | s-p | Foote | Hyatt | 2 |
| Andrews | 12-25 | Air | .. | Krice | None | Mag | Bosch | ½ | f | g | d-d | friction | Own | 5 |
| Appleton | 12-20 | Perfex | p | Scheb | Bennet | Mag | Bosch | ⅞ | f | k-g | d-d | Nuttall | Hyatt | 2 |
| Aultman & Tay | 15-30 | Hooven | p | Kings | Bennet | Mag | Eise | ⅞ | s | k-g | int-ex | Own | Hyatt | 1 |
| Aultman & Tay | 22-45 | Hooven | p | Kings | ..... | Mag | Eise | ½ | f-s | k-g | friction | Own | Own | 2 |
| Aultman & Tay | 30-60 | Hooven | p | Kings | None | Mag | Eise | ½ | f | k-g-d | exp | Own | Own | 1 |
| Austin | 12-20 | Modine | p | Bennet | Oren | Mag | K-W | ⅞ | f | kgda | d-d | Own | Hyatt | [illegible] |
| Austin | 20-40 | Modine | p | Bennet | Oren | Mag | K-W | | f | kgda | exp | Own | Hyatt | [illegible] |
| Automotive | ..... | ..... | | Kings | ..... | | ..... | | | k-g-d | ..... | ..... | ..... | .. |
| Auto Tiller | 1919 | Own | r | Stmbg | Own | Mag | | ⅞ | s | g | cone | Enclosed | Own | 1 |
| Avery | 5-10 | Own | t-s | Kings | none | Mag. | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 |
| Avery | 8-16 | Own | t-e | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | 12-25 | Own | t-e | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | 14-28 | Own | t-e | K. D. | nohe | Mag. | K-W | ½ | s | kgd | m-d | Own shd | Own | 2 |
| Avery | 18-36 | Own | t-e | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | 25-50 | Own | t-e | K. D. | none | Mag. | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | 40-80 | Own | t-e | K. D. | none | Mag | K-W | ½ | s | kgd | e-s | Own shd | Own | 2 |
| Avery | Motor Cult. | Own | t-s | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Own shd | Hyatt | 3 |
| Avery | Motor Plant | Own | t-e | Kings | None | Mag | K-W | ⅞ | s | k-g | m-d | Ownshd | Hyatt | 3 |
| BatesSteel Mule | d | Modine | p | Bennet | Bennet | Mag | Eise | ¼ | f | k-g-d | d-p | enclosed | Timken | 2 |
| Bean Track Pull | ..... | Perfex | p | Mayer | Donld | Mag | Bosch | ⅞ | s | d | ..... | Own | New Dep | 1 |
| Beeman | f | S.J. | t-e | Kings | Donld | Mag | Heinze | ½ | s | gas | special | Special | ..... | 1 |
| Belt-Rail | b | SpWith | p | Kings | Bennet | Mag | ..... | ⅞ | s | g-d | d-d | Own | Hyatt | 2 |
| Besser | 15-30 | ..... | .. | Kings | ..... | Mag | Kings | .. | .. | ..... | ..... | Nuttall | Timken | .. |
| Besser | ..... | ..... | .. | Kings | ..... | Mag | Kings | .. | .. | ..... | ..... | Nuttall | Timken | .. |
| Boring | ..... | Perfex | p | Kings | Bennet | Mag | Kings | ⅞ | s | k-g | int exp | Own | Hyatt | 2 |
| Buckeye | 40 | ..... | .. | ..... | Bennet | ..... | ..... | .. | .. | ..... | ..... | ..... | ..... | .. |
| Buckeye | 60 | ..... | .. | ..... | Bennet | ..... | ..... | .. | .. | ..... | ..... | ..... | ..... | .. |
| Bull | 1918 | Own | p | Kings | Donld | Mag | K-W | .. | f | k-g-d | ext co | Own 3spr | ..... | 1 |
| Bullock Cr. Grip | c | Modine | p | Bennet | Bennet | Mag | Split | ⅞ | .. | k-g | exp sh | Own | ..... | 2 |
| Case | 10-18 | Own | p | Kings | Own | Mag | Kings | .. | s | k-g-d | exp sh | Own slid | Hyatt | 2 |
| Case | 10-20 | Own | p | Kings | Own | Mag | Kings | ⅞ | f-s | k-g | cone | Own slid | Hyatt | 1 |
| Case | 15-27 | Own | p | Kings | Own | Mag | K-W | ¼ | f | k-g | exp sh | Own slid | Hyatt | 2 |
| Case | 20-40 | Own | t-e | Kings | ..... | Mag | K-W | .. | f-f | k-g | exp sh | Own slid | Own | 2 |
| Case | 30-60 | Own | p | Kings | ..... | Mag | Split | ⅞ | f-f | k-g | exp sh | Own slid | Own | 1 |
| Chase | 9-18 | Prefex | .. | Holley | Bennet | Mag | Kings | ⅞ | f | k-g-d | Own | Own | Hyatt | 2 |
| Cletrac | 12-20 | McCord | p | Kings | Clevel | Mag | Eise | ½ | f-f | k-g-d | d-p | Clevelnd | ..... | 1 |
| C. O. D. | 13-25 | S. J. | p | Kings | ..... | Mag | At-K | .. | f-f | k-g | Own | Own | Own | 1 |
| Coleman | ..... | Perfex | p | Stmbg | Own | Mag | Split | ⅞ | f | k | int exp | worm | Hy&Tim | .. |
| Common Sense | 8 | Todd | p | Kings | Bennet | Mag | K-W | ⅞ | f | g | ..... | ..... | Hyatt | 2 |

| Trade Name | Model | Road Speeds M.P.H. | Final Drive | Make of Rear Axle | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme | 12-24 | 2½-3½ | ext spr | Own | Own | Own | Own | ..... | hor adj | 14 | 7 | 36 | 54 | 144 | 76 | ... | 17 |
| Allis-Chalmers | 6-12 | 1½-2¼ | spur | ----- | ----- | ----- | ----- | ----- | swing | 10 | 5½ | 48 | ... | 174 | 60 | 28 | 28 |
| Allis-Chalmers | 18-30 | 2½-2¼ | spur | Own | Hyatt | Own | Own | coil | swing | 15 | 7¼ | 36 | 50 | 132 | 68 | 26 | 15 |
| Allis-Chalmers | 10-18 | 2½ | int | Own | Own | Own | Own | ..... | swing | 14½ | 6½ | 32 | 56 | 140 | 68 | 9 | 27 |
| Adams | ..... | ..... | chain | ..... | ..... | ..... | ..... | coil | ..... | 18 | 8 | 28 | 36 | 144 | 72 | ... | 17 |
| Adams | ..... | ..... | chain | ..... | ..... | ..... | ..... | coil | ..... | 22 | 10 | 36 | 50 | ... | ... | ... | ... |
| All-Steel Oil | d | 6 | int & w | Bates | Bates | Bates | Bates | coil | ..... | 10 | 7 | 30 | 50 | ... | ... | 10 | 16 |
| Allwork | 14-28 | 3 | spur | Own | Own | Own | Own | ..... | box adj | 12 | 7 | 32 | 48 | 125 | 76 | 24 | 14 |
| American | 15-30 | 3½ | int | Own | Own | Own | Own | ..... | swing | 18 | 8 | 32 | 52 | 126 | 75 | 10 | 14 |
| Andrews | 12-25 | 4-5 | chain | ..... | ..... | ..... | ..... | spiral | lat adj | 12 | 7 | 36 | 48 | 176 | 90 | 24 | 14 |
| Appleton | 12-20 | 2½-3½ | b & s | Own | Hyatt | Own | Plain | spiral | lat adj | 12 | 7½ | 36 | 54 | 152 | 67½ | 10 | 16 |
| Aultman & Tay | 15-30 | 2½ | Spur | Own | Own | Own | ..... | hel | swing | 20 | 8 | 36 | 70 | 150 | 80 | ... | 17 |
| Aultman & Tay | 22-45 | 2.93 | spur | Own | Own | Own | ..... | ..... | ..... | 20 | 10 | 36 | 70 | 166 | 105 | 15 | 20 |
| Aultman & Tay | 30-60 | 2.2 | spur | Own | Own | Own | Own | ..... | angleadj | 24 | 11 | 44 | 90 | 220 | 131 | 17 | 22 |
| Austin | 12-20 | 2½-3½ | int | Own | Hyatt | Own | Own | elip | swing | 8 | 6 | ... | ... | 99 | 54 | 12 | 13½ |
| Austin | 20-40 | 1-3 | chain | Own | Hyatt | Own | Own | elip | swing | 20 | 6 | ... | ... | 151 | 73 | 12 | 17 |
| Automotive | ..... | 2-6 | ..... | Ford | ..... | ..... | ..... | ..... | ..... | 12 | 8 | 42 | 26 | ... | ... | ... | ... |
| Auto Tiller | 1919 | 2½ | worm | Own | Own | Own | Own | none | v. adj | 9 | 8 | 42 | ... | 75 | 36 | 75 | 22½ |
| Avery | 5-10 | 1½-4½ | spur | Own | Hyatt | Own | Own | none | swing | 10 | 5¼ | 28 | 38 | 135 | 50 | 10½ | 17 |
| Avery | 8-16 | 1¾-3 | spur | Own | Own | Own | Own | none | swing | 12 | 5¼ | 30 | 50 | 130 | 56 | 11 | 18 |
| Avery | 12-25 | 1¾x2¼ | spur | Own | Own | Own | Own | none | swing | 18 | 7 | 30 | 56 | 164 | 80 | 14 | 18 |
| Avery | 14-28 | 2-3 | spur | Own | Hyatt | Own | Own | none | swing | 16 | 7½ | 36 | 60 | 152 | 68 | 12 | 16 |
| Avery | 18-36 | 2-3 | spur | Own | Own | Own | Own | none | swing | 18 | 8 | 35 | 65 | 152 | 84 | 14½ | 15 |
| Avery | 25-50 | 2-3 | spur | Own | Own | Own | Own | none | swing | 22 | 8½ | 38 | 69 | 176 | 90½ | 20 | 16 |
| Avery | 40-80 | 1¾-2⅜ | spur | Own | Own | Own | Own | none | swing | 26 | 10 | 42 | 87½ | 215 | 111 | 20½ | 20 |
| Avery | Motor Cult. | 1½x1¼ | spur | Own | Own | Own | Own | None | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| Avery | Motor Plant | 1½x4¼ | spur | Own | Own | Own | Own | none | fixed | 12 | 5½ | 28 | 42 | 184 | 112 | ... | ... |
| BatesSteel Mule | d | 2.4-3½ | spur | Own | Tim | Own | Tim | coil.. | adj | 12 | 10 | 30 | ... | 105 | 62 | 15 | 14 |
| Bean Track Pull | ..... | ..... | int | ..... | ..... | ..... | ..... | ..... | lat adj | 12 | 5 | ... | ... | 102 | 60 | 10 | ... |
| Beeman | f | ¾-3 | gear | ..... | ..... | ..... | ..... | ..... | Special | 4½ | 3½ | 25 | 9 | 86 | ... | 9 | 7¾ |
| Belt-Rail | b | 3½ | int | ..... | ..... | ..... | Timken | ..... | double | 10 | 6 | 36 | ... | 110 | 72 | 18 | ... |
| Besser | 15-30 | 2¼-4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ... | 40 | 54 | 124 | 77 | ... | ... |
| Besser | ..... | 2¼-4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ... | ... | [illegible] | 54 | 124 | 77 | ... | ... |
| Boring | ..... | 3½ | chain | Own | Hyatt | Own | Hyatt | ..... | ..... | 12 | 6 | 54 | 24 | 150 | 84 | 15½ | 33 |
| Buckeye | 40 | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Buckeye | 60 | ..... | chain | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ... | ... | ... | ... | ... | ... | ... |
| Bull | 1918 | 2.4-2.7 | spur | Own | Hyatt | Fixed | ..... | ..... | v adj | 12 | 6½ | 30 | 60 | 163 | 78 | 13 | 14 |
| Bullock Cr. Grip | c | 2½ | Chain | ..... | ..... | ..... | ..... | ..... | swing | 12 | 8 | ... | ... | 108 | 81 | 12½ | 16 |
| Case | 10-18 | 2½-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 14½ | 5½ | 30 | 42 | 101 | 56 | 22 | 13½ |
| Case | 10-20 | 2¼ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 17 | 6½ | 30 | 52 | 150 | 67 | 11½ | 11 |
| Case | 15-27 | 2¼-3½ | spur | Own | Hyatt | Own | Case | ..... | lat adj | 16 | 6½ | 32 | 52 | 127 | 72 | 27 | 14 |
| Case | 20-40 | 2-3 | spur | Own | Own | Own | Case | ..... | lat adj | 24 | 8½ | 40 | 66 | 177 | 100 | 20½ | 24 |
| Case | 30-60 | 2 | spur | Own | Own | Own | Case | ..... | lat adj | 32 | 12½ | 42 | 72 | 216 | 105 | 28 | ... |
| Chase | 9-18 | 2½-3 | int | Chase | Chase | Chase | Chase | coil | adj | 12 | 8 | 36 | 48 | 138 | 66 | 13 | 18 |
| Cletrac | 12-20 | 3½ | int | Own | Tim | ..... | Tim | s elip | fixed | 8 | 6 | ... | ... | 96 | 50 | 12 | 12 |
| C. O. D. | 13-25 | 2½ | bevel | Own | Own | Own | Own | ..... | lat adj | 18 | 8 | ... | 70 | 156 | 78 | 11 | ... |
| Coleman | ..... | 4 | worm | Own | Hyatt | Own | Hyatt | elip | ..... | 12 | 7 | 34 | 44 | 126 | 78 | 8½ | 6 |
| Common Sense | 8 | 2½-3½ | chain | ..... | ..... | ..... | ..... | ..... | lat adj | 22 | 8 | ... | 63 | 179 | 90 | 32 | ... |

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| TRADE NAME | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | ENGINE: Make | Belt H. P. | R. P. M. at Belt H.P. | Type & No. of Cyl. | Bore and Stroke | Position of Engine | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings and Transmission | No. of Forward Speeds | Road Speeds M.P.H. | Final Drive | Make of Rear Axles | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | BELT PULLEY: Diameter | BELT PULLEY: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | ------ | 1750 | 4-w | rw-d | 77 | 4500 | 3 | 15 | 3000 | Buda | 30 | 1050 | v-4 | 4½x5½ | l | Modine | p | Zenith | Bennet | Mag | Split | ½ | f | g | o-d | Fuller | ------ | 3 | 1½x2½ | spur | Own | Guer | Own | Tim | semi | spring | 12 | 6½ | 28 | 40 | 125 | 56 | 20 | 10½ |
| Depue-A | 20-30 | 2500 | 4-w | rw-d | 100 | 6500 | 3-4 | 20 | 6000 | Buda | 30 | 800 | v-4 | 4½x6 | l | Perfex | p | Stmbg | Bennet | Mag | Bosch | ½ | a | g | b & b | Own slid | Timken | 3 | 1½-5 | bevel | Own | Tim | Own | Tim | ---- | adj | 12 | 10 | 40 | 40 | 116 | 56 | 16 | 12 |
| Dill | ------ | 2480 | w | ---- | ---- | 4400 | ---- | 20 | 600 | ---- | -- | ---- | ---- | 4½x5½ | -- | ---- | ---- | ---- | Donld | ------ | K-W | ½ | -- | -- | ---- | ---- | ---- | ---- | ---- | chain | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Eagle | 12-22 | 1400 | 4-w | rw-d | 81 | 6000 | 3 | 12 | 2500 | Own | 22 | 450 | h-2 | 7x8 | -- | Perfex | p | Linga | ------ | Mag | Split | .. | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | ---- | lat adj | 20 | 8½ | 28 | 48 | 132 | 65 | 13 | 14 |
| Eagle | 16-30 | 1850 | 4-w | rw-d | 88 | 7100 | 4 | 16 | 3300 | Own | 30 | 450 | h-2 | 8x8 | -- | Perfex | p | Linga | ------ | Mag | Split | ½ | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 | spur | Own | Own | Own | Own | ---- | lat adj | 24 | 10 | 32 | 52 | 141 | 70 | 14½ | 16 |
| Ebert | 12-20 | 775 | 2-w | ---- | ---- | 2600 | 2 | 12 | 2000 | Reliable | 20 | 700 | h-2 | 6x6 | -- | Modine | p | Kings | ------ | Mag | K-W | ½ | f-g | k-g | ------ | ------ | ------ | 1 | 3-6 | rollers | ---- | Hyatt | ---- | Hyatt | ---- | adj | 16 | 6 | --- | 44 | 86 | 59 | 12 | --- |
| Elgin | 12-25 | 1385 | 4-w | rw-d | 87 | 3500 | 2 to 3 | 10 | 2000 | Erd | 25 | 900 | v-4 | 4x6 | l | Spire | p | Kings | Own | Mag | Sump | ½ | f | k-g-d | frplate | Own | Hyatt | 6 | 2-6 | chain | Own | Tim | Own | Tim | a elip | swing | 9 | 8 | 30 | 42 | 122 | 54 | 22 | 19 |
| E-B | 9-16 | ----- | 4-w | rw-d | 81 | 4260 | 2 | 9 | 1500 | Own | 16 | 800 | v-4 | 4¼x4½ | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-g | g | cone | Own | Hyatt | 2 | 1.72-2.33 | sliding | Own | Hyatt | Own | Own | ---- | ------ | 12 | 6 | 36 | 54 | 150 .50 | 72 | 27 | 16 |
| E-B | 12-20 | ----- | 4-w | rw-d | 93 | 6500 | 3 | 12 | 2000 | Own | 20 | 850 | v-4 | 4½x5 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-g | k | cone | Own | Hyatt | 2 | 1.64-3.4 | sliding | Own | Hyatt | ------ | Own | ---- | ------ | 12 | 8 | 40 | 60 | 164 .25 | 81½ | 30 | 16 |
| E-B (S. A. E.) | 12-20 | ----- | 4-w | rw-d | 87 | 4355 | 3 | 12 | 2500 | Own | 20 | 900 | v-4 | 4½x5 | l | Modine | p | ------ | Bennet | Mag | K-W | ½ | f-g | k | cone | Own | Hyatt | 2 | 1.81-2.33 | sliding | Own | Hyatt | ------ | Own | ---- | ------ | 12 | 6½ | 36 | 54 | 121 .75 | 55 | 25 | 14 |
| E-B | 20-35 | ----- | 4-w | rw-d | 125 | 9700 | 5 | 20 | 3300 | Own | 35 | 700 | v-4 | 5x7 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-g | k | cone | Own | Hyatt | 2 | 1.71-2.26 | sliding | Own | Hyatt | ------ | Own | ---- | ------ | 16 | 9 | 42 | 72 | 152 | 81½ | 38 | 20 |
| E-B (Reeves) | 40-65 | ----- | 4-w | rw-d | 136 | 23000 | 8-10 | 40 | 10-000 | Own | 65 | 500 | v-4 | 7½x9 | l | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-g | k | int | Own | Own | 1 | 2 | sliding | Own | Hyatt | ------ | Own | ---- | ------ | 22 | 10 | 44 | 90 | 192 | 111 | 23½ | 24 |
| Fageol Walk T | 9-18 | 1525 | 4-w | rw-d | 66 | 3000 | 2 | 6 | 1200 | Syemg | 15 | 950 | v-4 | 3½x5 | l | ------ | ------ | Tlston | Own | Mag | Split | ½ | f-g | g-d | exp | Own | Tim&Faf | 1 | ----- | spur | Own | Tim | Own | Tim | ---- | adj | 8 | 6 | 26 | 48 | 110 | 53 | 14 | 10 |
| Fair-Mor | 10-20 | ----- | 4-w | rw-d | 77 | 3800 | 2 | 10 | 1750 | Own | 20 | 600 | h-2 | 6x7 | c | Own | p | Own | None | Mag | Split | ½ | f | k-g | friction | Own | Own | 1 | 2½ | spur | Own | Own | Own | ------ | ---- | adj | 18 | 6½ | 27 | 48 | 116 | 55 | 17 | 12 |
| Farm Horse | 15-30 | 1485 | 4-w | rw-d | 96 | 4950 | 3-4 | -- | ---- | Climax | 34 | 800 | h-4 | 5x6½ | c | Modine | p | Kings | Bennet | Mag | Split | ½ | f-g | k | exp | Sel | Own | 2 | 3½ | chain | Own | Own | Own | Own | ---- | swing | 14 | 8 | 32 | 48 | 128 | 80 | 25 | 14 |
| Farquhar | 15-25 | ----- | 3-w | rw-d | 90 | 6000 | 3-4 | 15 | 2800 | Buda | 25 | 900 | v-4 | 4½x6 | -- | Perfex | p | Kings | Bennet | Mag | K-W | .. | f-g | k-g | cone fr | ------ | ------ | 2 | 1-4 | ext spr | Own | ----- | Own | Own | coil | ------ | 14 | 7 | 36 | 54 | 161 | 74 | --- | 17 |
| Farquhar | 18 | ----- | 4-w | rw-d | 132 | 16000 | 4-5 | 18 | 3600 | Own | -- | 550 | v-4 | 6x8 | -- | Own | p | Kings | ------ | Mag | K-W | ½ | f-g | k-g | friction | ------ | ------ | 2 | 1-2.3 | ext spr | Own | ----- | Own | Own | coil | ------ | 32 | 9 | 48 | 84 | 216 | 98 | --- | 24 |
| Farquhar | 25 | ----- | 4-w | rw-d | 132 | 19000 | 6-7 | 25 | 5000 | Own | -- | 550 | v-4 | 7x8 | -- | Own | p | Kings | ------ | Mag | K-W | ½ | f-g | k-g | friction | ------ | ------ | 2 | 1.2.3 | ext spr | Own | ----- | Own | Own | coil | ------ | 32 | 9 | 48 | 84 | 216 | 106 | --- | 24 |
| Fitch 4-Drive | 4 | 2500 | 4-w | 4w-d | 86 | 6000 | 4 | 20 | 3200 | Climax | 36 | 800 | v-4 | 5x6½ | l | Spirex | p | Kings | ------ | Mag | Split | ½ | f | k | d-d | Cotta | Tim | 3 | 1½-4 | b-s | Own | Tim | Own | Tim | ---- | vert adj | 14 | 8 | 36 | 42 | 130 | 69 | 9 | 11½ |
| Flour City Jr | 14-29 | ----- | 4-w | rw-d | ---- | ----- | 3 | 14 | ---- | Own | 20 | ---- | v-4 | 5x5 | -- | Modine | p | Scheb | ------ | Mag | K-W | ½ | -- | k | ------ | enclosed | ------ | 2 | 2-3 | ------ | ---- | ---- | ---- | ---- | ---- | ------ | 24 | 6 | --- | 60 | --- | --- | --- | --- |
| Flour City | 20-35 | ----- | 4-w | rw-d | ---- | ----- | 5-6 | 20 | ---- | Own | 35 | 350 | v-4 | 5½x6 | -- | ------ | ------ | ------ | Scheb | ------ | Mag | K-W | ½ | -- | k | ------ | ------ | ------ | ---- | ------ | ------ | ---- | ---- | ---- | ---- | ------ | 26 | 8 | --- | 72 | --- | --- | --- | --- |
| Flour City | 30-50 | ----- | 4-w | rw-d | ---- | ----- | 6-8 | 30 | ---- | Own | 50 | 275 | v-4 | 6½x7 | -- | ------ | ------ | ------ | Scheb | ------ | Mag | K-W | ½ | -- | k | ------ | ------ | ------ | ---- | ------ | ------ | ---- | ---- | ---- | ---- | ------ | 32 | 9 | --- | 84 | --- | --- | --- | --- |
| Flour City | 40-70 | ----- | 4-w | rw-d | ---- | ----- | 8-10 | 40 | ---- | Own | 70 | ---- | v-4 | 7½x9 | -- | ------ | ------ | ------ | Scheb | ------ | Mag | K-W | ½ | -- | k | ------ | ------ | ------ | ---- | ------ | ------ | ---- | ---- | ---- | ---- | ------ | 34 | 10 | --- | 96 | --- | --- | --- | --- |
| Fordson | 22 | 750 | 4-w | rw-d | 63 | 2700 | 2 | 11 | 1800 | Own | 22 | 1000 | v-4 | 4x5 | ------ | ------ | t-e | Holley | Holley | Mag | Own | ½ | a | k-g | d-p | Sel | Guern | 3 | 1-7 | worm | Own | Guern | Own | Tim | ---- | ------ | 9½ | 6½ | 30 | 42 | 102 | 62 | 21 | 13 |
| Four-in-One | 20-35 | 2250 | 3-w | rw-d | 104 | 6100 | 3 | 20 | 2500 | Wauk | 35 | 900 | v-4 | 4½x5½ | -- | Eureka | p | Bennet | Bennet | Mag | Split | ½ | f-g | g | exp sh | enclosed | Hyatt | 2 | 3 to 8 | chain | Own | Own | Own | Hyatt | spiral | hor adj | 24 | 8 | 60 | 30 | 156 | 84 | 10 | 6 |
| Frick | 12-25 | 1650 | 4-w | rw-d | 92 | 5800 | 3 | 12 | 2440 | Erd | 25 | 900 | 4 | 4x6 | c | Perfex | p | Kings | Bennet | Mag | Kings | .. | a | k-g | friction | Sel slid | Hyatt | 2 | 2.3-3.8 | ------ | ---- | ---- | ---- | ---- | ---- | adj | 13 | 7 | 46 | 60 | 158 | 77 | 25 | 15½ |
| Fulton | 12-22 | ----- | 3-w | fw-d | 107 | 2500 | 2 | 12 | 2300 | Wauk | -- | ---- | v-4 | 3½x5½ | -- | Own | p | Kings | Own | Mag | ------ | ½ | -- | k-g | friction | gearless | ------ | ---- | ---- | chain | ---- | ---- | ---- | ---- | ---- | ------ | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 16½ |
| G. O | F | 1375 | 4-w | r-wd | 85 | 4200 | 3 | 12 | ---- | Wauk | 22 | .... | v-4 | 4½x5½ | .. | ------ | ------ | ------ | Kings | Bennet | Mag | Eise | ½ | f | k-g | friction | friction | SKF | 6 | 2-3½ | spur | Own | Own | Own | Own | coil | Own | ---- | ---- | 30 | 46 | 123 | 68 | 13 | 12 |
| G. O | G | 1485 | 4-w | r-wd | 85 | 4200 | 2 | .. | ---- | Wauk | 28 | 900 | v-4 | 4½x5½ | l | ------ | ------ | ------ | Kings | Bennet | Mag | Eise | ½ | f | k-g | friction | friction | SKF | 6 | 2-3½ | spur | Own | .... | Own | ..... | coil | Own | ---- | ---- | 30 | 46 | 123 | 68 | 13 | 12 |
| Grain Belt | 15-35 | 2400 | 4-w | rw-d | ---- | 6800 | 4 | .. | ----- | Wauk | 35 | 900 | v-4 | 4½x6½ | -- | ------ | ------ | ------ | Bennet | Bennet | Mag | Split | ½ | f-g | k-g | fric t on | enclosed | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | ---- | adj | 18 | 12 | 40 | 60 | 132 | 97 | 16 | --- |
| Gray | 18-36 | ----- | 3-w | rw-a | 106 | 6250 | 4 | 18 | 3300 | Wauk | 36 | 900 | v-4 | 4½x6½ | -- | S. J. | p | Bennet | Bennet | Mag | Bosch | ½ | f-g | g | friction | enclosed | Hyatt | 2 | 2-2½ | chain | ---- | ---- | ---- | ---- | Tim | ---- | adj | 11 | 8 | 40 | 54 | 174 | 81 | --- | --- |
| Hackney | ------ | 1250 | 4-w | rw-d | 84 | 3000 | 2-3 | 12 | 1800 | Field | 20 | 850 | h-4 | 3½x5 | c | Own | p | Kings | Bennet | Mag | Split | ½ | f | k-g-d | friction | Own | Hyatt | 1 | 3-4 | int | Own | Own | Own | Own | Own | ---- | adj | 14 | 8 | 30 | 48 | 118 | 68 | --- | 32 |
| Hart Parr | 30 | 1395 | 4-w | rw-d | 90 | 5158 | 3 | -- | 3000 | Own | 30 | 750 | h-2 | 6½x7 | l | Perfex | p | Dray | Own | Mag | K-W | ½ | f-g | k-d | co-bnd | Own | S K F | 2 | 2-3 | int | Own | Own | Own | Own | Own | coil | swing | 14 | 8½ | 28 | 52 | 141 | 71 | 26 | 14½ |
| Heider | d | 1070 | 4-w | rw-d | 90 | 4000 | 2 | 9 | 1500 | Wauk | 16 | 800 | v-4 | 4½x5½ | -- | Perfex | p | Kings | Bennet | Mag | Split | ½ | a | k-g | friction | friction | U S. | 7 | 4 | spur | Own | Own | Own | Own | Own | coil | lat ad | 12 | 6 | 30 | 54 | 130 | 68 | 25 | 20 |
| Heider | e | 1395 | 4-w | rw-d | 96 | 6000 | 3 | 12 | 2000 | Wauk | 20 | 750 | v-4 | 4½x6½ | l | Perfex | p | Kings | Bennet | Mag | Split | ½ | a | k-g | friction | friction | U. S. | 7 | 4 | spur | Own | Own | Own | Own | Own | co l | adj | 14 | 7 | 30 | 57 | 144 | 74 | 25 | 20 |
| Hoke | 12-24 | 1195 | 4-w | rw-d | ---- | 3600 | 2-3 | 12 | 1200 | Wauk | 24 | ---- | v-4 | 4½x5½ | -- | Perfex | p | Kings | Bennet | Mag | ------ | ½ | f-g | g | ------ | enclosed | Bower | 1 | ----- | spur | ---- | Bower | ---- | ---- | ---- | adj | 10 | 7 | --- | 61 | 192 | 72 | 12 | --- |
| Hollis | 15-25 | 1375 | 4-w | fw-d | 54 | 2750 | 3 | 15 | 3000 | Light | 25 | 1600 | v-4 | 4¼x4½ | c | Bremer | p | Zenith | Bennet | Mag | Split | .. | f-g | k-g | Cone | Own | Own | 3 | 1½x7 | Bevel | Own | Hyatt | Own | Hyatt | coil | adj | 14 | 8 | 30 | 38 | 136 | 76 | 44 | --- |
| Holt | ------ | ------ | Creepr | ------ | ------ | 9400 | ------ | ---- | ---- | ---- | ---- | ---- | v-4 | 4½x6 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 124 | 63 | --- | 12 |
| Holt | ------ | ------ | Creepr | ------ | ------ | 18600 | ------ | ---- | ---- | ---- | ---- | ---- | v-4 | 6½x7 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 146 | 80 | --- | 12 |
| Holt | ------ | ------ | Creepr | ------ | ------ | 26500 | 12 | ---- | ---- | ---- | ---- | ---- | v-4 | 7½x8 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 252 | 104 | --- | --- |
| Holt | ------ | ------ | Creepr | ------ | ------ | 25200 | 8-12 | ---- | ---- | ---- | ---- | ---- | v-4 | 7½x8 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 240 | 104 | --- | --- |
| Huber | Light 4 | ----- | 4-w | rw-d | 91 | 5000 | 3 | 12 | 2500 | Wauk | 25 | 1000 | v-4 | 4½x5½ | e | Perfex | p | Kings | Bennet | Mag | Kings | ½ | a | k-g | exp | Own sel | Hyatt | 2 | 2½-4 | spur | Own | Own | Own | Own | ---- | swing | 13 | 7 | 46 | 60 | 150 | 74 | 24 | 16½ |
| Hudson | k | 1985 | 4-w | rw-d | 92 | 5800 | 3-4 | 20 | 3000 | Buda | 35 | 1000 | v-4 | 4½x6 | l | Cand | p | Rayfld | ------ | Mag | Split | .. | g | d-p | Own | Tim&Hy | 2 | 2½-4½ | spur | Own | Tim | Own | Tim | ---- | float | 24 | 6 | 36 | 60 | 164 | 56 | 14 | 16 |
| Hudson | L | ----- | 4-w | rw-d | 92 | 5300 | 3-4 | 20 | 3500 | Buda | 45 | 100 | vz4 | 4½x6 | l | Perfex | p | Rayfld | ------ | Mag | Split | .. | -- | k-g | d-p | Own | Tim | 2 | 2½x4½ | spur | Own | Tim | Own | Tim | ---- | float | 24 | 6 | 36 | 60 | 164 | 56 | 14 | 16 |
| I. H. C | 6-12 | ----- | 4-w | rw-d | 72 | 3400 | ---- | 6 | ---- | LeRoi | 12 | 1000 | v-4 | 3½x4½ | -- | Own | t-s | Own | Own | Mag | Split | .. | f-g | g | d-d | enclosed | ------ | 1 | 2½ | bevel | ---- | ---- | ---- | ---- | ---- | ------ | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Illinois | c | 2375 | 4-w | rw-d | 90 | 5000 | 4 | 18 | 4000 | Climax | 30 | 800 | v-4 | 5x6½ | i | Modine | p | Stmbg | Bennet | Mag | Split | .. | f | k | d-d | Foote | Hyatt | 2 | 3½ | ------ | Foote | Hyatt | Own | Hyatt | ---- | swiv | 14 | 8½ | 34 | 54 | 142 | 72 | 22 | 16 |
| Imperial Forty | e | 4500 | 4-w | rw-d | 137 | 20800 | 10-12 | 40 | 7000 | Imp | 70 | 400 | o-4 | 7½x9 | e | Own | p | Kings | Bennet | Mag | Split | .. | f | k-g-d | exp | Own | ------ | 2 | 1.5-3 | spur | ---- | ---- | ---- | ---- | ---- | swing | 30 | 12 | 60 | 96 | 215 | 110 | 30 | 18 |
| International | 8-16 | ----- | 4-w | rw-d | 85 | 3300 | ---- | 8 | ---- | ---- | ---- | ---- | v-4 | 4x5 | l | ------ | t-e | ------ | ------ | ------ | ------ | ---- | f-e | g | friction | ------ | ------ | ---- | ---- | chain | ---- | ---- | ---- | ---- | ---- | ------ | 12½ | 8½ | 32 | 40 | 64 | 65½ | --- | --- |
| International | 15-30 | 1900 | 4-w | rw-d | 86 | 8700 | 4 | 15 | 2350 | Own | 30 | 575 | h-4 | 5½x8 | -- | Own | p | Own | Own | Mag | K-W | ½ | f | k-g-d | ------ | enclosed | ------ | 2 | 1.8-2.4 | chain | ---- | ---- | ---- | ---- | ---- | ------ | 18 | 9 | --- | 66 | 160 | 80 | 19 | --- |
| J T | N. | 2800 | Creepr | ----- | 74 | 6500 | 3-4 | 16 | 3200 | Chief | 40 | 1000 | v-4 | 4½x6 | l | McCord | p | Own | Bennet | Mag | K-W | ½ | f | k | m-d | Covert | Ball& Hy | 3 | 1½-2½ | -5 spur | Own | Tinn | Own | Hyatt | ---- | floating | 10 | 3 | 29 | 36 | 126 | 60 | 12 | 17 |
| Kardell Utility | 8-16 | 1250 | 4-w | rw-d | ---- | 2700 | 2-14 | 8 | 1600 | Wisc. | 10 | 1000 | v-4 | 3½x4½ | -- | Eureka | -- | Bennet | Bennet | Mag | Split | .. | f-g | k-g | flex | Own | Gurney | 2 | 2½x5 | spur | Own | Hyatt | Own | Tim | coi- | adj | 9 | 6 | 30 | 48 | 98 | 56 | 15 | 17 |
| KeckGonnerm'n | 12-24 | 1500 | 4-w | rw-d | 88 | 6500 | 3 | 12 | 2000 | Own | 24 | 650 | h-2 | 6½x8 | -- | Own | p | Scheb | Bennet | Mag | Bosch | ½ | f-e | k-g | co bnd | enclosed | Hyatt | .. | ----- | spur | Own | Own | Own | Plain | coil | lat adj | 12 | 8 | --- | 61 | 150 | 78 | 15 | 17 |
| Kenson | 12-24 | ----- | 4-w | rw-d | ---- | ----- | ---- | ---- | ---- | Wauk | ---- | ---- | ---- | 4½x5½ | -- | Perfex | ---- | ---- | ---- | ---- | ------ | ½ | -- | k-g | shol | enclosed | Hyatt | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ------ | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| La Crosse | G | 1250 | 4-w | rw-d | 91 | 4000 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c | Modine | p | Kings | Bennet | Bat | At-UC | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Hyatt | ---- | swing | 11 | 7½ | 36 | 56 | 135 | 82½ | 9½ | 14½ |
| La Crosse | F | 1150 | 3-w | rw-d | 106 | 3800 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c | Modine | p | Kings | Own | Bat | At-K | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ | int-g | Own | Hyatt | Own | Own | ---- | swing | 11 | 7½ | 31 | 56 | 150 | 82½ | 8½ | 14½ |
| Lang | ------ | 1485 | 3-w | rw-d | 116 | 4200 | 3 | -- | 3000 | Climax | -- | ---- | v-4 | 5x6½ | l | ------ | p | Stmbg | Bennet | Mag | Split | ½ | f | k | o | ------ | Tim | 1 | 5 | ------ | ---- | ---- | ---- | ---- | ---- | ------ | 14 | 8 | 30 | 30 | 116 | --- | 12 | 14½ |
| Lauson | 15-30 | 1985 | 4-w | rw-d | 86 | 6000 | 3-4 | 15 | 3000 | Beaver | 25 | 950 | v-4 | 4¼x6 | l | Perfex | p | Kings | Own | Mag | Split | .. | f-e | k | int exp | own slid | Hy&Tim | 2 | 1½x2½ | spur | Own | Hyatt | Own | Tim | ---- | rigid | 18 | 8 | 54 | 32 | 136 | 74 | 20 | 18 |
| Leader | c-18-36 | 2250 | Creepr | track | 94 | 6500 | 4 to 6 | 18 | 4000 | TwinCy | 36 | 700 | v-4 | 5x7½ | l | Eureka | p | Kings | ------ | Mag | K-W | ½ | f | k-d | cone | Own | Modern | 2 | 1.8- | chain | Own | Hyat | Own | Own | coil | swing | 14 | 9 | 38 | --- | 153 | 64 | 30 | --- |
| Leader | b-12-18 | 1000 | 4-w | rw-d | 81 | 4800 | 2 to 3 | 12 | 2000 | Own | 24 | 800 | o-2 | 6½x6 | l | Eureka | p | Kings | Own | Mag | Kings | ½ | f | k-d | exp sh | Own | Modern | 2 | 2½-3½ | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 48 | 129 | 60 | 30 | 18 |
| Leonard | 20-30 | 1650 | 4-w | 4w-d | 98 | 5000 | 3-4 | 20 | 4000 | Beaver | 30 | 800 | v-4 | 4½x6 | l | Long | p | Zenith | Own | Mag | Split | ½ | f-e | k-g | ------ | enclosed | Bower | 2 | ----- | ------ | ---- | ---- | ---- | ---- | ---- | adj | 16 | 8 | 30 | 50 | 136 | 72 | 8½ | 12 |
| Liberty | d | 2250 | 4-w | rw-d | 97 | 5775 | 4 | 18 | .... | Climax | .. | 800 | u-4 | 5x6½ | l | S & J | p | Stmbg | Bennet | Mag | Split | ½ | f-g | k-d | exp | own sel | Hyatt | 2 | 2½x4½ | spur | Own | Own | Own | Own | Cross | swing | 11½ | 8 | 34 | 48 | 131 | 66 | 20 | --- |
| Line Drive | 15-25 | ----- | 4-w | fw-d | ---- | 5400 | 3 | 18 | ---- | Wauk | 25 | 900 | v-4 | 4½x5½ | -- | Perfex | p | Kings | Bennet | Mag | Split | ½ | f-e | k-g | ------ | enclosed | Hyatt | 2 | 1-4½ | spur | ---- | ---- | ---- | ---- | ---- | ------ | 13 | 6½ | 66 | --- | 164 | 91 | 14 | 14 |

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mogul | 10-20 | | | rw-d | 90 | 5500 | 3 | 10 | | Own | 20 | 400 | h-1 | 8½x12 | | | p | Own | Own | Mag | | ¾ | f | k-g-d | | | | 2 | 1.8-2½ | chain | | | | | | | 20 | 10½ | | 54 | 135 | 66 | 10 | 29 |
| Moline Universal | 9-18 | 1500 | 2-w | fw-d | | 3380 | 2 | 9 | 2000 | Own | 18 | 1000 | v-4 | 3½x5 | l | Modine | t-e | Holley | Benne | Battery | Remy | ½ | f | g | b & b | Own | Hyatt | 1 | 3½ | bevel | | Hyatt | Own | Hyatt | | adj | 9 | 6½ | 52 | | 160 | 54 | 16 | 12½ |
| Monarch | 16-9 | 1550 | Creepr | | | 3200 | 2 | 6 | 1200 | Kerm | 12 | 800 | v-4 | 4x4 | | Perfex | p | Kings | Own | Mag | K-W | | s | k-g | | enclosed | | | | bevel | | | | | | swing | 14¼ | 6½ | | | 94 | 54 | 5 | 16 |
| Monarch | 12-20 | 2050 | Creepr | | | 6900 | 3 | 12 | 2250 | Erd | 20 | 850 | v-4 | 4x6 | | Perfex | p | Kings | Bennet | Mag | K-W | ¾ | f | k-g | | enclosed | Hyatt | 2 | 2-3 | chain | | | | | | swing | 16 | 8 | | | 114 | 64 | 5½ | 16 |
| Monarch | 18-30 | 2350 | Creepr | | | 7500 | 4 | 18 | 3300 | Beaver | 30 | 750 | v-4 | 4½x6 | | Perfex | p | Kings | Bennet | Mag | K-W | ¾ | s | k-g | | enclosed | Hyatt | 2 | 2-3 | chain | | | | | | swing | 16 | 8 | | | 126 | 66 | 5½ | |
| Motox | 12-24 | | 4-w | rw-d | 76 | 4300 | 3-4 | 12 | 2500 | Buda | 24 | 980 | v-4 | 4½x5½ | | Modine | p | Kings | Own | Mag | Kings | ¾ | s | k-g | | enc spur | Hyatt | | | spur | | | | | | adj | 10 | 6½ | | 42 | 122 | 63 | 8 | -- |
| New Age | 16-2? | | 3-w | fw-d | | 4400 | 3 | 16 | | Beaver | 28 | 900 | v-4 | 4½x6 | | S. J. | p | Kings | Own | Mag | Split | ¾ | s | k-g | | enclosed | Hyatt | 2 | 2.3-3.6 | spur | | | | | | swing | 13 | 6½ | 60 | | 173 | 74½ | 11 | |
| Nichols-Shepard | 25-50 | 3460 | 4-w | rw-d | 114 | 19000 | 6 | 25 | | Own | 50 | 375 | h-2 | 9x12 | l | Own | p | Kings | | | | ½ | f | k-g | int exp | Own | Own | 1 | 2-2.42 | spur | Own | Own | Own | Own | | lat adj | 24 | 9 | 43 | 69 | 187 | 113 | 18½ | |
| Nichols-Shepard | 35-70 | 4160 | 4-w | rw-d | 135 | 24000 | 8-10 | 35 | | Own | 70 | 300 | h-2 | 10½x14 | | Own | p | Kings | | | | ½ | f | k-g | | | | 1 | | spur | | | | | | lat adj | 30 | 12 | | 73 | 222 | 134 | 20 | |
| Nilson | Juni | 1775 | 5-w | 3-rw | 84 | 5000 | 3-4 | 16 | 3000 | Wauk | 25 | 900 | v-4 | 4½x5½ | l | Modine | p | Kings | Bennet | Mag | K-W | ¾ | s | k-g | exp sh | Own | Hyatt | 2 | 2½-5 | chain | Own | Hyatt | Own | Hyatt | s-elip | adj | 20 | 6 | 32 | 50 | 139 | 80 | 32 | 11 |
| Nilson | Seni | 2475 | 5-w | 3-rw | 100 | 6400 | 4-5 | 24 | 4000 | Wauk | 36 | 800 | v-4 | 4¾x6½ | | Modine | p | Kings | Bennet | Mag | K-W | ½ | | k-g | | Own | Hyatt | 2 | 2½x5½ | chain | Own | Hyatt | Own | Hyatt | s-elp | lat adj | 24 | 8 | 36 | 52 | 163 | 89 | 34 | 13 |
| Oliver | 15-30 | 3000 | Creepr | | | 7000 | 3-4 | 15 | 2500 | Beaver | 30 | | v-4 | 4½x6 | | Modine | p | Bennet | Bennet | Mag | Split | ½ | | k-g | | Own enc | Hyatt | 2 | 1¾-2½ | spur | | Hyatt | | Hyatt | | adj | 21 | 7 | | | 137 | 60 | 11 | 13 |
| Parrett | H | | 4-w | rw-d | 92 | 5225 | 3 | 12 | 2800 | Buda | 25 | 1000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Own | Mag | Eise | ¾ | f | k-g | plate | Own | S K F | 3 | 4 | int | Own | Hyatt | Own | Hyatt | none | swing | 12 | 7½ | 46 | 60 | 158 | 77½ | 22 | 16½ |
| Peoria | j-12-25 | 1985 | 4-w | rw-d | 96 | 5100 | 3 | 12 | 3000 | Climax | 25 | 700 | v-4 | 5x6½ | l | Eureka | p | Stmbg | Bennet | Mag | Eise | | | k | d-d | Nuttall | Hyatt | 2 | 2½-4 | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 56 | 120 | 64 | 26 | 14 |
| Pioneer | 18-36 | | 4-w | rw-d | 90 | 6000 | 4 | 18 | 4000 | Own | 36 | 750 | h-4 | 5½x6 | | S. J. | p | Kings | Bennet | Mag | K. W | ½ | | k | m-d | Own | Timken | 3 | 1¾x4½ | spur | Own | Tim | Own | Tim | s-elip | lat adj | 14 | 7 | 36 | 60 | 144 | 72 | 26 | 16 |
| Pioneer | 30 | | 4-w | rw-d | 156 | 24000 | 10 | 40 | 8000 | Own | 75 | 650 | h-4 | 7x8 | | S. J. | p | Kings | Opt | Mag | K-W | ¾ | f | k | | enclosed | | 3 | 1¾-4½ | spur | | | | | coil | lat adj | 17½ | 15 | | 96 | 237 | 120 | 60 | |
| Plowman | 13-30 | 1595 | 4-w | rw-d | 99 | 4400 | 2-3 | 13 | 2800 | Buda | 30 | 1000 | v-4 | 4½x5½ | l | Perfex | p | Bennet | Bennet | Mag | Split | ¾ | s | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Own | Own | Own | | swing | 12 | 7 | 36 | 60 | 156 | 66 | 16½ | 20 |
| Plowman | 15-30 | 1895 | 4-w | rw-d | 99 | 4800 | 3-4 | 15 | 3300 | Buda | 30 | 900 | v-4 | 4½x6 | l | Perfex | p | Stmby | Lenard | Mag | Split | ¾ | f | k-g-d | mul-d | Foote | Hyatt | 2 | 3-4 | int | Own | Hyatt | Own | | | swing | 14 | 8 | 30 | 60 | 156 | 66 | 15 | 20 |
| Pontiac | 15-30 | 1485 | 4-w | rw-d | | 4500 | 3-4 | 12 | 3000 | Own | 32 | 350 | h-1 | 9x12 | | | | Own | | Mag | Split | ¾ | f | k | | enclosed | Bronze | 1 | 2 | int | | | | Own | | lat adj | 20 | 10 | | 60 | 148 | 53 | | |
| Port Huron | A | 1600 | 4-w | rw-d | 93 | 5900 | 3 | 12 | 2200 | Erd | 25 | 900 | v-4 | 4x6 | l | Perfex | p | Kings | Bennet | Mag | Kings | ¾ | f-s | k-g | | Own spr | S K F | 7 | 1½-4 | spur | Own | Own | Own | plain | coil | swing | 14 | 8 | 34 | 56 | 156 | 75 | 12 | 12 |
| Powell | 18-30 | | 4-w | rw-d | 84 | 4500 | 3-4 | 18 | 3000 | Climax | 30 | 750 | v-4 | 5x6½ | | Perfex | p | Kings | Own | Mag | Split | ¾ | s | k-g | | enclosed | | 2 | 2-5 | int | Own | Own | Own | Own | | adj | 14 | 7 | 32 | 48 | 123 | 72 | 7 | 12 |
| Power | E | 1485 | 4-w | rw- | 95 | 4250 | 3-4 | 15 | 2500 | Own | 30 | 500 | h-1 | 9x12 | l | own | | own | Own | Batt'y | Kings | | b | k | m-d | Own | Own | 1 | 3 | int | Own | Own | Own | Own | | adj | 20 | 9 | 28 | 60 | 148 | 53 | 100 | 16 |
| Prairie Dog | L | 1250 | 3-w | rw-s | 97 | 3000 | 2 | 10 | 1500 | Wauk | 18 | 950 | v-4 | 3¾x5½ | l | Perfex | p | Bennet | Bennet | Mag | Split | ¾ | s | kgda | c | Own gear | Hyatt | 2 | 6 | spur | Own | Hyatt | laVigne | | s-elip | adj | 10 | 6 | 32 | 48 | 156 | 74 | 13 | 16½ |
| R. & P. | 12-20 | 1365 | 4-w | rw-d | 70 | 3500 | 2 | 12 | | Wauk | 20 | 900 | v-4 | 3¾x5½ | | | p | Kings | Bennet | Mag | Eise | ¾ | r | k-g | | Fuller | N-D | 3 | 1½-5 | int | | | | Tim | | lat adj | 8 | 7 | | 40 | 120 | 66½ | 12½ | |
| Reliable | | | 4-w | rw-d | 77 | | | | | | | | h-2 | 6x7 | c | | | | | Mag | Split | | | | | | | | 2-2½ | | | | | | | | 8 | 6½ | 28 | 48 | 116 | 55 | | |
| Rex | 12-25 | 1600 | 4-w | rw-d | | 5600 | 3 | 12 | 2400 | Wauk | 25 | 900 | v-4 | 4½x5½ | | Perfex | p | Kings | | Mag | Eise | ¾ | | k-g | exp sh | enclosed | S K F | 2 | 2½x4 | spur | Own | Own | Own | | | swing | 12 | 7 | 46 | 60 | 108 | 78 | 21 | 16 |
| Royal | | | 2-w | | | 3000 | | | | | | 1200 | v-4 | 3¾x4½ | | | | | | | | | | k | d | Foote | Hyatt | 3 | | | | | | Hyatt | | | 6 | 8 | | | | | | |
| Royer | 1919 | 1650 | 4-w | rw-s | 84 | 5000 | 3 | 12 | 2200 | Erd | 25 | 850 | v-4 | 4x6 | l | Perfex | p | Berl | Own | Mag | Kings | | f-s | k-g | friction | friction | | 1 | 2-3½ | chain | Own | Own | Own | Own | | | 18 | 8 | 32 | 56 | 156 | 84 | 18 | 18 |
| Rumely OilPull | 12-20 | | 4-w | rw-d | 80½ | 6682 | 3 | 12 | 2150 | Own | 20 | 560 | h-2 | 6x8 | l | Own | p | Own | Don'ld | Mag | Bosch | ¾ | f-e | k-d | exp sh | Own | Hyatt | 2 | 2.1-3.2 | spur | Own | Hyatt | Own | Own | | adj | 19 | 7 | 34 | 51 | 132 | 64 | 14 | 13¾ |
| Rumely OilPull | 16-30 | | 4-w | rw-d | 92½ | 9600 | 4 | 16 | 2850 | Own | 30 | 530 | h-2 | 7x8½ | l | Own | p | Own | Don'ld | Mag | Bosch | ¾ | f-e | k-d | exp sh | Own | Hyatt | 2 | 2.1-3 | spur | Own | Hyatt | Own | Own | | adj | 23 | 8½ | 40 | 56 | 155 | 80½ | 17 | 15½ |
| Rumely OilPull | 20-40 | | 4-w | rw-d | 103 | 12820 | 5-6 | 20 | 3750 | Own | 40 | 450 | h-2 | 8x10 | l | Ow | p | Own | Don'ld | Mag | Bosch | ¾ | f-e | k-d | exp sh | Own | Hyatt | 2 | 2-3.2 | spur | Own | Hyatt | Own | Own | coil | adj | 26 | 9 | 44 | 64 | 175 | 89 | 21 | 17¾ |
| Rumely OilPull | 30-60 | | 4-w | rw-d | 141 | 26700 | 8-10 | 30 | 5900 | Own | 60 | 375 | h-2 | 10x12 | l | Own | p | Own | None | Mag | Bosch | ½ | f-e | k-d | exp sh | Own | Own | 1 | 1.9 | spur | Own | Own | Own | Own | | adj | 36 | 11 | 44 | 80 | 228 | 116 | | 15 |
| Russell | 12-24 | 1650 | 4-w | rw-d | 94 | 5600 | 2-3 | 12 | 2000 | Wauk | 24 | 1000 | v-4 | 4½x5½ | l | Modine | p | Kings | Bennet | Mag | Split | ¾ | s | k-g | | enclosed | | 3 | | bevel | | | | | | lat adj | 12½ | 7 | 28 | 53 | 139 | 70 | 35 | |
| Russell | 15-30 | 2000 | 4-w | rw-d | 100 | 6000 | 3-4 | 15 | 3000 | Wauk | 30 | 950 | v-4 | 4½x6½ | l | Modine | p | Kings | Bennet | Mag | Split | ⅞ | s | k-g | | enclosed | | 3 | | spur | | | | | | lat adj | 12½ | 8 | 30 | 53 | 145 | 70 | 34 | |
| Russell | 20-40 | 3000 | 4-w | rw-d | 110 | 7600 | 4-5 | 20 | 4000 | Model | 40 | 825 | v-4 | 5½x7 | l | Modine | p | Kings | Bennet | Mag | Split | ¾ | f-e | k-g | | enclosed | | 2 | | spur | | | | | | lat adj | 12½ | 8 | 32 | 60 | 162 | 65½ | 35 | |
| Russell | 30-60 | 4400 | 4-w | rw-d | 149 | 23000 | 8-10 | 40 | 8000 | Own | 80 | 525 | v-4 | 8x10 | l | Eureka | p | Kings | Bennet | Mag | Bosch | ½ | f-e | k-g | | enclosed | | 2 | | spur | | | | | | lat adj | 24 | 10 | 42 | 84 | 234 | 115 | 38 | |
| Samson. Sieve | 30-x | 1626 | 3-w | rw-d | 106 | 5800 | 4 | 15 | 3000 | Own | 25 | 850 | v-4 | 4½x6 | l | Own | p | Marvel | GMC | Battery | Remy | | f | k-g-d | int exp | Own | Own | 1 | 1.5-3.5 | int gr | Own | Own | Own | Own | worm | ver adj | 12 | 8 | 28 | 41 | 160 | 64½ | 25 | 10 |
| Samson. Grip | e-25 | 1500 | 3-w | rw-d | 105 | 5800 | 3 | 10 | 1800 | Own | 25 | 650 | v-4 | 4½x6½ | l | Own | p | Marvel | Nodust | Mag | At-K | | f-e | k-g-d | exp | bevel | Own | 1 | 1½x3½ | | Own | Own | Own | Own | | straight | | 8 | 28 | 41 | 150 | 63 | 18 | 14 |
| Sandusky | 10-20j | 1650 | 4-w | rw-d | 76 | 4080 | 2 | 10 | 2000 | Dauch | 20 | 1000 | v-4 | 4½x5½ | c | Perfex | p | Kings | Bennet | Mag | Split | ¾ | f-s | k-g-d | cone | sel | Hyatt | 2 | 2-3½ | worm | Own | Bronz | Own | Bronze | spiral | floating | 10 | 8 | 32 | 48 | 120 | 62 | 16 | 10½ |
| Sandusky | 15-35e | 2500 | 4-w | rw-d | 100 | 7670 | 4 | 15 | 3500 | Dauch | 35 | 800 | v-4 | 5x6½ | c | Perfex | p | Kings | Bennet | Mag | Split | | f-s | k-g-d | exp | sel | Bronze | 3 | 2-5 | int | Own | Bronz | Own | Bronze | spiral | swing | 15 | 10 | 36 | 56 | 147 | 84 | 18 | 15 |
| Short Turn | 20-30 | 1500 | 3-w | fw-d | 48 | 5000 | 3 | | | | 30 | 900 | v-4 | 4½x6 | l | Perfex | p | Kings | Bennet | Mag | Split | -- | | k-g | int exp | Own | | 1 | 3½ | chain | Own | Own | Own | Own | | adj | 17 | 9 | 66 | 24 | 98 | 82 | 8 | 20 |
| Square Turn | | 1875 | w | | | 7800 | | 18 | 3200 | | 35 | | v | 3¾x4½ | | | | | Bennet | | | | | | | | | | | chain | | | | | | | | | | | | | | |
| Standard | 22-45 | | 4-w | rw-d | | 8000 | 4 | 22 | 4000 | Wauk | 45 | | h-4 | 4½x6½ | | Own | p | Kings | None | Mag | Spit | | s | k-g | | | | 2 | | chain | | | | | | | 28 | 8 | | | | | 27 | |
| Star | d | 900 | 2-w | All | | 1750 | 1 | 6 | 1000 | LeRoi | 12 | 1140 | v-4 | 3½x4½ | l | Candler | t-e | Kings | Bennet | Battery | Kent | -- | f-s | g | co-bnd | Own | Fafner | 4 | 4½ | chain | | | Own | Own | | pivot | 7 | 6 | 50 | 34 | 120 | 54 | 16 | 28½ |
| Stearns | g | | 4-w | rw-d | 95 | 6500 | 4 | 18 | 4000 | Own | 36 | 875 | v-4 | 4½x6½ | | Modine | p | | | Mag | | ¾ | f | k-g | frplate | enclosed | S K F | 2 | 2½-3½ | bevel | Own | S K F | Own | Tim | coil | lat adj | 16 | 8 | | 60 | 15 | C72 | 12 | |
| Stinson | 18-36 | 1800 | 3-w | rw-d | | 7100 | 4 | 18 | 3000 | Beaver | 36 | 900 | v-4 | 4½x6 | | Todd | p | Kings | Own | Mag | Split | -- | f-s | k | bnd | Own | Hyatt | 1 | | spur | Own | Own | Own | Hyatt | | adj swg | 12 | 8 | | 60 | 176 | 72 | 12 | |
| Strite | 12-25 | 1395 | 4-w | rw-d | 72 | 4800 | 3-4 | 12 | 1800 | Wauk | 25 | 900 | v-4 | 4½x5½ | | Modine | p | Kings | Bennet | Mag | Split | -- | s | k-g | Foote | | Hyatt | 2 | 2½-3½ | int | | | | | | | 20 | 8 | | 54 | 120 | 64 | | |
| Strait | 3 | | Creepr | 1Trac | | 6000 | 3 | | | Wauk | | 900 | v-4 | 4½x6½ | | | p | Scheb | Bennet | Mag | Split | | f-s | g | | enclosed | | 1 | 2½ | spur | | | | | coil | | 10 | 8 | | | 154 | 7 | 15 | |
| Titan | 10-20 | | 4-w | rw-d | 91 | 5700 | 3 | 10 | 1800 | Own | 20 | 500 | h-2 | 6½x8 | | | t-e | Own | Own | Mag | K-W | | f | k-g-d | | | | 2 | 1.8-2½ | | Own | Own | Own | Own | | | 20 | 8½ | | 54 | 147 | 60 | 38 | |
| Topp Stewart | b | | 4-w | All | 100 | 7800 | 4 | 25 | 4500 | Wauk | 35 | 950 | v-4 | 4½x6½ | l | Perfex | p | Stmby | Bennet | Mag | Eise | ¾ | s | k-g | d-p | Own | Hyatt | 3 | 2½-4½ | int-g | Own | Tim | Own | Tim | | | 14 | 8 | 42 | 42 | 171 | 80 | 11 | 12 |
| Track-Layer | b | 2450 | Creepr | | 60 | 4800 | 3 | | | Best | | | v-8 | 4½x5½ | l | Bennet | p | Ensign | | Mag | K-W | | s | d | md | Best | plain | 2 | 1½-3 | int g | Own | plain | Own | plain | El | swing | 9 | 8 | | | 60 | 44 | 15 | 14 |
| Track-Layer | c | 5850 | Creepr | | | 28000 | 14 | | 8500 | Own | | | v-8 | 7½x9 | l | Bennet | p | Ensign | | Mag | K-W | | f- | sd | exp | Own | plain | 2 | 2½-1½ | int g | Own | plain | het | plain | Hel | swing | 16 | 12 | | | | 80 | 35 | 18 |
| Trenan | 12-24 | | 3-w | fw-d | | 4200 | 3 | 12 | | Erd | 24 | 900 | v-4 | 4x6 | | Modine | p | Kings | | Mag | Split | | | | enc | | | 1 | 2½ | chain | | | | | | | 20 | 7½ | 60 | | 138 | 79 | | |
| Trojan Unit | 32-40 | | 4-w | rw-d | 84 | 7300 | 6 | 32 | 6000 | Wauk | 40 | 900 | v-4 | 4½x6½ | | Modine | p | Bennet | Bennet | Mag | Split | | s | k | enc | | Hyatt | 3 | 2.2-6 | spur | | Hyatt | | | | lat adj | 18 | 8 | | 60 | 132 | 68 | 8 | |
| Turner-Simplic. | 14-25 | 1675 | 4-w | rw-d | 78 | 4400 | 3 | 14 | 2600 | Buda | 25 | 1000 | v-4 | 4½x5½ | p | Perfex | p | Kings | Bennet | Mag | Split | | f | k-g | exp sh | Foote | Hyatt | 2 | 1½-2½ | pin & sprock | Own | Own | Own | Own | coil | swing | 14 | 7 | 60 | 64 | 128 | 65 | 24 | 14 |
| Trundaar | 20-35 | | Creepr | | 72 | 9500 | 3-4 | 20 | | Wauk | 35 | 900 | v-4 | 4½x6½ | | Perfex | p | Ensign | Bennet | Mag | Bosch | ¾ | f-s | k-g | | | | 2 | 2½-4 | | | | | | | | 10 | 8 | | | 113 | 74 | 12 | |
| Twin City | 12-20 | | 4-w | rw-d | 84 | 4000 | 3 | 12 | 2000 | Own | 20 | 1000 | v-4 | 4½x6 | | Spirex | p | Holley | | Mag | Bosch | ¾ | ps | k-g | d-p | spr & bev | Hyatt | 2 | 2.2-2.9 | spur | Own | Hyatt | Own | Hyatt | coil | straight | 16 | 6 | 34 | 50 | 134 | 55½ | 25½ | 16 |
| Twin City | 16-30 | | 4-w | rw-d | 108 | 7800 | 4 | 16 | 3000 | Own | 30 | 650 | v-4 | 5x7½ | | Own | p | Kings | Bennet | Mag | K-W | ¾ | f-s | k-g-d | co-bnd | spr & bev | Hyatt | 2 | 2-2.75 | int | Own | Hyatt | Own | Hyatt | coil | swing | 17 | 8 | 36 | 54 | 179 | 70 | 16½ | 14 |
| Twin City | 25-45 | | 4-w | rw-d | 126 | 16000 | 6 | 25 | 4700 | Own | 45 | 600 | v-4 | 6½x8 | | Own | p | Kings | | Mag | K-W | ¾ | f-s | k-g-d | co-bnd | spr & bev | Own | 2 | 1.4-2 | Spur | Own | Own | Own | Own | coil | swing | 20 | 8½ | 42 | 76 | 219 | 81 | 18½ | 14 |
| Twin City | 40-65 | | 4-w | rw-d | 144 | 23700 | 8-10 | 40 | 7500 | Own | 65 | 500 | v-4 | 7½x9 | | Own | p | Kings | | Mag | K-W | ¾ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 240 | 102 | 21 | 14 |
| Twin City | 60-90 | | 4-w | rw-d | 168 | 28000 | 12-15 | 60 | 11-250 | Own | 90 | 500 | v-6 | 7½x9 | | Own | p | Kings | | Mag | K-W | ½ | f-s | k-g-d | co-bnd | spr & bev | Own | 1 | 2 | Spur | Own | Own | Own | Own | coil | swing | 23 | 10½ | 42 | 84 | 262 | 114 | 24 | 14 |
| Uncle Sam | 20-30 | | | | | | | | | | | | 4 | | | | | | | | | ½ | | ka-d | | Nuttall | Timken | | | | | | | | | | | | | | | | | |
| Universal | | 425 | 2-w | fw-d | 51 | 750 | 1-10 | 1 | 200 | Own | 4 | 1000 | v-1 | 3½x5 | | Ajax | t-e | Zenith | | Battery | At-K | ¾ | s | g | int exp | Own | | | 3 | worm | Own | Own | Own | Own | | | 5½ | 2 | 36 | 15 | 80 | 33½ | 30 | 13 |
| Utilitor | | 345 | 4w | rw-d | | | 1-7 | | 700 | | | | v-1 | 3½x4½ | | | t-e | K | | Mag | Eise | | s | | | | Faf | | 2½ | int-g | | | | | | | | | | | 84 | 17½ | | |
| Vail | 10-20 | | 4-w | rw-d | 82 | 4000 | 2 | 10 | 1750 | Own | 20 | 600 | h-2 | 6x7 | | Own | p | Own | | Mag | Split | ¾ | f | k | | enclosed | | | | spur | | | | | | lat adj | 18 | 6½ | | 48 | 120 | 60 | 12 | |
| Velie | 12-24 | 1865 | 4 | rw-d | 90 | 4000 | 3 | 12 | 2750 | Own | 24 | 1100 | v-4 | 4½x5½ | l | Own | p | Kings | Bennet | Mag | Kings | ¾ | f | k | d-d | Own | Hy&Tim | 3 | 6 | spur | Own | Hyatt | Own | Tim | coil | st pull | 13½ | 7 | 30 | 52 | 131 | 62 | 19 | 14 |
| Wallis Cub Jr. | 15-25 | | 4-w | rw-d | 84 | 3560 | 2-3 | 15 | 2000 | Own | 25 | 900 | v-4 | 4½x5½ | l | Modine | p | Bennet | Bennet | Mag | K-W | ¾ | s | k-g | d-p | enclosed | Tim | 2 | 2½-3½ | spur | Own | Tim | | Hyatt | | lat adj | 18 | 7 | 30 | 48 | 132 | 61 | 8½ | 14 |
| Waterloo Boy | n-12-25 | | 4-w | rw-d | 90 | 5950 | 3 | | 2200 | Own | 28 | 750 | h-2 | 6½x7 | | Modine | p | Scheb | | Mag | Split | ½ | f-e | k-g | | enclosed | Hyatt | 2 | 2½-3 | int spr | | Hyatt | | Hyatt | | lat adj | 14 | 8 | | 52 | 132 | 72 | 12 | |
| Wellington | | | 4-w | | | | 2 | | | Erd | | | | 4x6 | | | | | | Mag | | | | k | d | Foote | Hyatt | | | | | | | | | adj | | | | 43 | | | | |
| Wheat | 12-24 | 1695 | 4-2 | rw-d | 83 | 4250 | 3 | 12 | 3000 | Erd | 24 | 1000 | v-4 | 4x6 | l | Prefex | p | King | R-W | Mag | Berl | ⅞ | f-e | k-g | d-d | Foote | Hyatt | 2 | 4-10 | int. | Own | Tim | Own | Tim | semi | swing | 12 | 7 | 34 | 48 | 144 | 62 | 19 | 12 |
| Whitney | 18 | | 4-w | rw-d | 82 | 3000 | 2 | 9 | 1600 | Gile | 18 | 750 | o-2 | 5½x6½ | l | Modine | p | Bennet | Bennet | Mag | Split | ½ | f | g | band | Own | Tim&Hy | 3 | 1¾-4 | chain | Own | Own | Own | Own | coil | lat adj | 11 | 6½ | 30 | 48 | 123 | 56 | 22 | |
| Wisconsin | 16-30 | 2250 | 4-w | rw-d | 92 | 5440 | 3-4 | 16 | 3500 | Climax | 32 | 575 | v-4 | 5x6½ | l | Perfex | p | Stmbg | Bennet | Mag | Eise | ¾ | f | k | d-d | Foote | Hyatt | 2 | 2½-3½ | spur | Own | Own | Own | | | lat adj | 16 | 8 | 34 | 52 | 132 | 68 | 18 | 18 |
| Yankee | 12-25 | 1765 | | rw-d | 75 | 4100 | 3 | 12 | 2600 | Erd | 25 | 925 | v-4 | 4x6 | | Modine | p | Kings | Bennet | Mag | Kings | ¾ | f-e | k-g | d-d | Own | Hyatt | 3 | 1½-5 | spur | Own | Hyatt | Own | Own | semi | lat adj | 11 | 7 | 30 | 48 | 126 | 74 | 12½ | 13 |
| Yuba Ball Tread | 12-20 | 2900 | Creepr | rw-d | | 6750 | 4 | 12 | 3400 | Wauk | 20 | 700 | v-4 | 4½x6½ | l | Own | p | Ensign | Donld | Mag | Bosch | ¾ | s | d | l-d | Own enc. | Hyatt | 3 | 1½-4 | int | | Hyatt | | | spiral | swing | 12 | 6½ | | | 145 | 55 | 16 | |
| Yuba Ball Tread | 20-35 | 4465 | Creepr | rw-d | | 10500 | 6 | 20 | 5000 | Wis | 35 | 700 | v-4 | 5½x7 | | Own | p | Stmbg | Donld | Mag | Bosch | ½ | f-s | d | o-d | Own enc. | Hyatt | 2 | 2-3.3 | int | | Hyatt | | Hyatt | spiral | adj | opt | ion | al | | 184 | 73 | 16 | |
| Zelle | 12-25 | 1500 | 4-w | rw-d | 72 | 3800 | 2-4 | 12 | 2000 | | 25 | | v-4 | 4½x5½ | | | | Carter | | Mag | | ¾ | k | | d | enclosed | | 4 | 1 to 5 | spur | | | | | | swing | 12 | 7 | 36 | 54 | 137 | 65 | 8 | |

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# This Welded 2-inch Pipe Stopped a Flood-Driven Barge

## —*And Never Sprung a Leak!*

**TO MEET a temporary situation, the load from a 6-inch high pressure gas main was put through this welded 2-inch pipe line, laid on temporary piling across a river.**

**Floods came, washed away the false structure of a new bridge, tore a barge loose from its moorings and hurled the entire mass down on this slender 2-inch pipe.**

**It held them all. Not a single leak developed.**

**Wherever strength, permanence and tightness are essential you will find joints are being *welded*—joined together "for keeps", using**

**Prest-O-Lite**
**DISSOLVED ACETYLENE**

**Nation-wide Prest-O-Lite Service brings straight to the user's hands a single cylinder of highest temperature gas—or hundreds of them.**

**Forty plants and warehouses insure Prest-O-Lite users prompt and adequate service; wherever located, there is an efficient Prest-O-lite *producing* plant near.**

1219

**THE PREST-O-LITE COMPANY, Inc., General Offices: 30 East 42nd Street, New York**
***Kohl Building, San Francisco***
**In Canada: The Prest-O-Lite Company of Canada, Limited, Toronto**

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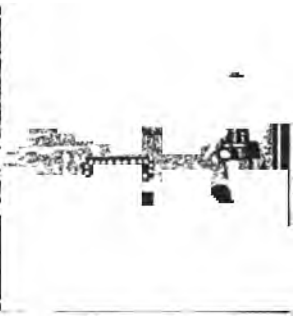


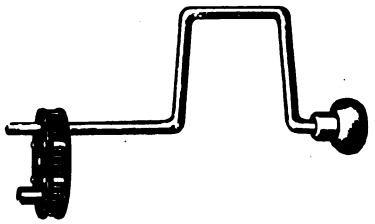
### Parker Metal Punch

improved sheet metal punch has just been ht out by the Parker Supply Co., 785 East Street, New York City. A feature of this is the combined front pointer and side gage, eliminates the necessity for center punching

istering the center of the punch by looking ıe throat. The side gage also acts as a wrench e removal of punches and as a screwdriver e replacing of disc. The punch is known as OX, and is made of forged steel, heat treated, he working parts hardened and tempered. length overall is 8 in., weight, 2⅝ lbs., and pth of the throat to the center of the punch in. Standard size dies are made ranging ⅛ in. to 17-64 in., claimed to punch holes in ;e steel.

### Universal Offset Wrench

bolt holding the fourth cylinder connecting aring of the Ford car is very difficult to reach n ordinary wrench. Realizing this, the Saw-les Co., Lincoln, Neb., has brought out the ·sal offset speed wrench, which is especially ed for this purpose.



offset is 4¾ inches long, having a 3-inch dis-between the socket and the brace rod. This ample distance to place the wrench in the case and have the socket fit up directly on t of the fourth connecting rod of the crank-

brace is one-half inch steel rod, with a 10-wing, thereby giving sufficient leverage to e the very tightest nuts.
wrench is 17 inches over all and weighs four 3.

### Hart's Locking Device

The accompanying illustration shows Hart's locking device for Ford cars installed on the gas and spark levels, locking them in a retarded position. The design of the locking device combines

simplicity and efficiency so that it can be sold at a modern price.

The device, which is being placed on the market by Hart & Co., 3 Appleton Street, Boston, Mass., is made of heavy, cold, rolled steel and is so adjusted to the steering column that its removal by a thief by means of cutting, sawing or filing is not possible because the length of time required to do so would cause his detection.

The locks are heavily nickel-plated and are packed in attractive boxes (containing twenty-four devices in separate cartons) for counter display. Padlocks are supplied by the company when desired.

### New Am-Pe-Co. Cutout

The "New Am-Pe-Co." muffler cutout for Ford cars is being placed on the market by the American Machine Products Co., Marshalltown, Ia. This cutout is simple in design, embodying but three

principle castings securely assembled. The edges of the valve seat are beveled so as to secure a tight seat when the valve is closed. Instead of a large spring, small high tension springs are used to close the valve. A pedal consisting of two parts working on a fulcrum is supplied with the outfit. Sizes range from 1½ x 2 in. to 2¼ x 2¼ in.

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### Auto Spark Light Cigar Lighter

The Auto Spark Light cigar lighter is being placed on the market by the J. C. McAdams Sales Co., 51 East 42nd St., New York City. The lighter operates by igniting a gasoline soaked wick from a spark taken from one of the spark plug circuits of

the engine. When the tube with its gasoline saturated wick is placed in the opening of the lighter, a fine, hot spark is produced between the terminal points—lighting the wick. This, of course, does not stop the action of the spark plug with which the lighter is wired, as it is simply like introducing a spark gap. The lighter is attached to the instrument board and a wire which originally ran to one of the spark plugs is attached to one terminal of the lighter. Another wire is then run from the other terminal of the lighter to the spark plug. This lighter presents an attractive appearance when attached to the instrument board.

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### Bilt-Wood Wheels

Bilt-Wood wheels are made in disk form of multiply veneered wood. Flexibility and durability are combined in these wheels, according to the New

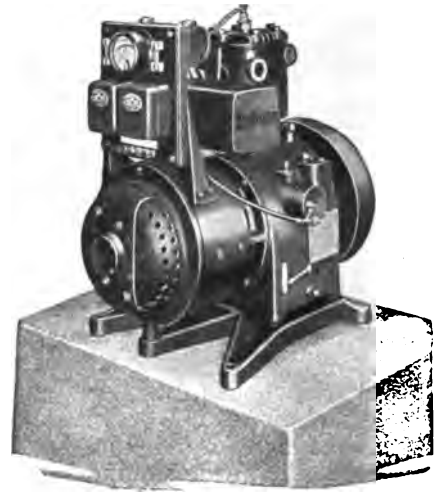
York Veneer Products Co., 2844 Woolsworth Bldg., New York City, the manufacturer.

They can be installed on any motor-propelled vehicle, without changing the Standard equipment of the hubs, brake-drums, bearings, rims, demountables, tires and "spare" equipment and without affecting the production or assembly facilities of the automobile or accessories manufacturers. They are as readily applicable to old cars already in service as to new cars under construction in the factory.

### Perfection Direct Connected Light Plant

A new direct connected unit light and power plant has just been brought out by the Perfection Storage Battery Co., Chicago, Ill. It is intended for farm homes and isolated plant work. A 3-horsepower engine is used which has a bore and stroke of 3¼ inches, and a normal speed of 1150 r. p. m. The engine turns a 1200-Watt generator, which is directly connected to the crankshaft. The switchboard is bolted to the top of the generator and is made of slate. Perfection sealed plate batteries are used.

Closing starting switch starts the engine electrically. When the generator gets up to speed, the battery charges automatically. Opening switch stops the engine. High starting torque enables the engine to be cranked electrically while battery is in



low state of charge. An automatic electric stop positively stops the engine when the battery is fully charged; also stops it if the battery is charged at a high, injurious rate.

In case the battery is discharged too low to crank the engine electrically, the battery spark is available so the engine can be cranked by hand. The engine will charge the battery and supply current for lighting and motors, and deliver belt power at same time.

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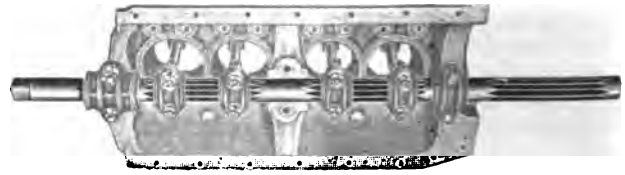
### Lewis Combination Reamer

The Lewis combination reamer is being placed on the market by the Lewis Tool Co., 915 Washington Avenue, Minneapolis, Minn. This reamer is designed to ream the connecting rod and main bearings of the Ford car, and it is stated that the work can be done in one and a half hours, as compared with eight hours by hand. A skilled mechanic is



not required to operate the device and a better and more lasting job is obtained, it is stated. Special sizes for use on other makes of cars can be furnished to order by the company.

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### Bradney Jack Screw

The chief feature of the Bradney jack screw, which is being placed on the market by the Bradney Machine Co., Inc., Middletown, N. Y., is that the supporting ram does not revolve. This eliminates the necessity of a swiveled cap, which, it is stated, is a constant source of trouble and wear.

This ram moves up and down in a square space extending to one inch below the top, leaving nothing to wear but steel case-hardened nut.

The load moves constantly upward and away from the operating lever, thus preventing possible injury to the hands, sometimes caused by the load following the operating lever and collapsing.

Another feature of this device is that the ram cannot possibly be raised out of the body while lifting a load, but when necessary the ram can be removed by taking out a locking pin placed there for that purpose.

The standard sizes of these jack screws range from 5 to 30 tons.

### Marathon Mats

Marathon mats, manufactured by the Marathon Tire & Rubber Co., Cuyahoga Falls, when placed on the running-board in front of each door prevent mud, dirt, and grease from being tracked into the car and ruining the floor carpet. They also prevent unsightly holes being worn in the running-board.

A small accelerator mat is also offered by this company, which covers holes made in the floor covering by the heel, and insures a non-slipping rest for the heel.

### Marathon Cord and Fabric Tires

A special feature of both the Marathon cord and fabric tires made by the Marathon Tire & Rubber Co., Cuyahoga Falls, Ohio, is that the same tough, wear-resisting stock which is used in the tread is

extended down over the side walls to the bead. This prevents chafing and scuffing off of the side walls when the tire is driven over rough, rutty, or frozen roads. Consequently, sand and water cannot get into the carcass and ruin it, it is stated.

### Genco Distilled Water Bottle

The Genco distilled water bottle and storage battery filler is made of glass, holds a half-gallon of water, and has a dial on top to show last date battery was filled; while through the fiber cap, and down into the bottle, is a Hydrometer Syringe,

which is used for transferring the water from bottle to storage battery cells, and testing the strength of the solution.

The old method of filling storage cells with distilled water, by pouring the water through a funnel, subjects the water to contamination from two sources: First, through contact with a metal funnel; second, through contact with dirt, dust and grease that have accumulated in the funnel.

With the Genco arrangement, the water comes in contact with no metal, and it is impossible for dirt, dust or grease to be injected into the cells.

The outfit is made by the General Scientific Equipment Co., 2718 West Lehigh Ave., Philadelphia, Pa.

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THE ELECTRIC STORAGE BATTERY CO.

# "Exide" Starting & Lighting Battery

## *The Battery with the Trade-mark that means something*

All over the country the "Exide" battery is known as the "Giant that Lives in a Box."

This title has been earned by this battery's sturdy dependable performance in the automobiles of thousands upon thousands of motorists, practically ever since the first electrical starter was put on a car.

"Exide" is the battery that experienced motorists *want*, because they know it is the battery that is *right* in every inch and detail.

It is the battery that experienced dealers like to *sell*, because they know it is the battery that makes satisfied and enthusiastic customers.

## THE ELECTRIC STORAGE BATTERY CO.

**The largest manufacturer of storage batteries in the world**

**1888 PHILADELPHIA, PA. 1919**

**New York Boston Chicago Washington Denver San Francisco St. Louis**
**Cleveland Atlanta Pittsburgh Minneapolis Kansas City Detroit Rochester**

**Special Canadian Representatives—Charles E. Goad Engineering Co., 105 Bond Street, Toronto, and Montreal**

***Batteries are made by this Company for every storage battery purpose***

THE ELECTRIC STORAGE BATTERY CO.

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# :orage Battery Replacements, Lighting System, eadlight Lens, Spark Plug, Piston Ring, Brake Lining nd Electric Lamp Data for all Cars 1912 to 1919

## REVISED MONTHLY

**)W TO USE THIS TABLE.**—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired; turn to e list of storage batteries, look for the serial number, which will give you a description of the battery with the price, F.O.B. Home Office.
**: CONTACT**—D. C. means Double Contact; S. C. means Single Contact.

| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Head-light): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| roit | 1913-14 | 34-40, D, F, K, L | A-L | 1897 | 529 | 291 | 705 | 898 | 1038 | 1373 | 1639 | 1132 | 429 | 2 | 1520 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-50, E | A-L | 1864 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 1/2 | 1/4 | |
| | 1915 | S Roadster | A-L | 1864 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1915 | S Touring | A-L | 1897 | 529 | 291 | 705 | 898 | 1038 | 1393 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | | | 7/8 | | | | | | | | 3 | 3/16 | |
| | 1916 | 8-80 | A-L | 1896 | 512 | 317 | 699 | 888 | 987 | 1319 | 1627 | 1214 | 430 | 3 | 1506 | | | | | | 9 | 10 3/4 | 7/8 | 2 1/4 | 3/16 | 50 | 2 1/4 | 3/16 | 54 | 1 1/2 | 3 1/4 | 1/4 | |
| | 1916-17 | 6-44 | Remy | 1821 | 508 | 317 | 821 | 829 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | SC | 171 | 81 | 63 | 63 | 8 1/2 | 9 5/8 | 7/8 | 1 3/4 | 3/16 | 36 | 2 | 3/16 | 36 | 2 | 3 1/2 | 3/16 | |
| | 1918 | 6-44 | Remy | | | | 717 | | 1069 | | 1641 | | | 4 | 1504 | | 125 | 81 | 63 | | | 9 1/2 | | 1 3/4 | 3/16 | 36 | 2 | 3/16 | 36 | 2 1/4 | | | |
| | 1918 | | | | | | | | | | | | | 10 | | SC | | | | | | | 7/8 | | | | | | | 2 1/2 | | | |
| | 1918 | 1 ton | | 1851 | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 5203-5367 |
| | 1918 | 2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/4 | | | 1503-1917 |
| | 1918 | 3 1/2 ton | | | | | | | | | | | | | 1504 | | | | | | | | 7/8 | | | | | | | 2 1/2 | | | 8079-8212 |
| cin. | 1914-15-16 | 35 H-P, A & B | Rush. | 1864 | 526 | | 705 | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 9 1/4 | | | | | | | | | | | |
| | 1917 | 35 H-P, A & B | Rush. | 1873 | | 337 | | 841 | 1004 | | | 1154 | 385 | 5 | 1533 | | | | | | | 9 1/4 | | | | | | | | | 4 1/4 | 1/4 | |
| | 1915 | 6-50, 6-60. | | | | | | | | | | | | | | | 170 | 84 | 64 | 64 | | | | | | | | | | | | | |
| | 1913 | 11 | G & D | | | 282 | | 886 | 1117 | | | | | | | DC | | | | | | | 7/8 | | | | | | | 2 1/4 | 4 1/2 | 1/4 | |
| n.. | 1919 | A | | | | | | | | | | | | | | | | | | | | | 7/8 | 2 | | | 2 | | | 2 | 3 1/4 | | |
| | 1913-14 | 40, 37 | A-L | 1897 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | 8 1/4 | 7/8 L | 1 3/4 | 5/32 | 36 | 1 3/4 | 5/32 | 36 | | 3 1/4 | 1/4 | 2000-2753 |
| | 1914-15 | 38, 40 | A-L | | 523 | 289 | 703 | | 1034 | 1353 | | 1210 | 425 | | | | 166 | 82 | 64 | 64 | 8 1/4 | 9 1/2 | 7/8 | | | | | | | | 3 1/4 | 1/4 | |
| | 1915-16 | 33, 34, 35, 37 | West | 1887 | 518 | 287 | 299 | 888 | 1029 | 1319 | 1635 | 1205 | 420 | 6 | 1508 | SC | 166 | 82 | 64 | 64 | | 9 1/2 | 7/8 | 1 3/4 | 5/32 | 36 | 1 3/4 | 5/32 | 36 | 1 3/4 | 3 1/4 | 1/4 | 349 -5233 |
| | 1917 | 37 | West | 1851 | 512 | 317 | 697 | 686 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 5/32 | 36 | 1 3/4 | 5/32 | 36 | 1 3/4 | 3 1/4 | 1/4 | 600 -16000 |
| | 1915 | 36 | Remy | | 518 | | | | 996 | | | 1146 | 362 | | | | | | | | | 9 1/2 | 7/8 | | | | | | | | | | |
| | 1918 | 41 | A-L | 1827 | 512 | | 697 | 886 | 987 | 1332 | 1627 | | 362 | | 1510 | DC | 125 | 81 | 63 | 63 | | 9 9/16 | 7/8 | 1 3/4 | 5/32 | 34 3/4 | 2 | 5/32 | 34 3/4 | 1 3/4 | | | 18000up |
| | 1915 | 4-27 | Remy | 1894 | | 332 | | 839 | | 1399 | | 1248 | | 8 | 1593 | | | | | | | 8 3/4 | M | 1 5/8 | 5/32 | 27 1/8 | 1 5/8 | 5/32 | 28 1/16 | | 3 1/4 | 3/16 | |
| | 1916 | C | Remy | 1844 | 533 | 331 | 748 | 839 | 987 | 1397 | | 1247 | 403 | 9 | 1593 | | | | | | | 8 5/8 | 7/8 T | 1 5/8 | 5/32 | 27 1/8 | 1 5/8 | 5/32 | 28 1/16 | | | | |
| | 1917 | E-17, F-17 | Al-Ch. | 1821 | | 317 | | 829 | 1063 | 1308 | | 1160 | 458 | 4 | 1504 | DC | 168 | 82 | 64 | 64 | | 8 3/4 | 7/8 | | | | | | | | 3 1/8 | 3/16 | |
| | 1913-14 | 50 | Peru | 1876 | 512 | 344 | | 924 | 1020 | | | 1280 | | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 4 | 1/4 | |
| | 1913-14 | Scout | Disco | 1874 | | 335 | | 912 | 1014 | 1403 | | 1238 | 396 | 11 | | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | 1 1/4 | | | |
| | 1913-14 | 30 | El-L | 1864 | 526 | 322 | | 896 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | 7/8 | | | | | | | | 3 | 5/32 | 1-250 |
| x.. | 1916-17 | A-Series I | G & D | 1830 | 514 | 317 | 719 | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | | 9 | 7/8 | 2 | 3/16 | 44 | 2 | 3/16 | 45 | 1 3/4 | | | 250-800 |
| | 1918 | 30 | | 1826 | | | 719 | 831 | 1073 | 1339 | | | 28 | 28 | | | 165 | | 61 | 62 | 9 | 9 1/2 | 7/8 | 2 | 3/16 | 44 | 2 | 3/16 | 45 | 2 1/4 | 3 1/8 | 5/32 | |
| | 1919 | | West | 1832 | | | | | | 1338 | | | | | | SC | | | | | 9 | 9 1/2 | 7/8 | 2 | 3/16 | 44 | 2 | 3/16 | 45 | 2 1/4 | 3 1/8 | 5/32 | |
| | 1913-14-15-16 | | G & D | 1806 | 527 | 323 | 715 | 902 | 1108 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | | | |
| | 1914-15 | 20 | West | 1806 | | 323 | 747 | 886 | 1051 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | 6 1/4 | 3/16 | |
| | 1916-17 | 19 | West | 1908 | | 299 | | 981 | | | | 1276 | 445 | 15 | 1554 | | | | | | | | | | | | | | | | | | |
| | 1917 | | West | 1806 | | 284 | | 902 | 1108 | | | 1225 | 414 | | | | | | | | | | | | | | | | | | 4 1/8 | 1/4 | |
| | 1913-14 | 44-45 | G & D | 1802 | | | | 900 | 1117 | | | 1223 | 411 | 16 | 1522 | DC | 170 | 82 | 64 | 64 | | | 7/8 | | | | | | | 2 | 4 1/8 | 3/16 | |
| | 1913-14-15 | | G & D | 1803 | 516 | | 713 | 900 | 1105 | | | 1222 | 410 | 17 | 1522 | | | | | | | | 7/8 | | | | | | | 2 | 3 1/4 | 3/16 | |
| | 1914 | | | 1861 | 520 | | | 892 | 996 | | | 1145 | 374 | 18 | 1512 | DC | | | | | | | M | | | | | | | | 3 1/4 | 3/16 | |
| | 1916 | K, EK | Bosch | 1896 | | 294 | | 899 | 1041 | | | 1221 | | 19 | 1521 | | | | | | | | 7/8 | | | | | | | | 3 1/8 | 3/16 | |
| g... | 1917 | Road., Tour. | Bosch | 1843 | | 333 | | 839 | | | | 1252 | 498 | 20 | 1531 | | 175 | 89 | 89 | 89 | | | 7/8 | | | | | | | | 3 1/4 | 3/16 | 1000-550 |
| | 1916-17 | 200A-300A. | West | 1851 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | | spot | | | | 9 1/2 | 7/8 | 2 1/2 | 3/16 | 47 1/2 | | | | | | | |
| | 1916-17 | AEC6-60 | Jesco | 1863 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1518 | | 129 | light | 63 | 65 | | | | | | | | | | | 4 1/2 | 1/4 | 5500-7500 |
| | 1914 | 4-45, 4-55 | Bijur | 1859 | 516 | 305 | | 892 | 1104 | 1355 | 1629 | 1146 | 410 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 5/8 | 3/16 | 34 | 2 1/4 | 3/16 | 40 | 2 1/4 | 4 1/4 | 1/4 | 8000-85000 |
| | 1914 | 6-60, 6-45 | Bijur | 1851 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 1 5/8 | 3/16 | 34 | 2 1/4 | 3/16 | 40 | | 4 | 1/4 | 8500-120000 |
| | 1915 | 4-40, 6-48 | West | 1851 | 520 | 320 | 713 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 10 | 7/8 | 1 5/8 | 3/16 | 34 | 2 1/4 | 3/16 | 40 | 2 1/4 | 3 1/2 | 1/4 | 12000-13000 |
| | 1916 | All | Bijur | 1851 | 512 | 317 | [illegible] | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | 9 | 9 1/2 | 7/8 | 1 5/8 | 3/16 | 34 | 2 1/4 | 3/16 | 40 | 2 1/4 | 3 1/2 | 1/4 | 13000-18000 |
| | 1917 | 6-17, 8-17 | Bijur | 1851 | 512 | 317 | 697 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 8 | 7/8 L | 2 | 3/16 | 46 | 2 1/4 | 3/16 | 49 7/16 | 2 1/4 | 3 1/2 | 3/16 | 17000-190.. |
| | 1918 | All | Bijur | 1817 | 508 | | | 829 | 1309 | | | | 450 | | 1504 | | 168 | | 64 | 64 | | | 7/8 | 2 | 3/16 | 46 | 2 1/4 | 3/16 | 49 7/16 | 1 3/4 | 3 1/4 | 3/16 | |
| | 1917 | 1, 2, 3, 4 | Disco | 1851 | | 327 | | 883 | | | | 1294 | 360 | 23 | | | 168 | | 64 | 64 | | | 1/2 | | | | | | | 1 3/4 | | | |
| | 1918 | 25 | Bijur | 1817 | | | 819 | | | | | | | | | | 168 | | 64 | 64 | 8 1/4 | 7 3/4 | 7/8 | 2 | 3/16 | 46 | 2 1/4 | 3/16 | 49 7/16 | 1 3/4 | 3 1/4 | 3/16 | 1900 up |
| | 1919 | 8-19 | Bijur | 1817 | | | | | 1309 | | | | 450 | | | SC | | | | | 8 1/4 | 7 3/4 | 7/8 | 2 | 3/16 | 46 | 2 1/4 | 3/16 | 49 7/16 | 1 3/4 | 3 1/4 | 3/16 | |
| | 1914-15. | All | | | | | | | | | | | | | | | 170 | 82 | 82 | 82 | | | | | | | | | | | 4 1/8 | 1/4 | 126-1550 |
| s.. | 1914-15. | All | | | | | | | | | | | | | | | 170 | 82 | 64 | 64 | | | | | | | | | | | | | |
| | 1917 | 1-2, 3-4 | | | | | | | | | | | | | 1501 | | | | | | | | | | | | | | | | | | |
| | 1918 | 18 | | 1826 | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916 | All Models | Disco | | | | | | | | | 1230 | | | | | | | | | 8 | 9 | 1/2 | 1 | 1/8 | 16 | 1 1/8 | 1/8 | 23 1/2 | 1 3/4 | 3 1/8 | 3/16 | 18001 up |
| | 1916 | HW, KW | | 1851 | | | | 886 | 1003 | | | 1293 | | 7 | 1506 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 13 1/2 | | | | 2 1/2 | 4 1/8 | 3/16 | 800-1000 |
| | 1918 | KW 2 & 3 1/2 ton | Remy | | | | 697 | | | | | | | 21 | 1518 | | | | | | | | 7/8 | 3 1/2 | 1/4 | 11 1/4 | 3 1/4 | 1/4 | 13 | 2 1/2 | 4 1/2 | 3/16 | 1100-1300 |
| | 1916 | 6 R, 6 C, 6 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 3/16 | 2004-4028 |
| | 1917 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 3/16 | 4029-4398 |
| | 1918 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 1/8 | 3/16 | 4501 up |
| | 1914 | 4-41, 6-46, 34L | Remy | 1864 | 526 | 322 | 705 | 896 | 1004 | 1379 | 1627 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 3/8 | 3 1/4 | 1/4 | |
| | 1914 | 4-40 | West | 1851 | 526 | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2 3/8 | 4 1/2 | 1/4 | |
| | 1914-15 | 4-40, 6-40 | Remy | 1863 | 526 | 321 | 697 | 896 | 1003 | 1323 | 1631 | 1152 | 382 | 21 | 1518 | DC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 3/8 | 3 1/2 | 3/16 | |
| | 1915 | 6-40 | Remy | 1818 | 508 | 321 | 822 | 963 | 1074 | 1303 | 1641 | 1138 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2 3/8 | 3 1/2 | 3/16 | |
| | 1916 | 6-40A | Delco | 1830 | 514 | 320 | 822 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | 1 3/4 | 5/32 | 39 | 2 | 5/32 | 40 3/4 | 2 1/4 | 3 1/2 | 3/16 | |
| | 1916 | 4-38, 6-38 | Remy | 1818 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1631 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 1/4 | 3 1/8 | 3/16 | |
| | 1917 | 6-39 | Remy | 1818 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 3/8 | 5/32 | |
| | 1917 | 6-44 | Delco | 1830 | 514 | 320 | 719 | 831 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 2 | 3 1/2 | 3/16 | |
| | 1917 | 4-39 | Remy | | 508 | | | | 1061 | | | | 454 | | 1504 | | | | | | 9 | 10 | 7/8 | | | | | | | 2 | | | |
| | 1918 | 6-44 | Delco | 1830 | 508 | | 719 | 831 | | 1337 | | | | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 8 5/8 | 9 1/2 | | | | | | | | 2 | 3 1/2 | 3/16 | |
| | 1918 | 6-39B | Remy | 1817 | 508 | | 717 | | | 1309 | 1641 | | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | 8 5/8 | 9 1/2 | 7/8 | 1 3/4 | 3/16 | 42 1/2 | 2 | 3/16 | 44 | 2 | 3 1/4 | 3/16 | |
| | 1919 | 6-39 H & K | | 1817 | | | | | | | | | | | | SC | 165 | | | | 8 1/2 | 9 1/2 | 7/8 | 1 3/4 | 3/16 | 40 | 2 | 3/16 | 42 1/2 | 2 1/4 | | | |

...delabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufactures on account of quantity buying.

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# Champion

## Dependable Priming Plugs

## Equip Your Engine So It Sure-Fires When Cold

CHAMPION Dependable Priming Plugs sure-fire cold motors because, with the priming cup right in the plug, the gasoline trickles down the core of the plug and drips from the sparking point where the spark jumps and is the hottest.

They are imperative in cold weather for the hundreds of thousands of cars that do not have priming cups, and are infinitely better for those that do, because priming cups let the gas in too far from the spark plug. Every car can be easily equipped with these plugs in a few minutes.

Now is the time for dealers to order.

**Champion Spark Plug Company, Toledo, Ohio**

*Champion Spark Plug Co. of Canada, Limited, Windsor, Ontario*

Digitized by Google

| Make | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1914 | 77 | Leece N. | 1864 | 526 | 323 | | 886 | 1004 | 1380 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅛ | | | | | | | 3 | 4½ | ¼ | |
| | 1914-15 | 77, 66 | West. | 1863 | 526 | 322 | | 896 | 1003 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅛ | | | | | | | 3 | 4½ | ¼ | 1400-6075 |
| | 1915-16 | *48-66, †36-66 | West. | 1896 | 529 | 292 | | 898 | 1037 | 1374 | | 1215 | 430 | 3 | 1512 | DC | Spec | | 63 | 63 | | | ⅛ | 3 | 5/16 | 50 | re | rw | heel | 3 | 4½ | 5/16 | F 012-F 1045 |
| | 1917-18 | Highway King | | 1839 | | | | | | | 1645 | | | | 1512 | SC | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | 3 | ¼ | 42 | | 2⅞ | 5/16 | |
| | 1919 | Highway | Delco | 1839 | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | | ¼ | 42 | | 2⅞ | 5/16 | 2492-2963 |
| | 1919 | XXI-F | | | | | | | | | | | | | | | | | | | 8 | 7⅜ | ⅞ | 2½ | 1/16 | 52 | 2½ | 1/16 | 65 | 1¾ | 4¾ | 5/16 | |
| | | | | | | | | | 987 | | | | | | | | | | | | | | ½ | 2½ | ⅛ | 14 | 2½ | ⅝ | 16 | | | | 1-1069 |
| | | | | | | | | | | | | | | | | | | | | | 8½ | 9½ | | 1½ | ⅝ | 27⅓ | 1½ | | 31⅝ | | | | |
| | 1918 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1919 | A. B. C. | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | 1/32 | 24 | 2 | 1/32 | 28 | 2½ | | | |
| | 1916 | A-16 | Disco | 1851 | 536 | 331 | 728 | 886 | 1009 | 1389 | | 1293 | 389 | 7 | 1527 | SC | | | | | | 9½ | | 1¼ | 1/32 | 24 | 2 | 1/32 | 28 | 2½ | | | 1082 up |
| | 1916 | | | | | | | | | | | | | | 1527 | | 175 | 67 | 67 | 67 | | 9½ | | | | | | | | | 3¼ | ¼ | |
| | 1917 | A-17 | G & D | 1851 | | 317 | | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | | | | | | | | | 1½ | 3½ | ¼ | |
| | 1918 | 18 | | 1819 | | | 697 | | | | | | 458 | | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | | | | | | | 1⅜ | 3¾ | ¼ | |
| | 1914 | | | 1861 | 520 | | | 892 | 997 | | | 1145 | 374 | 18 | 1512 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17 | West | 1826 | 514 | 319 | | 831 | 1073 | | | 1189 | 479 | 28 | 1510 | | | | | | | | | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1918 | 17 | | | | | 719 | | | | | | 489 | | | | | | | | | 9¼ | | 2 | ⅝ | 44 | 2½ | ⅝ | 43 | 2½ | | | |
| | 1912-14 | | | | | | | 926 | 1052 | | | | | | | | | | | | | | | Ba | se | | | | | | | | |
| | 1915-16 | | | | | | | 892 | | | | 1146 | | | | | 169 | 81 | 63 | 64 | | 9⅜ | | 1⅜ | ⅝ | 36 | 2 | ⅝ | 43 | | | | |
| m | 1918 | D-2 & E-3ton | G & D | | | | | 831 | | | | | | | | | 129 | 81 | 63 | 64 | 8½ | 7½ | | 1¼ | ⅝ | 38 | 2½ | ⅝ | 41¼ | 2 | 3¼ | ¼ | 1001-6000 |
| | 1919 | D, E, F | G & D | | | | | | | | | | | | | SC | | | | | 7⅜ | 8⅝ | ⅞ | 2 | ⅝ | 50¼ | 3 | ⅝ | 51⅞ | 2 | 4 | ⅝ | |
| | 1916 | C & D | G & D | | | 324 | | | 987 | 1365 | | | | 29 | | SC | | | | | | | | | | | | | | 2⅛ | | | |
| | 1916-17 | D | G & D | 1833 | 515 | 324 | | 832 | 1118 | 1365 | | 1172 | 480 | 29 | 1511 | SC | 165-81 | | 63 | 64 | | | | | | | | | | 2⅛ | | | |
| | 1917 | D&H Ser. 1917 | | 1834 | | | | | | | | | | | 1505 | | | | | | | | | | | | | | | | | | |
| | 1918 | D | | | | | 720 | | | | | | | | | | 165 | | 63 | 63 | | 9⅜ | | | | | | | | 2⅛ | | | |
| | 1917 | 4 tons, 4 road | | | | | | | | | | | | | | | 175 | | 67 | 67 | | 9⅜ | | | | | | | | | | | |
| | 1917 | "6 D" Tour. | | | | | | | | | | | | | | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | ⅝ | |
| | 1918 | Super 4 | | 1849 | | | | | | | | | | | | | 123 | 81 | 65 | 63 | | | | | | | | | | | 3⅛ | ⅝ | |
| | 1918 | | | | | | | 956 | | | | | | | | | | | | | | 9 | | | | | | | | | | | |
| e Tr.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ris | 1916-17 | 16 & 17 | G & D | 1851 | 514 | 317 | | 979 | 987 | 1323 | | 1134 | 370 | 30 | 1506 | SC | | | | | | | | | | | | | | 2 | 3¼ | ⅝ | |
| | 1918 | 18A & B | | | | | 697 | | | | | | | 30 | | | | | | | | | | | | | | | | 2¼ | 3¼ | ⅝ | |
| Gr. Co. | 1915-16 | | | | | | | 894 | | | | 1146 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 9⅝ | | | | | | | | | | | |
| | 1916-17 | 41 | U. S. L. | 1848 | 542 | 340 | | 984 | 1100 | 1412 | | 1262 | 505 | 31 | 1539 | SC | 143 | 83 | 63 | 64 | | | | 1¼ | ⅝ | 11½ | 2 | ¼ | 18 | 2½ | 4 | ¼ | |
| | 1918 | | | 1848 | | | 752 | | | | | | | 31 | 1539 | | 143 | 83 | 63 | 64 | | | | | | | | | | 2½ | 4 | ¼ | |
| Detroit | 1915-16 | C, C-5 | | | | | | | | | | | | | | | 166-82 | | 64 | 84 | 7½ | 8½ | | 1¼ | ⅝ | 23⅝ | 1¼ | ⅝ | 34⅝ | | | | |
| | 1918 | H | | | | | | | | | | | | | | SC DC | | | | | 7½ | 8½ | | | | | | | | 2¼ | 3¼ | ¼ | |
| | | | | | | | | | | | | | | | | | | | | | | 8½ | M | | | | | | | | | | |
| | 1914-15 | 14 & 15 | Apelco | 1867 | 533 | 331 | 728 | 908 | 1009 | 1389 | 1653 | 1230 | 389 | 32 | 1527 | | | | | | | 7½ | | | | | 1¼ | ⅝ | 35 | 1½ | | | B 101 to B 4500 |
| | 1915 | 15 | Split'f | 1900 | 533 | 295 | 728 | 910 | 1043 | 1389 | 1667 | 1265 | 437 | 33 | 1529 | SC | 167 | 67 | 67 | | 7 | 8 | | 1½ | ⅝ | 27⅝ | 1½ | ⅝ | 27⅝ | 1½ | 3½ | ¼ | 5001 to 8750 |
| | 1916 | 4-38, 8-38 | Apelco | 1870 | 534 | 307 | 728 | 908 | 1012 | 1394 | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | | 64 | 64 | | | | 2 | ⅝ | 10 | 1½ | ⅝ | 27⅝ | 1½ | 3 1/16 | ⅝ | 15001 to 22213 |
| | 1917 | 4-24 | Apelco | 1856 | 513 | 325 | 698 | 887 | | 1331 | 1644 | 1144 | 466 | 35 | 1507 | DC | 125 | | 63 | 64 | | | | 1½ | 1/32 | 27⅝ | 1½ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅝ | |
| | 1918 | 24 | | 1854 | | 513 | | | | 1331 | | 1141 | 478 | | 1507 | SC | 129 | | 63 | 64 | | | | 1½ | 1/32 | 27⅝ | 1½ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅝ | 22214 to 31003 |
| | 1918 | T-24 | | 1854 | | 513 | | | | | | 1141 | 478 | | | SC | | | | | 8 | 10 | | 1⅜ | ½ | 30 | 2 | ½ | 30 | 1⅜ | | | 31004 |
| | 1919 | 4-24 | | | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1½ | 1/32 | 27⅝ | 1½ | 1/32 | 27⅝ | 1¾ | 3⅜ | ⅝ | |
| -Atlas | 1915-16 | | | 1874 | 533 | | 785 | 908 | 1009 | | | 1232 | | 36 | 1594 | | | | | | | | | | | | | | | | | | |
| y | 1914-15-16 | | Dyneto | 1864 | 526 | 322 | 705 | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | 7⅝ | | | | | | | | 2⅜ | | | |
| | 1918 | | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | | | | |
| | 1913 | | | | | | | 924 | | | | | | | | | | | | | | 7⅝ | L | 1⅝ | ⅝ | 40⅝ | 1⅝ | ⅝ | 52⅞ | | 4¼ | ¼ | |
| | 1914 | | | | | | | 892 | | | | | | | | | | | | | 7½ | 8⅝ | L | 1⅝ | ⅝ | 35 | 1⅝ | ⅝ | 37⅞ | | 3¼ | ⅝ | |
| | 1917 | 50 Ser 700 | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| | 1914 | B-24, 25, 36, | | | | | | | | | | | | | | | 165 | 81 | 63 | | | | | | | | | | | | | | |
| | | 37, 54, 55 | Delco | 1836 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 37 | 1507 | SC | 165 | | 63 | 63 | 8½ | 9¾ | L | 1⅝ | ⅝ | 46½ | 2⅜ | ⅝ | 49⅝ | | 3¼ | ⅝ | |
| | 1915 | C-24, C-25 | Delco | 1836 | 515 | 328 | 789 | 964 | 1083 | 1369 | 1628 | 1143 | 365 | 38 | 1507 | SC | | | | | | | | | | | | | | | 3¼ | ⅝ | |
| | 1915 | C-36, 37, 54, | | | | | | | | | | | | | | | | | | | 7½ | 8½ | L | 1⅜ | ⅝ | 35 | 1⅝ | ⅝ | 38½ | | 3¼ | ⅝ | |
| | | 55 & C4 | Delco | 1831 | 514 | 321 | 788 | 963 | 1074 | 1308 | 1643 | 1187 | 473 | 39 | 1510 | SC | | | | | | | | | | | | | | 2⅛ | 3¾ | ⅝ | |
| | | | | | | | | | | | | | | | | | | | | | | 9½ | L | 1⅜ | ⅝ | 46½ | 2⅜ | ⅝ | 49⅝ | | | | |
| | 1916 | D-44, 45, 46, 4 | Delco | 1821 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | | | | | | | | | | | | | | 1⅜ | 3¼ | ⅝ | |
| | | | | | | | | | | | | | | | | | 167 | | 63 | 63 | | | L | 2 | ⅝ | | 2 | ⅝ | | | | | |
| | 1916 | D-54, 55 | Delco | 1830 | 519 | 320 | 822 | 965 | 1075 | 1367 | 1641 | 1179 | 507 | 41 | 1510 | SC | 165-81 | | 63 | 63 | 6¾ | 8 | | 1⅝ | ⅝ | 46½ | 2⅜ | ⅝ | 49⅝ | 2⅛ | 3¼ | ⅝ | |
| | | | | | | | | | | | | | | | | | 169 | | 63 | 63 | 8½ | 9¼ | | | | | | | | | | | |
| | 1917 | All Models | Delco | 1816 | 508 | 315 | 821 | 967 | 1061 | 1345 | 1641 | 1162 | 467 | 42 | 1504 | SC | 165-81 | | 63 | 63 | | 9¼ | | 1⅝ | 1/32 | 35⅛ | 1⅞ | 1/32 | 38⅛ | 2⅛ | 3¼ | ⅝ | |
| | 1918 | D-34, 35, 37, | Delco | | 514 | 315 | 821 | 965 | 1061 | 1345 | 1641 | | 467 | 42 | 1504 | | 125-81 | | 63 | 63 | 8½ | 9¼ | | 1⅝ | 1/32 | 35⅛ | 1⅞ | 1/32 | 38⅛ | 1¾ | | | |
| | | E-49 | | | | | | | | | | | | | | | | | | | 8½ | 9¼ | | | | | | | | | 3⅜ | ⅝ | |
| | 1919 | A, D | Dyneto | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅝ | 40 | 2 | 1/32 | 36 | 2⅜ | 3⅜ | ⅝ | |
| | 1913 | 1913 | Delco | 1808 | 528 | 353 | 794 | 971 | 1110 | 1372 | | 1228 | 416 | 44 | 1526 | DC | | | | | 8¾ | 9¼ | | 2½ | ⅝ | 49 | 2½ | ⅝ | 53½ | 1⅜ | 4½ | ¼ | 7500-900, 18 |
| | 1914-15-16 | All Models | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 15 | SC | 167 | Spec | 61 | 61 | | | | 2½ | ⅝ | 51 | 2½ | ⅝ | 53 | 1¼ | 3⅛ | ⅝ | 91005-99999-A 1- |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3⅛ | ⅝ | A 38003 |
| | 1917 | All Models | Delco | 1800 | 532 | 300 | 793 | 969 | 1119 | 1350 | 1640 | 1219 | 434 | 46 | 1521 | SC | 167 | Spec | 61 | 61 | 7 | 8 | ½ | 1¾ | ⅝ | 35⅝ | 1¾ | ⅝ | 36¼ | 1⅜ | | | 55-A-1 to 555-2 |
| | 1918 | Type 57 | | 1880 | 532 | 300 | 793 | 969 | | 1350 | 1640 | | | 46 | 1521 | SC | 167 | 81 | 61 | 61 | | | S | | | | | | | 1⅜ | | | 57-A-1 to 57-Z-1008 |
| | 1919 | Type 57 | Delco | 1800 | | | | | | | | | | | | SC | | | | | 8¾ | 9¼ | ⅞ | 2½ | ⅝ | 51 | 2½ | ⅝ | 54 | | 3⅛ | | 57AA-1 up |
| ruck | 1916-17 | 1 ton series B F | G & D | 1851 | | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | S | 1⅝ | ⅝ | 36⅝ | 1⅝ | ⅝ | 30⅛ | | | | |
| | 1918 | "Four" | | 1817 | | | | | | | | | 467 | 61 | 1504 | SC | | | | | | | S | 1⅜ | ⅝ | 35 | 1⅜ | ⅝ | 37⅛ | | 3¼ | ⅝ | |
| | 1912-13-14 | | | | | 282 | | | 1117 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| | 1913-14 | 5 | Jesco | 1879 | 557 | 345 | 756 | 924 | 1021 | 1419 | | 1281 | 407 | 47 | 1557 | DC | 166 | 82 | 82 | 64 | | | | 1⅝ | ⅝ | 41¼ | 1⅝ | ⅝ | 42⅞ | | 4⅛ | ⅝ | |
| | 1914-15 | 7 & 9 | Delco | 1831 | 514 | 321 | 788 | 831 | 1074 | 1332 | 1635 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 61 | 61 | | | | | | | | | | | 3½ | ¼ | |
| | 1914 | O, S, M-35 | West | 1898 | 523 | 289 | 705 | 886 | 1035 | 1375 | 1637 | 1211 | 426 | 48 | 1520 | SC | 167 | 81 | 81 | 63 | 7½ | 8½ | | 1⅝ | ⅝ | 40½ | 1⅝ | ⅝ | 40⅝ | | 4¼ | ¼ | 22751-26333 |
| | 1914-15 | 13, 14 | West | | 529 | 291 | 707 | 898 | 1039 | | 1639 | | 431 | | | | | | | | 7½ | 8½ | | 2 | ⅝ | 40⅝ | 2 | ⅝ | 44⅝ | | | | 26333 |
| | 1914-15 | R | West | 1889 | 518 | 286 | | 888 | 1031 | 1318 | 1635 | 1207 | 422 | 49 | 1508 | SC | 165 | 81 | 63 | 81 | 7¾ | 8¾ | | 1⅜ | ⅝ | 40 | 2 | ⅝ | 45 | | 3¼ | ⅝ | |
| | 1916 | T | West | 1887 | 509 | 287 | 696 | 888 | 1027 | 1320 | 1633 | 1202 | 419 | 50 | 1502 | SC | 167 | 81 | 65 | 65 | | | | | | | | | | 2⅛ | 3⅝ | ⅝ | 28341-31350 |
| | 1917 | T-17 | A-L | 1851 | 512 | 317 | | 831 | 988 | 1327 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | 81 | 65 | 65 | | | M | | | | | | | 2⅛ | 3⅝ | ⅝ | 31351-32354 |
| | 1918 | U | | 1818 | 508 | 317 | 697 | 886 | | 1327 | 1641 | | 467 | | 1510 | SC | 167 | 81 | 63 | 63 | | | M | | | | | | | 2⅛ | 3¼ | ⅝ | 32355-34856 |
| | 1919 | U-19 | West | 1832 | | | | | | 1340 | | | | | | SC | | | | | 8¾ | 9¾ | ⅞ | 1¾ | 1/32 | 40 | 2 | 1/32 | 45 | 2⅛ | 3⅝ | ⅝ | 34856 up |
| | 1913-14 | 19 | West | 1888 | 520 | 286 | 701 | 892 | 997 | | | 1145 | 374 | 52 | 1508 | SC | 169 | 81 | 81 | 63 | | | | | | | | | | | 5 | ⅝ | |
| | 1914 | | West | 1861 | 520 | 319 | | 892 | | | | | 373 | 22 | 1512 | | | | | | | | | 2 | ⅝ | 42 | 2 | ⅝ | 44 | | 5 | ⅝ | |
| | 1914-15-16 | 19 | West | 1859 | | | 701 | 892 | 996 | | | 1146 | | 52 | 1508 | SC | 169 | 81 | 63 | 63 | | | | 2 | ⅝ | 42 | 2⅜ | | 44 | | 5 | ⅝ | |
| | 1916 | 21 | | | | | | 892 | 1009 | | | 1232 | | | | | | | | | 9 | 9½ | | 2 | ⅝ | 42 | 2⅜ | ⅝ | 44 | 2½ | 5 | ⅝ | |
| | 1913-14 | 17, 18, 19 | | | | 277 | 808 | | 1120 | | | | | | | DC | 166 | 82 | 64 | 64 | | | | | | | | | | 2½ | 4¼ | ⅛ | |
| | 1913-14 | 17, 18, 19 | | | | 279 | 804 | | 1121 | | | | | | | DC | 166 | 82 | 64 | 64 | 8½ | 9 | | 2 | ⅝ | 34⅝ | 2⅜ | ⅝ | 37 | | 4¼ | ⅛ | |
| | 1914-15 | 24, 26, 26B, 29 | ChalEnts | 1913 | 550 | 308 | 804 | 975 | 1114 | 1423 | | 1287 | 449 | 53 | 1576 | DC | 180 | | 72 | 72 | | 8¼ | L | 1⅜ | ⅝ | 35¼ | 1 | ⅝ | 37⅝ | | 3½ | ⅛ | 38600-41599 |
| | | | | | | | | | | | | | | | | | | | | | 7¼ | 8⅝ | | 2 | ⅝ | 42 | 2⅜ | ⅝ | 44 | | | | |
| | 1915-16-17 | 32 (6-40), 35 | | | | | | | | | | | | | | | 165-81 | 81 | 63 | 63 | | | | 2 | ⅝ | 34¼ | 2⅜ | ⅝ | 37⅝ | | 3⅛ | ⅛ | |
| | | (6-30) | West | 1822 | 511 | 303 | 727 | 977 | 1087 | 1344 | 1677 | 1174 | 472 | 54 | 1595 | SC | | | | | | 10⅝ | | 1⅜ | ⅝ | 15 | 1⅜ | ⅝ | 15 | 2⅜ | | | (1916) 41700-40699 |
| | 1916 | 35A | West | | 511 | | | 977 | 1076 | | | 1185 | | | | | | | | | 9 | 10½ | L | 1⅜ | ⅝ | 43 | 2 | ⅝ | 45⅛ | | | | 45000-45799 |
| | 1918 | 6-30 | West | 1822 | | | 727 | 977 | 1087 | 1344 | | | 472 | | 1595 | | 165 | | 63 | 63 | 8⅜ | 7⅜ | | 1½ | ⅝ | 41¼ | 1¼ | ⅝ | 43½ | 2⅜ | 3¼ | ⅝ | 94001-111000 |
| | 1919 | 6-30 | Autos L. | 1822 | | | | | | 1344 | | | | | | SC | | | | | 7⅜ | 8⅜ | ⅞ | 1⅜ | ⅝ | 41¾ | 1¾ | ⅝ | 43⅛ | 2⅜ | 3¼ | ⅝ | 111001 up |
| m | 1916 | A & B | Split'f | 1821 | 508 | 317 | 821 | 829 | 1063 | | | 1160 | 458 | 4 | 1504 | | | | | | 8½ | 9½ | | 1⅜ | ⅝ | 48⅝ | 2 | ⅝ | 43 | | | | |
| | 1913-14-15 | All Models | G & D | 1888 | 518 | 286 | 699 | 888 | 1030 | 1321 | 1635 | 1206 | 421 | 52 | 1508 | SC | 165 | 81 | 63 | Spec | | 9⅛ | | 1⅜ | ⅝ | 43 | 2 | ⅝ | 45⅛ | 2 | 3⅜ | ¼ | 1-15,000 |
| | 1916 | 17 series, 10000 | G & D | 1851 | 512 | 317 | 697 | 886 | 988 | 1309 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | | 63 | 63 | | | | 1¼ | ⅝ | 43 | 2 | ⅝ | 45⅛ | 2 | 3⅜ | ⅝ | 15001-35000 |
| | 1917 | Series 18 | G & D | 1817 | 512 | 316 | | 886 | | | 1641 | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | | | 1¼ | ⅝ | 43 | 2 | ⅝ | 45⅛ | | | | 35001-61000 |
| | 1918 | | West and G & D | 1817 | | | 717 | 829 | 1061 | 1323 | 1641 | | 467 | 5 | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | 1⅝ | ⅝ | 35 | 1⅝ | ⅝ | 35⅛ | 2 | 3¼ | ⅝ | 35001-61000 |
| | 1919 | 27 | West | 1817 | | | | | | | | | | | | SC | | | | | 8½ | 10¾ | ⅞ | 1¾ | ⅝ | 43 | 2 | ⅝ | 45⅛ | 2 | 3¼ | ⅝ | 61001 to |

ndelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd are sometimes made for manufacturers on account of quantity buying.

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Supplied with mercerized cotton or silk covered wires; different styles for use on 110 volt and 32 volt lighting circuits, or with dry cell or storage batteries.

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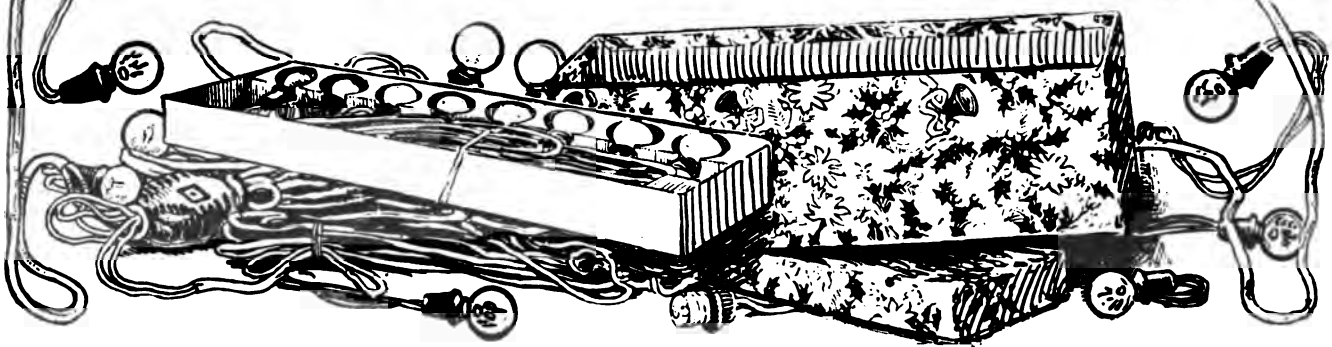


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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | O-172, 173 | | 1830 | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1912-13-14 | Little6, TypeC | A-L | | 529 | 291 | 707 | 898 | 1318 | 1373 | | 1215 | | | | | 166 | 82 | 82 | | | | | Em | er | genc | y S | er | vice | | | | |
| | 1914-15 | L, H2, H4 (Baby Grand); | | | | | | | | | | | | | | | | | | | | 9½ | | 1⅝ | ⅝ | 35⅝ | 1⅝ | ⅝ | 35 | | 3 11/16 | ⅛ | |
| | | H2½ (Royal Mail) | A-L | 1897 | 520 | 320 | 701 | 886 | 996 | 1355 | 1627 | 1146 | 373 | 2 | 1512 | DC | 166 | 82 | 82 | | | | | 1⅝ | 3/32 | 27 | 1⅝ | 3/32 | 28 | 2 | 3 11/16 | ⅛ | |
| | 1914-15 | L, H2, H4, H3 Monroe | A-L | | | 317 | 701 | 892 | 987 | 1355 | 1629 | 1293 | 429 | 2 | 1512 | SC | 167 | 81 | 63 | | 6¾ | 8 | | 1¼ | ⅝ | 26½ | 1¼ | ⅝ | 27½ | | 3 | ⅛ | |
| | | | | | | | | | | | | | | | | | | | | | | | L | C. | B | as. | | | | | | | |
| | 1916 | Baby Grand, Amesbury, Royal Mail | A-L | | | | 697 | 886 | 987 | | | 1293 | 362 | 7 | | | | | | | | 8 / 8½ | | 1⅝ | 3/32 | 35 | 1⅝ | 3/32 | 35 | 2 | 3 11/16 | ⅛ | |
| | 1916-17 | 4-90 | A-L | 1820 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 456 | 56 | 1504 | DC | 166 | | 81 | | | | | 1¼ | 3/32 | 26½ | 1¼ | 3/32 | 27½ | 2⅛ | | | |
| | 1917 | Baby Grand | A-L | 1851 | 508 | | | 886 | | | | 1102 | 362 | 57 | 1510 | DC | 166 | | 63 | 63 | | | | 1¼ | 3/32 | 34½ | 1¼ | 3/32 | 37⅝ | 2 | 3 11/16 | ⅛ | |
| | 1918 | 490 | A-L | 1820 | | | | 829 | | 1306 | 1641 | | | | 1504 | | 124 | 41 | 63 | 64 | | | | | | | | | | 2 | 3 11/16 | ⅛ | |
| | 1918 | F. A. Baby Gr. | A-L | | | | | 831 | | | 1643 | | 464 | 28 | 1510 | | 124 | 81 | 63 | 64 | | 8½ | | | | | | | | | | | |
| | 1918 | D-8 cyl | A-L | | 515 | | | 833 | | | | | | | | | 124 | 81 | 63 | 64 | | | ⅞ | | | | | | | 1¾ | 3⅜ | ⅛ | |
| | 1919 | 4-90 | Auto-L | 1820 | | | | | | 1303 | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¼ | 3/32 | 26½ | 1¼ | 3/32 | 27½ | 2⅛ | 3 11/16 | ⅛ | |
| | 1919 | Baby Grand F. B | Auto-L | | | | | | | | | | | | | DC | | | | | 7½ | 8½ | | 1¾ | 3/32 | 34½ | 2 | 3/32 | 37⅛ | 2 | 3 11/16 | ⅛ | |
| | 1917 | C | G & D | | | 320 | | 886 | 987 | | | 1293 | | | | | | | | | | | | | | | | | | 1½ | 3⅜ | ⅛ | |
| | 1918 | G-6-4, G-6-5 | | | | | | | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | C-6-60, 6-C | G & D | 1851 | | | | 890 | 987 | | | 1293 | 362 | 58 | 1510 | DC | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | 4-40, 4-50, 6-60 | Delco | 1919 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | 11⅛ | ⅞ | 2½ | ⅛ | 48¾ | 2½ | ⅛ | 44¾ | 2½ | 4⅛ | ⅛ | 7001-1100 |
| | 1914-15 | 9-4, 9-6, Big 6 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | | 169 | 83 | 61 | 62 | | 10½ | ⅞ | | | | | | | 2½ | 4¼ | ⅛ | 14001-15000 M d.4; 16001-170121 Mod.6 |
| | 1915 | 10-4, Std. 4, Little 6 | Delco | 1830 | 514 | 321 | 788 | 963 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | 165 / 169 | 81 / 83 | 61 | 62 | 8½ | 9 | ⅞ | | | | | | | 2½ | 4¼ / 4¼ | ⅛ / ⅛ | 27001 / 30000 |
| | 1916 | 4-40, 6-66, 8-50 | Delco | 1830 | 514 | 320 | 822 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 59 | 1510 | SC | 169 | | 61 | 62 | 8½ | 9 | ⅞ | 2 | ⅛ | 40¼ | 2 | ⅛ | 43¾ | 2⅝ | 4¼ | ⅛ | 30001-40000 |
| | 1917 | 8-60, 8-61, 8-62 | Delco | 1825 | 508 | 318 | | | 1072 | 1367 | 1643 | 1190 | 479 | 60 | 1510 | SC | 165 | | 61 | 61 | 8¼ | 9¼ | ⅞ | | | | | | | | 3½ | ⅛ | 40001-50000 |
| | 1918 | 870 | Delco | 1827 | 508 | | 822 | | | 1346 | 1643 | | 479 | 173 | | SC | 129 | 63 | 61 | 62 | 8½ | 9⅜ | ⅞ | 1¾ | 3/32 | 43½ | 2 | 3/32 | 45 | 2⅝ | 3½ | ⅛ | 50001-52265 |
| | 1919 | Aero 870 | Delco | 1827 | | | | | | 1346 | | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 1¾ | 3/32 | 43⅛ | 2 | 3/32 | 45 | 2⅝ | 3½ | ⅛ | 52266 up |
| | 1917 | M | Dyneto | 1821 | | 317 | | | 1063 | | | 1160 | | 4 | 1504 | | | | | | | | ⅞ | | | | | | | 2⅝ | | | |
| | 1917 | 6-35 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1917 | A | Ward-L | 1817 | 508 | 316 | | | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | 8⅝ | ⅞ | 1½ | ⅛ | 41¾ | 1¾ | ⅛ | 44 | 1¾ | 3¼ | ⅛ | 1-1310 |
| | 1918 | E | | | | | 717 | | | 1310 | | | | | | | 165 | 81 | 63 | 64 | 8 | 8⅝ | | 1½ | ⅛ | 41¼ | 1¾ | ⅛ | 44 | 2 | 3¼ | ⅛ | |
| | 1919 | E | Ward-L | | | | | | | 1310 | | | | | | SC | 165-81 | | 63 | 64 | 8 | 8⅝ | ⅞ | 1½ | ⅛ | 41¾ | 1¾ | ⅛ | 44 | 2 | 3½ | ⅛ | |
| | 1917 | | | 1895 | | | | | | | | | | | | | | | | | | 8⅝ | | | | | | | | 2¼ | 3½ | ⅛ | |
| | 1918 | C-50, C-51 | | 1895 | | | | | | | | | | | | SC | | | | | | 9½ | ⅞ | | | | | | | | 3½ | ⅛ | |
| | 1917 | E | Remy | 1817 | | 316 | | | | | | 1161 | | 61 | 1504 | | | | | | | | ⅞ | | | | | | | | | | 10000 up |
| | 1918 | E | | 1817 | | | | | | | | | | 61 | | SC | | | | | | | ⅞ | 2½ | ⅛ | 44⅝ | 2½ | ⅛ | 46 | | 3¼ | ⅛ | |
| alth | 1918 | 4-40 | | 1817 | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1919 | A & B | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ⅛ | | | | | | | | |
| | 1914 | | | | | | | | 1014 | | | 1237 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 30 | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | | | | |
| | 1913-14 | | North-E. | 1882 | 548 | 346 | | | 1022 | | | 1282 | | 62 | 1596 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 2⅛ | 4 | ¼ | |
| | 1914 | | North-E. | 1861 | 520 | 319 | | | 997 | | | 1145 | | 18 | 1512 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 1⅝ | 4 | ¼ | |
| | 1917 | C. | North-E. | | | 310 | | | | | | | | | | | | | | | | | | | | | | | | 1⅝ | 4⅛ | ⅛ | |
| | 1918 | B & C. | | | | | | | | | | | | | | | | | | | | | ⅞ | 2½ | ¼ | 44 | | | | | 4⅛ | ⅛ | |
| | 1917-18 | 1000lbs.sr.17A | | 1817 | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| art. | 1916-17 | | Disco | | | | | | | | | 1296 | | | 1510 | | | | | | | 10 | | | | | | | | | | | |
| | 1918 | All. | | | | | | | | | | | | | | | | | | | | | | 2¼ | ¼ | 42 | | | | | | | |
| | 1913-14 | 3 & 4 | Rush | 1864 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | 5 | | 1864 | 526 | | | 863 | 1003 | | | 1151 | | 1 | | SC | | | | | | | | | | | | | | | 4¾ | 3/32 | |
| | 1917 | 5 | | 1864 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | G & D | 1803 | 514 | 305 | | 831 | 1104 | 1315 | | 1293 | 410 | 17 | 1522 | DC | 186 | 81 | 63 | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1913-14 | 6-50 | G & D | 1851 | 516 | 317 | | 900 | 987 | 1332 | | 1223 | 362 | 58 | 1510 | | | | | | | 9½ | | | | | | | | 2¼ | | | |
| | 1915-16 | 6-35 | West | 1851 | 512 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165-81 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | ⅛ | |
| | 1917 | 6-17-40 | West | 1817 | | 316 | | | | 1309 | 1641 | 1161 | 467 | 55 | 1504 | SC | 165-81 | | 81 | 81 | | 9 | ⅞ | | | | | | | 2¼ | 3½ | ⅛ | |
| | 1918 | | West | | | | 717 | | | | 1641 | | 467 | 55 | 1504 | | 165 | | 63 | | | 9 | | | | | | | | 2¼ | 3½ | ⅛ | |
| | 1913-1914 | | Jesco | | 547 | | | | 1020 | | | 1280 | | | | | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1914 | | Jesco | | 526 | | | 886 | 987 | | | | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| art. | 1913-14 | | Bijur | 1853 | 512 | | | 896 | 1004 | 1379 | | 1151 | 381 | 64 | | DC | | | | | | | ⅞ | | | | | | | | 4 | ⅛ | |
| | 19 3-14 | D-42 to D-65 inclusive | Emerson | 1864 | 526 | 316 | | 886 | 989 | | | 1132 | | 1 | 1506 | DC | | | | | | | ⅞ | | | | | | | | 4 / 3¼ | ⅛ / ¼ | |
| | 1914-15 | | Disco | 1851 | 512 | 317 | | 886 | 987 | 1323 | | 1230 | 362 | 7 | 1506 | DC | 166 | | 64 | 64 | | 8¼ | ⅞ | | | | | | | | 3¼ | ⅛ | |
| | 1916 | CE-30 | Disco | 1844 | 533 | 317 | 821 | 908 | 1063 | 1397 | | 1230 | 492 | 65 | 1597 | SC | 175 | 67 | 67 | 68 | 7½ | 8½ | ⅞ | | | | | | | 1⅞ | 3½ | ⅛ | |
| | 1916 | CE-30 | Dyneto | 1821 | 508 | 317 | 803 | 829 | 1093 | 1308 | | 1160 | 458 | 4 | 1504 | SC | 175 | 67 | 67 | 68 | 7½ | 8⅝ | ⅞ | | | | | | | 1⅞ | 3½ | ⅛ | |
| | 1917 | CE-33, CE-35 | Dyneto | 1821 | 508 | 317 | | | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | 165-65 | | 63 | 64 | | | | | | | | | | 1⅞ | 3½ | ⅛ | |
| | 1918 | 35 | | | | | 717 | | | | 1641 | | | 55 | | SC | 165 | 81 | 63 | 64 | | 10¼ | ⅞ | | | | | | | | | | |
| | 1919 | K-32, 34, 36 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 3/32 | | 2 | 3/32 | | | 3½ | ⅛ | |
| | 1919 | H-42, 44, 46 | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 3/32 | | 2 | 3/32 | | | 3⅝ | 3/32 | |
| aryea | 1917 | | | | | | | | | | | | | | | | 175 | 89 | 67 | | | | | | | | | | | | | | |
| m... | 1913-14 | | North-E. | 1882 | 548 | 346 | | 928 | 1053 | 1420 | | 1282 | 446 | 62 | 1561 | DC | 166 | 84 | 64 | Spec | | | ⅞ | 2½ | ⅛ | 51 | 2½ | ⅛ | 52⅝ | 1½ | 4¾ | ⅛ | |
| | 1914 | | G & D | | | | | | 1037 | 1420 | | 1214 | 447 | 62 | | DC | 166 | 84 | 64 | Spec | | 10¼ | ⅞ | 2½ | ⅛ | 51 | 2½ | ⅛ | 52⅝ | | 4¾ | ⅛ | |
| | 1914-15 | | West | | | | | | 1022 | 1420 | | 1151 | | 98 | 1514 | SC | 165 | 83 | 81 | Spec | | 10¼ | ⅞ | 2½ | ⅛ | 51 | 2½ | ⅛ | 52⅝ | | 3¾ | ⅛ | |
| | 1915-16 | V | West | 1891 | 523 | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | 10¼ | ⅞ | | | | | | | 2¼ | 3¼ | ⅛ | |
| | 1917 | V, 2nd series | West | 1840 | 523 | 326 | | | 1033 | 1365 | | 1199 | 489 | 66 | 1513 | SC | 169 | 82 | 63 | 64 | 9 | 9⅞ | ⅞ | | | | | | | 2¼ | 3¼ | ⅛ | |
| | 1918 | V | West | 1840 | | | 702 | | | 1365 | | | | | 1513 | | 129 | 81 | 63 | 64 | | 10¼ | ⅞ | 2½ | ⅛ | 53 | 2½ | ⅛ | 53 | 2¼ | 3¼ | ⅛ | |
| | 1913-14 | | Jesco | 1878 | 557 | 345 | | 983 | 1021 | | | 1281 | 405 | 67 | 1557 | | | | | | | | ½ | | | | | | | 1¼ | | | |
| | 1916-17 | A & B | West | 1894 | 524 | 293 | | | 1036 | 1354 | 1638 | 1213 | 427 | 68 | 1515 | SC | 167 | 81 | 63 | 64 | 8½ | 9¼ | ⅞ | 2½ | ⅛ | 43½ | 2½ | ⅛ | 48½ | 1¾ | | | 150-650 |
| | 1916 | A | West | 1894 | | 293 | | | 1036 | 1354 | 1638 | 1213 | 428 | 68 | 1515 | | | | | | 8½ | 9¼ | ⅞ | 2½ | ⅛ | 43½ | 2½ | ⅛ | 48½ | 1¾ | 3¼ | ⅛ | |
| | 1918 | B | West | 1818 | | | 704 | | 1036 | 1343 | | | 428 | 68 | 1510 | SC | 167 | 81 | 63 | 64 | 8¾ | 9⅝ | ⅞ | 2½ | ⅛ | 43½ | 2½ | ⅛ | 48½ | 1¾ | 3¼ | ⅛ | 650 up |
| | 1916-17 | C & CC | West | 1851 | 512 | | 697 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3½ | ¼ | 18 | | | | | 4⅛ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | 2½ | | | |
| | 1914 | 6-50 | G & D | 1851 | 516 | 317 | | | 987 | 1332 | | 1293 | 410 | 58 | 1510 | DC | 165 | 81 | 63 | 63 | 9 | 10¼ | ⅞ | 1⅝ | ⅛ | 48 | 2⅝ | 3/32 | 49 | | 3¼ | ⅛ | |
| | 1914 | 35J, 35K | West | 1851 | 512 | 317 | | 886 | 996 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 3/32 | 35⅝ | 1⅞ | 3/32 | 37¼ | | 3¼ | ⅛ | |
| | 1915 | 38A, 38B, 38C | West | 1851 | 513 | 317 | | 887 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 3/32 | 35⅝ | 1⅞ | 3/32 | 37¼ | | 3¼ | ⅛ | |
| | 1916 | 6-F, 6-G | Delco | 1818 | 508 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 3/32 | 36 | 1⅞ | 3/32 | 39 | 2 | 3¼ | ¼ | |
| | 1916 | 6-E | Delco | 1830 | 514 | 317 | | 831 | 1077 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 3/32 | 40 | 1⅞ | 3/32 | 41⅝ | 2¼ | 3½ | ⅛ | |
| | 1917 | 6-H, 6-I | Delco | 1821 | 508 | 317 | | | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | | 3¼ | ⅛ | |
| | 1917 | 6-J, 6-K | Delco | 1821 | 508 | 317 | | | 1061 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | ⅛ | |
| | 1918 | 6-H, I, K, L | | 1818 | | | | | | | | | | | 1504 | | 167 | | 63 | 62 | | | | | | | | | | | 3¼ | ⅛ | |
| | 1919 | H | Delco | | | | | | | | | | | | | SC | | | | | 8 | 8½ | ⅞ | 1⅝ | 3/32 | 39 | 1⅞ | 3/32 | 41½ | 2 | 3¼ | ⅛ | 5500 up |
| | 1916-17 | D E Jr. | Al-Ch | 1859 | | 317 | | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 1¾ | | | |
| | 1916-17 | D E Sr. | Al-Ch | 1859 | | 320 | | | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | D-F Mod. J | | | | | | | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 1803 | 527 | | | | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 1809 | | | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | | | | | | | | | | | |
| outon | 1914 | E Y | Rush | 1809 | 527 | 322 | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | 9 | M | | | | | | | | | | |
| | 1914-15-16 | E Q | | 1864 | 526 | 322 | | | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 10¼ | M | | | | | | | | | | |
| | 1919 | B | Eism | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | ⅛ | 42⅛ | 2½ | ⅛ | 45¾ | 2¼ | | ⅛ | |
| | 1916 | Junior | | | 508 | | | | 1066 | | | 1170 | | | | | | | | | | | ⅞ | 2¼ | ¼ | 48 | 2⅝ | ¼ | 48 | 2⅝ | 4⅛ | ⅛ | |
| | 1918 | E-2, E-2½ | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ¼ | 57 | | | | 2⅝ | 4⅛ | ⅛ | |
| | 1919 | E2½, E2 | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ¼ | 56½ | 3½ | ¼ | 56½ | 2½ | 4⅛ | ⅛ | |

ndelabra Screw Base. †Miniature Base. §When sizes are not standard stock sizes, under Internal Brake use the nex maller size; under External Brake the next larger size. Odd sizes are sometimes made fo manufacturers on account of quantity buying.

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# Ward Leonard

# Universal Rheostat

**(Fool-proof, Type URK)**

# Protects Batteries and Circuit

This rheostat is a standard Ward Leonard Universal Rheostat with an interlocking overload and underload release circuit breaking as a part of it.

The overload circuit breaker protects the rheostat, battery and the entire circuit against excessive current. The underload circuit breaker prevents the battery from discharging back into the line.

The rheostat lever and the circuit breaker are so interlocked that when the circuit breaker is open it is necessary to move the rheostat to the position of minimum charging rate in order to close the circuit. The circuit breaker is entirely enclosed, so that it cannot be tampered with by the operator.

This overload circuit breaker will not open at any current less than the maximum charging rate of the rheostat.

Made in four capacities for charging current of ten, twenty, forty and sixty amperes. Also made for use with low voltage (30 to 60 volts) generators or supply. Ask for Bulletin H.

## Ward Leonard Electric Company

Mount Vernon, New York

Westburg Engineering Co.—Chicago
William Miller Tompkins—Philadelphia
Morse Engineering Co.—St. Louis
Electric Material Co.—San Francisco

Walter P. Ambos Co.—Cleveland
Sperry & Bittner—Pittsburgh
Electrical Specialties Co.—Detroit
McCrum & Gillom—Birmingham
Lyman C. Reed—New Orleans

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 'd. | 1916 | Dyneto | Dyneto | 1867 | 533 | 331 | 728 | 839 | 1009 | | 1653 | 1333 | 392 | 86 | 1527 | DC | 178 | | | | | | | | | | | | | | 3¼ | ¼ | |
| | | | | | | | | | | | | | | | | SC | 177 | | | | 7 | 8½ | ⅞ | | | | | | | 1⅛ | 3¼ | ¼ | 855500-1362200 |
| | 1916 | North-East | North-E. | 1906 | | | 733 | 911 | 1048 | | | 1273 | 440 | 87 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8½ | ⅞ | | | | | | | 1⅛ | 3¼ | ¼ | 855500-1362200 |
| | 1917 | Berns starter | Berns St. | | | 316 | | | | | 1641 | 1161 | 467 | 55 | 1504 | | | | | | 7 | 8½ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 1362200-2113500 |
| | 1917 | A. B. C | A. B. C. | | | 314 | | 827 | 1123 | | | 1159 | | | 1504 | SC | 165 | 68 | 68 | | 7 | 8½ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 1362200-2113500 |
| | 1917 | Gray & Davis | G & D. | 1819 | 508 | 317 | | 829 | | | 1641 | | | | | SC | 165 | 81 | 63 | | 7 | 8½ | ½ | | | | | | | 1⅛ | 3¼ | ¼ | 1362200-2113500 |
| | 1918 | T | | 1850 | | | | | | | 1641 | | | | | DC | 136 | | | | 7 | 8½ | ½ | 1⅛ | 1/16 | 12 | 1⅛ | 1/16 | 23⅝ | 1⅛ | 3¼ | ¼ | 2113500-2331400 |
| | 1919 | T | F-A | | | | | | | | | | | | | DC | | | | | 8⅝ | 8½ | ½ | | | | 1⅛ | 1/16 | 23⅝ | 1⅛ | 3¾ | ¼ | 2331400 to |
| | 1916 | C | Al-Ch. | 1821 | 508 | | | 839 | 1061 | | | 1160 | 458 | 4 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞ | | | | | | | | 3⅛ | ⅝ | |
| el. | 1916-17 | B Stg. & Ltg. | North-E. | 1884 | | 335 | | 949 | | | | | | 88 | 1600 | | | | | | | | ⅞ | | | | 2¼ | ¼ | 27½ | | | | |
| | 1917 | B Ltg. & Ig. | North-E. | 1884 | | 335 | | 839 | 1024 | | | | | 88 | 1600 | | | | | | | | | | | | | | | | | | |
| | 1919 | B | North-E. | | | | | | | | | | | | | DC | | | | | 6 | 6⅛ | | | | | 2¾ | ¼ | 43 | 2⅛ | 4¼ | ⅛ | |
| | 1913-14 | 2, 3, 4, 5 | Dyneto. | 1911 | 549 | 304 | 769 | 939 | 1054 | 1422 | | 1284 | 448 | 89 | 1572 | DC | 170 | 82 | 64 | 64 | 8⅛ | 9½ | ⅞ | 2⅛ | 1/16 | 35⅛ | 4 | 1/16 | 23⅛ | 2 | | | 13180-19510 |
| | 1914-15-16 | 6, 7, 8 | Dyneto. | 1908 | 544 | 296 | 738 | 918 | 1049 | 1410 | 1669 | 1274 | 443 | 90 | 1541 | DC | 176 | 90 | 64 | 64 | 9 | 10¼ | ⅞ | 2⅛ | 1/16 | 35⅛ | 4 | 1/16 | 23⅛ | 2 | | | 19511-27000 |
| | 1916-17 | 9 | Dyneto. | 1844 | 533 | 334 | 748 | 839 | 1093 | 1397 | 1659 | 1247 | 497 | 91 | 1527 | DC | 178-90 | | 64 | 64 | 8 | 8½ | ⅞ | 2⅛ | 1/16 | 28 | 3 | 1/16 | 23⅛ | 1⅛ | 3¼ | ⅝ | 27000-60000 |
| | 1918 | 9 | Dyneto. | 1844 | 533 | | | 841 | | 1397 | 1659 | | 497 | | 1527 | DC | 178 | 90 | 64 | 64 | 8 | 9 | ⅞ | 3 | 1/16 | 23⅛ | 2¼ | 1/16 | 28 | 1⅛ | 3¼ | ⅝ | 60001- |
| | 1919 | Series 9 | | 1844 | | | | | | | | | | | | DC | 178 | | | | 8 | 9 | ⅞ | | | | 2⅝ | 1/16 | 28 | 1½ | 3½ | | |
| bile | 1917 | All | A-Ch. | 1817 | | 316 | | 829 | | | | 1161 | 467 | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| r | F-1 | | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1915 | | Delco | 1826 | 508 | | | | 1061 | | | | | | | | | | | | | | ⅞ | 1⅛ | 1/16 | 39⅝ | 1⅛ | 1/16 | 42½ | 2¼ | | | |
| ) | 1917 | | Delco | 1826 | | | | 831 | | | | 1189 | | 28 | 1510 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1917 | | Vesta | 1817 | | 316 | | 829 | | | | 1161 | | 55 | 1504 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1916-17 | C-G | West | 1851 | 512 | 317 | | 886 | 967 | | | 1293 | 362 | 7 | 1506 | | | | | | | | | | | | | | | | 3¼ | ¼ | |
| | 1917-18 | 4-38, 6-60 | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | G | | | | | 697 | | | | | | | 7 | | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1917 | 75, 70, 66, B | A-L | 1859 | 520 | 320 | | 892 | 996 | | | 1146 | | 22 | 1512 | SC | 123, 169 | 81 | 61 | 61 | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1917 | 70-C, 77-B | | 1859 | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| ruck | 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2⅛ | | | |
| | 1918 | C-F | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2⅛ | | | |
| | 1918 | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2¼ | 4½ | ¼ | |
| | 1918 | 6A, 45 | | | | | | | | 1400 | | | | | | | | | | | | | | | | | | | | | 3⅛ | ⅝ | 401-500-4 cyl-413 |
| | 1919 | 6A-45 | Delco | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 1¾ | ⅝ | 36 | 1¾ | ⅝ | 36 | 2¼ | 3⅛ | ⅝ | 500 up [to 430 |
| | 1917 | 4-30, 8-40 | | | | | | | | | | | | | | | 165 | | 61 | 61 | | | | | | | | | | | 3¼ | ⅝ | |
| | 1918 | 6-60 | | | | | | | | | | | 467 | | | | 165-81 | | 63 | 64 | | | | | | | | | | | 3½ | ⅝ | |
| | 1913 | 36-42 | West | 1853 | 512 | 282 | 816 | 886 | 989 | 1324 | | 1132 | 363 | 64 | 1506 | DC | 166 | 64 | 64 | | | | ⅞ | 1¼ | ⅛ | 15½ | 1¼ | ⅛ | 15½ | 1½ | 4⅛ | ¼ | 5000-6999 |
| | 1913-14 | 30, 36 | West | 1851 | 512 | 317 | 697 | 886 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 64 | 64 | | | | ⅞ | 2 | 1/16 | 40½ | 2 | ⅛ | 15½ | | 4⅛ | ¼ | 7000-8999 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | T | rans | | | | |
| | 1915-16-17 | 30 Lt 6-40 | West | 1856 | 513 | 325 | 698 | 887 | 992 | 1330 | 1625 | 1140 | 364 | 80 | 1507 | SC | 165-81 | | 63 | | | 9¼ | ⅞ | 2 | 1/16 | 40½ | 2 | 1/16 | 41 | 2¼ | 3 | 1/16 | (6-40) 9000-9999 |
| | | | | | | | | | | | | | | | | | | | | | | | | | B | ase | | | | | | | (6-40) 10000-10500 |
| | 1918 | 6-40 | | 1856 | | | | | | | 1625 | | 364 | 80 | 1507 | | 165-81 | | 64 | | | 9½ | | | | | | | | 2¼ | 3½ | 1/16 | |
| | 1919 | Light 6-40 | West | 1856 | | | | | | | | | | | | SC | | | | | 8⅝ | 9⅝ | ⅞ | 2 | 1/16 | 40½ | 2 | 1/16 | 41 | | 3⅝ | 1/16 | 10500 up |
| | 1917 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 100-200 |
| | 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 200 up |
| m- | 1913 | | G & D. | 1803 | 516 | | | 900 | 1104 | | | 1223 | | 17 | 1522 | | | | | | | | ⅞ | | | | | | | 2⅛ | | | 130000-133000 |
| | 1914 | | G & D. | 1802 | 516 | | | 900 | 1155 | | | 1222 | | 16 | 1510 | | | | | | | | ⅞ | | | | | | | 2⅛ | | | 140000-145000 |
| | 1915 | | Deaco | 1851 | 512 | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 2⅛ | | | 150000- |
| ruck | 1913 | | G & D. | 1803 | 516 | 305 | | 900 | 1104 | | | 1223 | | 17 | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15-16 | | West | 1851 | 512 | 317 | | 892 | 987 | | | 1293 | | 7 | | | | | | | | | | | | | | | | | | | |
| | 1917 | 60, 70, 70-B 70-C, 75 | West | 1859 | | 320 | | 892 | 996 | | | 1146 | | 22 | | | | | | | | | | 2¼ | ¼ | 43¼ | 2¼ | ¼ | 52½ | 2½ | | | |
| | 1917 | 70-C, 77-B | West | 1863 | | 323 | | 896 | 1003 | | | 1152 | | 21 | | | | | | | | | | | | | | | | | | | |
| | 1914 | | | | | | 780 | 883 | | 1312 | | 1171 | | | | | | | | | | | ⅞ | | | | | | | 1¼ | 2¼ | ⅝ | 0-3033 |
| | 1915 | T-6 | Al-Ch. | | | 325 | 698 | 830 | 994 | 1312 | | | | | | SC | 165 | | 63 | 63 | | | ½ | 1⅜ | ⅝ | 27¼ | 1⅜ | ⅝ | 31½ | 1⅜ | 2⅞ | ⅝ | 5000-7058 |
| | 1916 | U | Al-Ch. | 1856 | 513 | 325 | 698 | 830 | 1086 | 1312 | 1642 | 1171 | 463 | 93 | 1505 | SC | | | | | 7½ | 8½ | ⅞ | 1⅜ | ⅝ | 27¼ | 1⅜ | ⅝ | 31⅞ | 1⅜ | | | 10000-14002 |
| | 1917 | K | Wagner | 1821 | 508 | 317 | 821 | 829 | 1066 | 1310 | 1641 | 1166 | 465 | 94 | 1504 | SC | | | | | 7½ | 8½ | ⅞ | 1⅜ | ⅝ | 35¼ | 1⅜ | ⅝ | 37½ | 1⅜ | 3 | ⅝ | 15000-27000 |
| | 1918 | K | | | 508 | | 717 | | | 1310 | 1641 | | 465 | | 1504 | | 165 | 81 | 63 | 63 | | 8¼ | | | | | | | | 1⅜ | 3 | ⅝ | 30001-40001 |
| sk | 1918 | 10 | | | | | | | | | | | | | 1510 | SC | | | | | | | | 2¼ | ⅝ | 45 | 2½ | ⅝ | 46 | 2¼ | 3¼ | ⅝ | 3001-3058 |
| | 1918 | 12 | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | 2 | | | 10201-10216 |
| | 1916 | 5-A | West | 1821 | | | | 829 | 1061 | | | 1164 | | 73 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1917 | 9 | West | 1817 | | | | 829 | 1061 | | | 1161 | 467 | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| le | 1913-14 | | A-L. | 1897 | 529 | 291 | | 898 | 1038 | | | 1215 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | 4⅜ | ¼ | |
| | 1915-16-17 | Westinghouse | West | 1896 | | 323 | | 896 | 1037 | | | 1152 | 382 | 21 | 1580 | SC | 125 | | 64 | 64 | | | ⅞ | | | | | | | | 4⅜ | ¼ | |
| ders | 1913-14 | | El-L & S | | | | | 951 | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | 40 | North-E. | | | | | | 1056 | | | 1185 | | 95 | 1506 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1914-15 | 40, A | G & D. | 1851 | | 317 | | 886 | 987 | | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| | 1915 | | Remy | 1859 | | | | 829 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1913-14 | | Ward-L. | 1860 | | | | 892 | 991 | | | 1147 | 378 | 96 | 1512 | DC | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1916-17 | 21, 22 | West | 1861 | 512 | 319 | | 892 | 996 | 1356 | | 1146 | 374 | 18 | 1512 | SC | 167 | | 63 | 82 | 8½ | 9¼ | ⅞ | 2⅛ | ⅝ | 44¼ | 2½ | ⅝ | 48¼ | 2 | 2⅞ | ⅝ | |
| | 1918 | 12 | | | | | 701 | | | | | | | 22 | | | 168 | | 63 | 81 | | 10⅛ | | | | | | | | 2 | 2⅞ | ⅝ | |
| | 1918 | 2 Tons | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1918 | 3½, 5 Ton | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1913-14-15 | J-40, O, M, Lt.6 | Jesco & West | 1859 | 520 | 320 | | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 168 | | 64 | 64 | | | ⅞ | | | | | | | | 4⅜ | ¼ | |
| | 1914 | | West | 1859 | | | | 892 | 987 | 1332 | | | 362 | 22 | | | | | | | | | ⅞ | | | | | | | | 3¼ | ¼ | |
| | 1916 | O, Lt-6 | West | 1830 | 512 | 317 | | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | | | | | | | | ⅞ | | | | | | | | 3¼ | ¼ | |
| | 1916-17 | S Series | | 1821 | | | | | | 1303 | | | 458 | | 1504 | | 125 | 81 | 63 | | 8¼ | 9¼ | ¾ | 1⅞ | ⅛ | 32 | 2 | ⅛ | 34½ | | 3 | 1/16 | |
| | 1919 | 16, 20 | West | 1804 | | | | | | | | | | | | SC | | | | | 8⅛ | 9⅛ | ¾ | 1⅞ | ⅛ | 32 | 2 | ⅛ | 34½ | | 3⅛ | 1/16 | 15000 up |
| | 1916 | | | | 512 | | | | 1009 | | | 1230 | | | | | | | | | | | ⅞ | | | | | | | 1⅛ | 3 | ⅝ | |
| | 1916-17 | | Wagner | | | | | | 987 | | | 1293 | | | | SC | 165 | | 61 | 61 | | | ⅞ | | | | | | | 1⅛ | 3 | ⅝ | |
| | 1913-14-15-16 | | Delco | | | | | 882 | | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | 2 | 3¼ | ⅝ | |
| | 1918 | All | | | | | | | | | | | | | | DC | | | | | | | ⅞ | 2¼ | ¼ | | | | | 2⅝ | | | 1001- |
| | 1917-18 | AA-1 | Remy | 1187 | 508 | 316 | 717 | 829 | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | | 61 | 62 | | 7⅞ | ⅞ | 1¼ | 1/16 | 35¾ | 2 | 1/16 | 35 | 1¾ | 3¼ | ¼ | |
| Remy | 1914-15 | | | | 526 | 323 | | 835 | 1004 | | | | 381 | | | | | | | | | | | | | | | | | | | | |
| | 1916 | D, R, L | West | | 512 | 323 | | 835 | 1003 | | | | 382 | | | | | | | | | | | | | | | | | | | | |
| | 1916 | S | West | | | | | | 987 | | | 1293 | 362 | | | | | | | | | | | | | | | | | | | | |
| | 1917 | A Series 1917 | | 1827 | | | | | | | | | | | 1511 | | | | | | | | | | | | | | | | | | |
| | 1916 | H, I, J, K | | 1867 | 533 | | | | 1009 | | | 1230 | | | 1594 | SC | 141 | 89 | 67 | 67 | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1917-18 | A | | 1826 | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916-17 | | Disco | | | | | | | | | 1296 | | | | SC | 141 | 89 | 67 | 67 | | | ⅞ | | | | ⅛ | | | | 3¼ | ⅝ | |
| | 1919 | A & C | Dyneto | | | | | | | | | | | | | SC | | | | | 8¾ | 9⅛ | ⅞ | 1¾ | ⅝ | 40 | 1¾ | ⅝ | 42 | 1⅞ | 3¾ | ⅛ | |
| | 1913-14 | 6-44, 6-60 | G & D. | 1851 | 514 | | 697 | 890 | 987 | | | 1293 | 362 | 58 | 1510 | DC | 170, 168 | 82 | 64 | 64 | | | ½ | | | | | | | | ¼ | 1/16 | |
| | 1913-14 | 44, 45 | North-E. | 1882 | 548 | | 756 | 928 | 1022 | | | 1282 | 408 | 62 | 1596 | DC | 168 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1914 | | | 1861 | 520 | | | 890 | | | | 1145 | 374 | 18 | 1512 | DC | 168 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1917 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | 26, 27 28 | Lecce-N. | 1812 | 542 | 338 | 736 | 916 | 1017 | 1411 | | 1243 | 401 | 97 | 1539 | DC | 170 | 82 | 82 | 64 | | | ⅞ | 2½ | ⅝ | 44¼ | 2½ | ⅝ | 48¼ | | 4¼ | ¼ | 6600-8500 |
| | | | | | | | | | | | | | | | | | | | | | | | | Em | er | genc | y S | er | vice | | | | |
| | 1914-15 | 30, 31, 32 | Lecce-N | 1812 | 523 | 338 | 699 | | 1034 | 1351 | 1637 | 1243 | 425 | 97 | 1539 | DC | 170 | 82 | 82 | 64 | | 10⅜ | ⅞ | 2 | 1/16 | 12 | 2 | 1/16 | 17½ | 1⅜ | 4¼ | ¼ | |
| | 1915 | 30, 33 | Lecce-N. | 1891 | 523 | 290 | 703 | 894 | 1033 | | 1637 | 1209 | 424 | 98 | 1514 | DC | 170 | 82 | 82 | 64 | | 10⅛ | ⅝ | 1¼ | 1/16 | 15½ | | | | 2⅝ | 3½ | ⅝ | 8551-11068 |
| | | | | | | | | | | | | | | | | | 166 | | 66 | 66 | | | | Em | er | genc | y S | er | vice | | | | 11059-16000 |
| | 1916 | 34, 35 | Lecce-N. | 1891 | 520 | 290 | 703 | 833 | 1088 | | 1645 | 1209 | 487 | 98 | 1514 | DC | | | | | 9 | 10⅜ | ⅞ | 1¼ | 1/16 | 14 | 1¼ | 1/16 | 17½ | 2⅜ | 3½ | ⅝ | |
| | 1916-17 | 36, 37, 40, 41 | Lecce-N. | 1839 | 520 | 320 | | 833 | 1088 | 1361 | 1645 | 1197 | 487 | 27 | 1512 | DC | 168 | 88 | 64 | 64 | 9 | 10½ | ⅞ | 1¼ | 1/16 | 15½ | Ser | vi | ce & | | 3½ | ⅝ | 16001-28400 |
| | 1917 | 38, 39, 42, 44 | Lecce-N. | 1839 | 520 | 319 | | 833 | 1088 | | 1645 | 1197 | 487 | | 1512 | DC | | | | | | 10½ | ⅞ | 1¼ | 1/16 | 35⅞ | Em | er | gency | 2⅜ | 2¼ | ⅝ | |
| | 1918 | 38, 39, 44 | | 1839 | 520 | | 721 | 833 | 1088 | 1332 | 1645 | | 487 | | 1512 | | 166 | 88 | 64 | 64 | | 10½ | ⅞ | 1¼ | 1/16 | 15½ | 1¼ | 1/16 | 15½ | 2⅝ | 3½ | ⅝ | 28401-33000 |

…ndelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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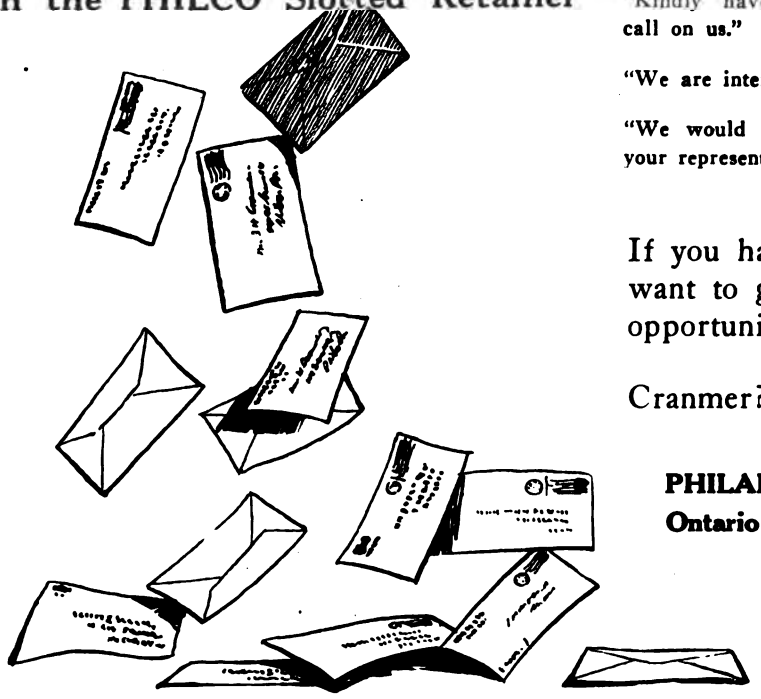
# SOME LETTERS That Cranmer Gets

THE NEW

**PHILADELPHIA DIAMOND GRID BATTERY**

With the PHILCO Slotted Retainer



EVER since the "Cord Tire" battery was first announced, Cranmer has been besieged with letters from dealers.

We quote here merely a few of them, but they are enough to show, perhaps, how thoroughly worth while our proposition to dealers is.

## Read Them

"Your proposition looks very good and will be pleased to have your salesman call to give us the final information wanted."

"Send that salesman along. I want to talk with him."

"Kindly have your salesman call on us."

"We are interested."

"We would be glad to have your representative call on us."

"Send us your distributors' contract on Diamond Grid Batteries."

"Please let us have your latest price list for agency in this district."

"The first time your salesman is in this territory, please have him call."

"Would like to inquire if you have a representative in this part of the country."

"We will be pleased to have your salesman call."

"Have your salesman call."

If you haven't heard from Cranmer, and you want to get in touch with the biggest battery opportunity on the boards—drop him a line.

Cranmer? Oh, he's the sales manager for

**PHILADELPHIA STORAGE BATTERY CO.,**
**Ontario and C Streets, Philadelphia, Pa.**

THE "CORD TIRE" BATTERY

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| Year | Model | Electrical System | STORAGE BATTERIES: Columbia | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U.S.L. | Vesta | Willard | Witherbee | LAMPS: MAZDA NUMBERS: Base Contact | Head | Side | Rear | Instrument | LENSES: HEADLIGHT: Opening in Rim | Outside Diameter | Size of Spark Plug | BRAKE LINING*: INTERNAL: Width | Thickness | Length | EXTERNAL: Width | Thickness | Length | EXHAUST PIPE: Outside Diameter | PISTON RINGS: Bore | Width of Groove | SERIAL NUMBERS OF CARS AND TRUCK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1913 | | Ward-L. | 1859 | 520 | 320 | | 892 | 999 | | | 1146 | 373 | 22 | 1512 | DC | | | | | | | 7/16 | | | | | | 1 5/8 | 4 1/2 | 1/4 | |
| 1914 | De Luxe-6 | Ward-L. | 1859 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 168 | 82 | 64 | 64 | | | 7/16 | 2 | 5/16 | 40 | 2 | 5/16 | 20 | | 3 1/4 | 1/4 | |
| 1915 | K | Fed. & Dyn. | 1844 | | 324 | | 839 | 1004 | | | 1249 | | 99 | 1531 | | | | | | | | 7/16 | | | | | | | | | |
| 1913 | | | 1861 | | | | 892 | 1034 | | | 1145 | 425 | 18 | 1512 | DC | | | | | | | 7/16 | | | | | | | 3 1/2 | 3/16 | |
| 1913-14 | 4-30, 6-36 | West. | 1892 | 520 | | | 894 | 1034 | | | 1210 | 429 | 71 | 1520 | DC | | | | | | | 7/16 | | | | | | | 3 1/2 | 3/16 | |
| 1913 | O. & P. | Jesco | 1878 | 557 | | 756 | 924 | 1021 | | | 1281 | 373 | 67 | 1557 | | | | | | | | 7/16 | | | | | | | | | |
| 1914 | R. S. & T. | Jes&Apl | 1859 | | | 756 | 892 | 996 | | | 1146 | 405 | 22 | 1512 | | | | | | | | 7/16 | | | | | | | | | |
| 1915 | 4-40, 6-60 | Apelco | 1876 | 536 | | 732 | 912 | 1014 | | | 1228 | 395 | 12 | 1601 | DC | 166 | 82 | Spec | | | | 7/16 | | | | | | | 4 | 1/4 | |
| 1916 | 4-35 | Apelco | 1870 | | | | 908 | 996 | | | 1235 | | 34 | 1527 | DC | 166 | | 82 | 64 | | | 7/16 | | | | | | | 4 | 1/4 | |
| 1916 | H-6-50 | Apelco | 1869 | | | | 839 | 996 | | | 1254 | | 100 | 1527 | DC | 166 | | 82 | 64 | | | 7/16 | | | | | | | 4 | 1/4 | |
| 1917-18 | A, B | | 1826 | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | |
| 1916-17 | 166 | Al-Ch. | 1821 | 508 | | 748 | | | 1641 | 1160 | 458 | 4 | 1504 | | | | | | | 7 | 8 1/4 | 7/16 | Em | er | gene | y S | er | vice | | 3 | 5/16 | 801-1300 A1-A1000 |
| 1916-17 | 168 | Apelco | 1870 | 534 | 307 | | 839 | 1006 | 1396 | 1659 | 1251 | 495 | 101 | 1527 | SC | 165 | | 61 | 61 | 7 | 8 1/4 | 7/16 | 1 1/4 | 5/16 | 34 5/8 | 2 | 5/16 | 37 1/2 | | 3 | 5/16 | B 1000-B 1400 |
| 1917 | 178, 176 | Al-Ch. | | | 307 | | 829 | 1063 | 1396 | | 1251 | | 101 | 1527 | | | | | | 7 | 8 1/4 | 7/16 | 1 1/4 | 5/16 | 34 5/8 | 2 | 5/16 | 37 1/2 | 1 1/2 | 3 | 5/16 | 1000 up |
| 1918 | | | 1869 | | | 748 | 839 | | 1396 | | | | | | | 165 | | 63 | 63 | 7 | 8 1/4 | 7/16 | 2 | 5/16 | | 2 | 5/16 | | 1 1/2 | 3 1/4 | 5/16 | |
| 1917 | A | | | | | | | | | | | | | | | 168 | 64 | 64 | 64 | | | | | | | | | | | 4 | 1/4 | |
| 1918 | | | | | | | | | | | | | | | DC | | | | | 8 1/4 | 9 1/4 | 7/16 | 2 | 5/16 | 40 | 2 1/4 | 1/4 | 22 1/4 | 2 | 3 1/4 | 5/16 | |
| 1917 | 15-A | Dyneto. | 1851 | | 317 | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | 7/16 | | | | | | | | 3 1/4 | 5/16 | |
| 1916 | 400 | Dyneto. | 1851 | | 317 | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | | | | | | | | 3 1/4 | 1/4 | |
| 1913 | 37, 54 | Delco | 1919 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 42 | | DC | | | | | | | 7/16 | 1 5/8 | 5/16 | 41 1/2 | 2 | 5/16 | 41 | 2 1/2 | 4 1/2 | 1/4 | 30001-39200 & 45001-54200 |
| 1914-15 | 6-40 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1334 | 1643 | 1137 | 473 | 102 | 1506 | SC | 165 | | 61 | 61 | 8 1/4 | 9 1/4 | 7/16 | 2 | 5/16 | 42 | 2 1/4 | 5/16 | 44 | 2 1/4 | 3 1/2 | 5/16 | 56501-61700 & 63001-77207 |
| 1914-15 | 6-54 | Delco | 1801 | 532 | 301 | 379 | 969 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | | 61 | 61 | 8 1/4 | 9 1/4 | 7/16 | 2 | 5/16 | 48 1/4 | 2 3/4 | 5/16 | 50 1/4 | 2 1/2 | 4 1/4 | 5/16 | 78501-90000 & 59001-62000 |
| 1916 | 6-40 | Delco | 1830 | 517 | 321 | 788 | 965 | 1075 | 1334 | 1643 | 1181 | 507 | 103 | 1510 | SC | 165 | | 61 | 61 | 8 1/4 | 9 1/4 | 7/16 | 2 | 5/16 | 40 1/4 | 2 | 5/16 | 43 1/4 | 2 1/4 | 3 1/2 | 5/16 | Cr 10001-Cr 40000 |
| 1917 | Super 6 | Delco | 1825 | 517 | 318 | 822 | 965 | 1072 | 1367 | 1643 | 1190 | 479 | 104 | 1510 | SC | 165 | 81 | 61 | 61 | 8 1/2 | 9 | 7/16 | 2 | 5/16 | 38 3/4 | 2 | 5/16 | 43 3/4 | 2 1/4 | 3 1/2 | 5/16 | H 1-H 99999 & J 1-J 97999 |
| 1918 | Super 6 M | | 1825 | | | 822 | 965 | | 1367 | 1643 | | 479 | 104 | | SC | 165 | | 61 | 61 | 8 1/2 | 9 | 7/16 | 2 | 5/16 | 38 1/4 | 2 | 5/16 | 43 1/2 | 2 1/4 | 3 1/2 | 5/16 | M 7314-M 97000 |
| 1913-14 | | | | | 282 | | | 1117 | 1355 | | | | | | | 165 | 63 | 63 | | | | 7/16 | | | | | | | | 3 1/4 | 5/16 | 30525 to 52000 |
| 1913-14 | H A | West. | 1859 | 520 | 320 | 701 | 892 | 996 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | SC | 165 | 63 | 63 | | | | 7/16 | 2 | 11/16 | 31 1/8 | 2 | 11/16 | 36 5/8 | 1 1/2 | 3 1/4 | 5/16 | 30525 to 52000 |
| 1914-15 | K | West. | 1874 | 536 | 334 | 732 | 912 | 1014 | 1406 | | 1237 | 399 | 106 | 1533 | SC | 175 | | 80 | 67 | | | 7/16 | 2 | 11/16 | 39 1/4 | 2 | 11/16 | 41 1/4 | 1 1/2 | 3 1/4 | 5/16 | 52001-60000 |
| 1915-16-17 | N, NO, NL, NR, NU, Ser. N-1, 2, 3, 4 | West. | 1830 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 31 | 1510 | SC | 165 | 65 | 63 | 63 | | 8 1/4 | 7/16 | 2 | 11/16 | 39 1/4 | 2 | 11/16 | 41 1/4 | 2 | 3 1/2 | 5/16 | 52000-87519 |
| 1918 | R | Bijur | 1817 | 510 | | | 829 | | 1309 | 1643 | | 467 | 55 | 1504 | | 165 | | 63 | 63 | | 8 1/2 | | 2 | 11/16 | 33 1/2 | 2 | 5/16 | 33 1/2 | 1 1/4 | 3 1/4 | 5/16 | 1-7500 |
| 1916 | 1 1/2, 2, 3 1/2 & 6 ton | | | | 508 | | 882 | 985 | | | 1296 | | | | | | | | | | | 7/16 | 1 1/2 | 1 (in) | | | | | | 3 1/4 | 5/16 | |
| 1918 | R | | | | | 822 | | | | | | | | | | | | | | | | 7/16 | 2 1/2 | 1/4 | 47 | 2 1/4 | 1/4 | 41 | 2 1/4 | | | |
| 1913-14 | 47 | North-E. | 1880 | 547 | 344 | 756 | 924 | 1020 | 1418 | 1665 | 1280 | | | 1557 | | 170 | 82 | 64 | 64 | | | 7/16 | 3 1/2 | 5/16 | | | | | | 3 | 1/4 | |
| 1915-16 | 64 | West. | 1830 | 514 | 317 | 711 | 829 | 987 | 1323 | 1643 | 1293 | 362 | 58 | | SC | 160 | 81 | 63 | 63 | 8 | 8 1/4 | 7/16 | | | | | | | | 3 | 1/4 | |
| 1915-16 | | | | | | | | | 1323 | 1643 | | 470 | | 1510 | SC | 167 | 81 | 63 | 63 | 8 | 8 1/4 | 7/16 | | | | | Ser | vice | | 3 | 1/4 | |
| 1918 | F-G | | | | | | | | | | | | | | | | | | | | | 7/16 | | | | | | | | 3 1/4 | 5/16 | 1000-3000 |
| 1915 | | | | | | | | 1117 | | | | | | | | | | | | | | 7/16 | 2 | 5/16 | 17 5/8 | | | | | | | |
| 1916-17 | F & H | North-E. | | | 339 | | 912 | 1014 | | | 1237 | | 11 | | | | | | | | | 7/16 | 2 1/4 | 11/16 | 43 1/2 | 2 1/4 | 11/16 | 45 | | 3 1/4 | .31 | |
| 1918 | F & H | St&Lag. | | | | | 912 | | | | | | | | | | | | | 7 1/4 | 8 1/2 | | 2 1/4 | 5/16 | 43 1/4 | | | | | 3 1/4 | .31 | |
| 1914-15 | B, F & K | Remy | 1864 | | | | 896 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | | | 2 1/4 | 1/4 | 41 1/4 | 3 | 1/4 | 33 | | 4 1/2 | 1/4 | 1100-2294 |
| 1916 | S | Remy & G & | 1851 | | | | 886 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3 | 1/4 | 10 1/8 | | | | | 3 1/4 | 1/4 | 1100-2294 |
| 1916 | D. R. L. | Remy | 1863 | | | | 896 | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | | | | | | | | | 4 1/2 | 1/4 | |
| 1918 | T | | | | | | | | | | | | | | | | | | | | | | 2 | 1/4 | 20 1/8 | | | | 2 3/4 | 3 1/2 | 1/4 | |
| 1918 | D | | | | | | | | | | | | | | | | | | | | | | 2 1/4 | 1/4 | 50 | | | | 2 3/4 | 4 1/2 | 1/4 | 3000-3700 |
| 1918 | R | | | | | | | | | | | | | | | | | | | | | | 2 1/2 | 1/4 | 56 | | | | 2 3/4 | 4 1/2 | 1/4 | 6001-8000 |
| 1918 | L | | | | | | | | | | | | | | | | | | | | | | 3 | 1/4 | 68 | | | | 2 1/2 | 4 1/2 | 1/4 | 8001 9000 |
| 1919 | L | | | | | | | | | | | | | | SC | | | | | | 10 | 7/8 | 3 | 1/4 | 68 | | | | | | | |
| 1916-17-18 | F, G, H & K | | 1874 | | | | | | | | | | | 1533 | | | | | | | | | | | | | | | | | | |
| 12-13-14 | 40, 45, 50 | Apelco | 1885 | 556 | 309 | | 962 | 1112 | 1428 | | 1292 | | 24 | | DC | 170 | 82 | 63 | 64 | | | | 2 | 5/16 | 34 1/4 | 2 | 5/16 | 36 1/4 | | 4 | 5/16 | 4301-6980 |
| 1915 | T | Remy | 1885 | 512 | 317 | 697 | 886 | 987 | 1323 | 1637 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | | 9 1/4 | 7/16 | 1 1/4 | 5/16 | 35 1/4 | 1 1/4 | 5/16 | 37 1/4 | 2 | 3 1/2 | 5/16 | 7100-11503 |
| 1916-17 | T | Remy | 1818 | 508 | 317 | 717 | 829 | 1062 | 1307 | 1641 | 1165 | 454 | 106 | 1504 | SC | 165 | | 63 | 63 | | 9 1/4 | 7/16 | 1 1/4 | 5/16 | 35 1/4 | 1 1/4 | 5/16 | 37 1/4 | 2 | 3 1/2 | 5/16 | 11504-19108 |
| 1918 | T | | 1821 | 508 | | 717 | 829 | 1062 | 1307 | | | 461 | 106 | 1504 | | 165 | | 63 | 63 | 7 1/2 | 8 1/4 | 7/16 | 1 1/2 | 5/16 | 36 | 1 1/4 | 5/16 | 57 | 2 | | | 19109- |
| 1917 | | Basol | 1874 | | 339 | | 912 | 1014 | | | 1273 | 396 | 11 | 1533 | | | | | | | | | | | | | | | | | | |
| 1913-14 | 34, 44, 54 | A-L | | 547 | 344 | 756 | 924 | 1020 | 1356 | 1665 | 1280 | 406 | 18 | | DC | | | | | 8 1/2 | 9 1/2 | 7/16 | | | | | | | 2 | | | |
| 1914 | Majestic, Sultanic | A-L | | 529 | 291 | 707 | 898 | 1088 | 1373 | 1639 | 1215 | 429 | | | DC | 166 | 82 | 64 | 82 | | | 7/16 | | | | | | | | 4 1/2 | 5/16 | |
| 1914 | Olympic | A-L | | 520 | 319 | 701 | 892 | 1038 | 1373 | 1629 | 1145 | 374 | | | DC | 166 | 82 | 64 | 82 | | | 7/16 | | | | | | | | 4 1/2 | 5/16 | |
| 1914-15 | 44, 46 | A-L | 1861 | 536 | 319 | 701 | 892 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 168 | 82 | 82 | 82 | 9 | 10 1/4 | 7/16 | 1 1/4 | 5/16 | 42 1/4 | 2 | 5/16 | 45 1/2 | 2 1/2 | 4 1/2 | 5/16 | |
| 1915 | 6-48 | A-L | 1828 | 512 | 321 | 788 | 890 | 1074 | 1338 | 1643 | 1138 | 473 | 107 | 1506 | DC | 168 | 82 | 82 | 82 | | | 7/16 | | | | | | | | 3 1/2 | 5/16 | |
| 1916 | 68 | A-L | | | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 166 | | 61 | 62 | 9 | 9 1/2 | 7/16 | 2 1/4 | 5/16 | 42 | 2 | 5/16 | 44 | | 3 1/2 | 5/16 | |
| 1916 | 34, 34 8 | A-L | 1853 | 512 | 316 | 719 | 886 | 987 | 1338 | | 1132 | 362 | 106 | 1510 | DC | 166 | | 61 | 62 | 8 1/2 | 9 1/2 | 7/16 | | | | | | | 2 | 3 1/2 | 5/16 | |
| 1917 | 349 | A-L | 1821 | 508 | 317 | 717 | 829 | 1061 | 1308 | 1641 | 1160 | 482 | 4 | 1504 | DC | 166 | | 64 | 64 | | 9 1/2 | 7/16 | | | | | | | 1 5/8 | 3 | 5/16 | 20700 to 21916 |
| 1917 | 350 | A-L | 1888 | | 319 | | 890 | 989 | 1338 | | 1132 | 482 | 108 | 1510 | | | | | | | 9 1/2 | 7/16 | | | | | | | | | | 20243 to 20587 |
| 1918 | 349 | | | | | 717 | 890 | | | 1641 | | 462 | 4 | 1504 | | 166 | | 64 | 64 | | 10 | 7/16 | | | | | | | 1 5/8 | 3 | 5/16 | |
| 1913 | Cross Country | U.S.L. | 1916 | 555 | 349 | 807 | 849 | 1115 | | | 1290 | 358 | 109 | | DC | | | | | | | 7/16 | 1 1/4 | 1/4 | 27 1/4 | 1 1/4 | 1/4 | 41 1/2 | | | | 31551-35999 |
| 1914 | 4 | U.S.L. | 1846 | 545 | 348 | 799 | 849 | 1018 | 1332 | | 1245 | 402 | 110 | 1545 | DC | 168 | 82 | 82 | 82 | | | 7/16 | | | | | | | | 3 1/4 | 1/4 | 40000-46999 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 38000-38999 |
| 1914-15 | 6 | U.S.L. | 1916 | | 349 | 807 | 920 | 1115 | 1356 | | 1290 | 358 | 109 | | DC | 168 | 82 | 82 | 82 | 9 | 9 1/4 | 7/16 | | | | | | | 2 1/4 | 3 1/4 | 1/4 | 47000-52299 |
| 1915-16 | Chest.-6 | Bijur | 1859 | 520 | 320 | 701 | 892 | 1001 | 1355 | 1629 | 1293 | 375 | 111 | 1512 | | | | | | 8 1/2 | 9 1/2 | 7/16 | | | | | | | 2 1/2 | 3 | 1/8 | 47000-52299 |
| 1916 | | | 1830 | 514 | 320 | 719 | 831 | 1073 | 1332 | 1643 | 1177 | 470 | 112 | 1510 | SC | 167 | 81 | Spec | Spec | 7 1/2 | 8 1/2 | 7/16 | | | | | | | 2 1/4 | 3 1/4 | 1/4 | 57000-60500 |
| | | | | | | | | | | | | | | b | | | | | | | | | | | | | | | | | 68000-69500 |
| 1917 | All | Bijur | 1851 | 514 | 320 | 719 | 886 | 1073 | 1323 | 1629 | 1293 | 362 | 7 | 1515 | SC | 167 | 81 | 63 | 63 | 7 1/2 | 8 1/2 | 7/16 | | | | | | | 2 1/4 | 3 1/4 | 5/16 | 61000-78000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 86000-96000 |
| 1915 | | Lesco-N. | 1892 | 520 | 320 | | 892 | 996 | 1356 | | 1145 | 373 | 18 | | | | | | | | | | | | | | | | | 3 1/4 | 5/16 | |
| 1915-16 | | Lesco-N. | 1859 | 520 | 320 | | 829 | | 1323 | | 1146 | 470 | 22 | 1512 | | | | | | | | | | | | | | | | 2 1/4 | 3 | 1/8 | |
| 1915-16 | | G & D. | 1851 | 514 | 317 | | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | | | | | | | | 7/16 | | | | | | | | 2 1/2 | 3 | 1/8 | |
| 1918 | 27 | A-L | 1827 | | | | 831 | | 1332 | | | | | | | | | | | | | | | | | | | | | 2 1/2 | 3 1/4 | 5/16 | |
| 1919 | 33-27 | | 1827 | | | | | | 1332 | | | | | | DC | | | | | 7 1/2 | 8 1/2 | 7/16 | 1 1/2 | 5/16 | 35 1/4 | 1 1/4 | 5/16 | 37 1/4 | 2 1/2 | 3 1/2 | 5/16 | |
| 1916 | B | Bijur | 1830 | | 320 | | 831 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | | 9 1/4 | 7/16 | 2 | 5/16 | 38 1/4 | 2 | 5/16 | 43 1/4 | | | | |
| 1917 | C-60 | Bijur | | 512 | 319 | | 831 | | 1332 | | | 470 | 135 | 1510 | SC | 165 | | 63 | 63 | 8 1/4 | 9 1/4 | 7/16 | 6 | 5/16 | 38 1/4 | 2 | 5/16 | 43 1/4 | 1 1/2 | 3 1/2 | 5/16 | |
| 1918 | 17 | | | | | 822 | 831 | | 1329 | | | 479 | | 1510 | | 165 | | 63 | 63 | | 9 1/2 | | 2 1/4 | 5/16 | 35 | 2 1/4 | 5/16 | 38 3/4 | 1 1/2 | 3 1/2 | 5/16 | |
| 1914-15 | | Delco | | 514 | | | 886 | 987 | 1332 | | 1293 | | | | DC | 166 | 82 | 62 | Spec | | | 7/16 | | | | | | | | | | |
| 1914-15-16 | | Jesco | | 520 | | | 892 | 997 | | | 1145 | | 18 | 1512 | | | | | | | | 7/16 | | | | | | | | | | |
| 1919 | K-31 & 35 | | | | | | | | | | | | | | | | | | | | | 7/16 | 1 1/2 | 5/16 | 15 5/8 | | | | 2 | 3 1/4 | 1/4 | |
| 1919 | K-32 & 36 | | | | | | | | | | | | | | | | | | | | | 7/16 | 1 1/2 | 5/16 | 16 1/4 | | | | 2 | 3 1/4 | 1/4 | |
| 1919 | K-40-45-50-53 | | | | | | | | | | | | | | | | | | | | | 7/16 | 2 1/2 | 5/16 | 20 1/4 | 2 1/4 | 5/16 | 20 1/4 | 2 1/4 | 4 1/2 | 1/4 | |
| 1916 | | | | 533 | | 751 | | 1096 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1917 | | Bosch | 1873 | 526 | 337 | | 912 | | | | 1240 | 400 | 113 | 1533 | SC | 141 | | 80 | 67 | | | 7/16 | | | | | | | | 3 1/4 | 5/16 | |
| | | | | | | | | | | | | | | | | | | | | | | | Em | er | gene | y S | er | vice | | | | |
| 1913 | A | Disco | 1823 | 508 | 316 | 699 | 888 | 985 | 1301 | | 1295 | 359 | 63 | 1500 | DC | 166 | 82 | 64 | 64 | | | 7/16 | 2 1/4 | 11/16 | 42 1/4 | 2 | 11/16 | 19 | | 6 3/4 | 1/8 | 500-2200 |
| 1914 | B | Ward-L. | 1888 | 518 | 286 | 699 | 888 | 1030 | 1322 | | 1206 | 421 | 52 | 1508 | DC | 166 | 82 | 64 | 64 | | 8 1/2 | 7/16 | 2 | 11/16 | 42 1/4 | 2 | 11/16 | 38 1/4 | | 3 7/8 | 1/8 | 2200-4000 |
| 1915-16 | C, 3D | Ward-L. | 1851 | 514 | 317 | 711 | 886 | 993 | 1323 | 1643 | 1141 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | 9 1/2 | 7/16 | 3 | 11/16 | 41 | 2 | 11/16 | 38 1/2 | 1 5/8 | 3 5/8 | 1/8 | 4000-8000 |
| 1916 | 3-D | Ward-L. | 1821 | 515 | 317 | 717 | 829 | 1066 | 1308 | 1641 | 1160 | 462 | 4 | 1510 | DC | 166 | 82 | 64 | 64 | 8 1/2 | 9 1/2 | 7/16 | | 11/16 | 41 | 2 | 11/16 | 18 5/8 | 1 1/2 | 2 3/4 | 5/16 | 8000-12000 |
| 1916-17 | 8E | Ward-L. | 1821 | 508 | 316 | | 829 | 1061 | 1308 | 1641 | 1160 | 458 | 4 | 1510 | SC | 167 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | 7/16 | | 11/16 | 41 | 2 | 11/16 | 18 5/8 | 1 1/2 | 3 | 5/16 | 12000-18000 |
| 1918 | KE | | 1817 | 508 | | 717 | | | 1308 | 1641 | | 467 | | 1510 | | 167 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | 7/16 | | | | | | | 1 1/2 | 3 | 5/16 | 20000-22000 |
| 1919 | G | Bijur | | | | | | | | | | | | | SC | | | | | | 9 1/2 | 7/16 | 1 1/4 | 11/16 | 43 1/8 | 2 | 11/16 | 45 | 1 1/4 | 3 | 5/16 | 22000 up |

Screw Base. †MiniatureBase. §When sizes are not standard stock sizes, under Internal Brake use thenext smaller size; under External Brake use the next larger size. Odd sizes metimes made for manufacturers on account of quantity buying.

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# Tungar RECTIFIER

## Tungar Price List

COMPLETE TUNGARS

| Cat. No. | Freq. | D-c. Amp. | No. Cells Battery | Weight Net | Weight Shipping | Cat. No. Bulb | A-c. Volts | † Price |
|---|---|---|---|---|---|---|---|---|
| 195529 | 60 | 2 | 3 | 8 | 12 | 195528 | 115 | $18 |
| 198646 | 40–50 | 1 | 6 | 10 | 15 | 195528 | 115 | 20 |
| 199547 | 25–30 | 0.75 | 8 | 14 | 20 | 195528 | 115 | 25 |
| 219865 | 60 | 5<br>3<br>1.5 | 3<br>6<br>9 | 15 | 24 | 189048 | 115 | 28 |
| 195530 | 60 | 6 | 3/6 | 15 | 24 | 189048 | 115 | 28 |
| 198647 | 40–50 | 6 | 3/6 | 18 | 30 | 189048 | 115 | 34 |
| 199546 | 25–30 | 6 | 3/6 | 20 | 35 | 189048 | 115 | 36 |
| *193191 | 60 | 5 | 3–12 | 39 | 58 | 189049 | 115 | 75 |
| *179492 | 60 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 130 |
| *198648 | 40–50 | 6 | 3–30 | 60 | 91 | 189049 | 115 | 140 |
| *199545 | 25–30 | 6 | 3–30 | 78 | 105 | 189049 | 115 | 155 |
| *206794 | 125–133 | 6 | 3–30 | 50 | 81 | 189049 | 115 | 140 |
| *206795 | 60 | 6 | 3–30 | 80 | 105 | 189049 | 230 | 155 |
| *206796 | 40–50 | 6 | 3–30 | 95 | 125 | 189049 | 230 | 175 |
| **Renewal Bulbs** | | | | | | | | |
| 195528 | any | 2 | 3–8 | 3 oz. | 1 lb. | ..... | ... | $3.00 |
| 189048 | any | 6 | 3–6 | 8 oz. | 2 lb. | ..... | .... | 7.00 |
| 189049 | any | 6 | 3–30 | 8 oz. | 7 lb. | ..... | ... | 8.00 |

* Extra bulb included.

† All prices subject to change without notice.

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The 6-amp., 75 volt Tungar Rectifier will charge any combination of 3, 4, 5, 6 up to 30 cells at 6 or 7 amperes or less from alternating current.

It is a practical device demonstrated by actual service. It equips the garage for efficient battery charging at a much lower cost than any other reliable device of similar capacity. The Tungar Rectifier allows a good profit on battery charging.

The Tungar fastens to the wall thus taking up no floor space. It uses alternating current at a cost of but six cents an hour for ten 3-cell batteries. It is self-starting, requiring no attendant.

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# UNIVERSAL

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | A&B | Disco | 1845 | | 332 | | 906 | 1008 | | | | | | 1527 | SC | 171 | | 81 | | | 7½ | ⅞ | 1⅝ | 3/16 | 29 | 1⅝ | 3/16 | 27½ | | 3¼ | ⅝ | |
| | 1919 | B | Wagner | | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¾ | ⅛ | 37 | 1¾ | ⅛ | 36⅛ | | 3⅛ | | 2251 up |
| | 1917 | All Models | Ward-L. | 1851 | | 320 | | 886 | 987 | | | | 362 | 7 | 1506 | | | | | | | | ½ | | | | | | | | | | |
| | 1913-14-15 | | Jesco | 1878 | 557 | 345 | 756 | 924 | 1021 | | | 1281 | 405 | 67 | 1557 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 4¼ | ⅝ | |
| | 1914 | | | 1861 | 520 | 319 | 701 | 892 | 997 | | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 3½ | ¼ | |
| | 1914-15 | | | 1851 | 512 | | 697 | 886 | 987 | | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 4¼ | ⅝ | |
| | 1913 | 36A, 37A | | | | 322 | | 886 | 1117 | 1379 | | | | 1 | | DC | | | | | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1913-14-15 | 48A, B, G, 4, 6, 8 | West | 1864 | 526 | 322 | | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 10 | ⅞ | | | | | | | 2¼ | 4⅛ | ¼ | |
| | 1916 | K | West | 1851 | 514 | 317 | | 831 | 987 | 1332 | 1643 | 1293 | 470 | 58 | 1510 | SC | 167 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | | | | | | | 2½ | 3 | 3/16 | |
| | 1917 | A | West | 1851 | 514 | 317 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | 8¾ | ⅞ | | | | | | | 2½ | 3½ | 3/16 | |
| | 1917 | B | | 1851 | 514 | 320 | | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 169 | 81 | 63 | 63 | | 9½ | ⅞ | 1⅝ | ⅛ | | | | | | 3½ | ⅝ | |
| | 1913 | 32, 48 | North-E. | 1882 | 548 | 346 | 760 | 928 | 1022 | 1420 | 1631 | 1282 | 408 | 62 | 1596 | DC | | | | | | 9¾ | ⅞ | | | | | | | | 4½ | ⅞ | |
| | 1914 | 41, 48 | North-E. | 1882 | 548 | 335 | 760 | 928 | 1022 | 1420 | 1655 | 1282 | 408 | 62 | 1596 | DC | Spec | Spec | Sepc | Spec | 9 | 9¾ | ⅞ | 2½ | ⅝ | 49 | 2½ | ⅝ | 53½ | | 4½ | ⅞ | |
| | 1915 | 48 | Jesco.? | 1874 | | | 732 | 912 | 1014 | 1408 | 1655 | 1237 | 396 | 11 | 1601 | DC | 176 | 90 | 90 | | 9½ | 10¼ | ⅞ | 2½ | ⅝ | 49 | 2½ | ⅝ | 53½ | | 4½ | ⅝ | |
| | 1915-16-17 | 41, 34 | Bosch | 1874 | 536 | 335 | 732 | 912 | 1014 | 1408 | 1655 | 1237 | 399 | 105 | 1601 | *DC | 141 | | 89 | 89 | 9½ | 10¼ | ⅞ | 1½ | ⅝ | 47⅝ | 2 | ⅝ | 53½ | 2½ | 4½ | ⅜ | |
| | 1918 | 34 | Bijur | 1839 | 514 | | 732 | 833 | 1088 | 1363 | 1645 | | 487 | | 1510 | SC | {129<br>101 | | 81 | 81 | 8¾ | 9¾ | ⅞ | 1½ | ⅝ | 47½ | 2 | ⅝ | 53½ | 2½ | 3¼ | ⅜ | |
| | 1919 | 34 | Bijur | 1839 | | | | | | 1363 | | | | | | SC | | | | | 9 | 9¾ | ⅞ | 1⅝ | ⅝ | 47½ | 2 | ⅝ | 53½ | 2½ | 3¾ | ⅝ | |
| | 1914 | | North-E. | | 526 | | | 932 | 1008 | | | | | | | | | | | | | | | | | | | | | | 4 | ¼ | |
| | 1914-15 | B | North-E. | | 560 | | | 953 | 1028 | | | | | | | | | | | | | | | | | | | | | | 5½ | ⅝ | |
| | 1913-14 | | Jesco | | 526 | 322 | | | 1004 | | | 1151 | 381 | | | DC | 166 | 82 | 64 | | | | | | | | | | | | | | |
| | 1914-15 | | West | | 526 | 323 | | 896 | 1008 | | | 1152 | 382 | 1 | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | | | | | | | 841 | | | | | | 82 | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1917 | 4-36, 8-48 | | | | 319 | | 831 | | | | | | | | | | | | | | | ⅞ | | | | | | | 1⅝ | | | |
| | 1913-14 | 35 | Deaco | 1891 | 520 | 320 | 701 | 979 | 999 | 1357 | 1629 | 1148 | 376 | 126 | 1512 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | 4 | ¼ | { |
| | 1913-14 | 50-6 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | | | 1 to 14000 |
| | 1913-14 | 25 | G & D | 1852 | | 317 | 796 | 980 | 1107 | 1325 | | 1226 | 413 | 69 | 1524 | DC | 166 | 82 | 64 | Spec | | 8¾ | ½ | 1¼ | ⅝ | 17⅝ | 1¼ | ⅝ | 34½ | 1⅝ | 3⅝ | ¼ | |
| | 1915-16 | 25 | G & D | 1872 | 535 | 351 | 796 | 980 | 991 | 1391 | 1653 | 1136 | 394 | 127 | 1506 | SC | 125 | | 63 | | 7¼ | 8¾ | ⅞ | 1½ | ⅝ | 46 | 1½ | ⅝ | 46 | 1⅝ | 3⅝ | ¼ | 14000 to 52000 |
| | | | | | | | | | | | | | | | | | | | | | | | | Em | er | gency | y S | er | vice | | | | {52001 to 110000 |
| | 1915-16-17 | 25 | S. Huff | 1872 | 535 | 351 | 797 | 980 | 1011 | 1391 | 1653 | 1236 | 394 | 128 | 1527 | SC | 165 | | 63 | 63 | 7½ | 8¾ | ⅞ | 1¼ | ⅝ | 15 | 1¼ | ⅝ | 34½ | 1⅝ | 3⅝ | ⅝ | 110001 to 23980 |
| | 1918 | 25 | | 1868 | | | | | | | 1653 | | | | 1594 | | | | | | | | | | | | | | | | | | |
| | 1919 | 25 | Auto-K | | | | | | | | | | | | | SC | | | | | 7⅝ | 8½ | ⅞ | 1¼ | ⅝ | 30 | 1¼ | ⅝ | 34½ | 1⅝ | 3⅝ | ⅝ | 229000 to [illegible] |
| ruck | 1919 | | Auto-K | | | | | | | | | | | | | | | | | | 7⅝ | 8½ | ⅞ | 1¾ | ⅝ | 32 | 1¾ | ⅝ | 32 | 1⅝ | 3⅝ | ⅝ | 15001 up |
| | 1918 | 5-Pass | S. Huff | | | | 797 | 980 | | 1392 | | | | | | | | | | | | 8¾ | ⅞ | 1⅝ | ⅝ | 35½ | 1⅝ | ⅝ | 37⅝ | | | | |
| | 1915-16 | WH, L-6 | | 1863 | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | WH, L-6, CE4, 6-T-5, L-6 | | 1863 | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | CF-4-2 Ton | | 1896 | | | | | | | | | | | 1520 | | | | | | | | | | | | | | | | | | |
| | 1916 | W-6 | West | | 526 | | | | 1008 | | | 1152 | | 98 | | | | | | | | | | | | | | | | | | | |
| | 1917-18 | EW, FW, D | West | 1891 | | 290 | | 894 | 1033 | | | 1200 | | 98 | 1514 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1913-14 | 35G, H, M | Rush | 1864 | 526 | 322 | 705 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | rea | r | whe | el t | ra | ns. | | 4½ | ¼ | {991 to 1590 |
| | 1913-14 | 35K, 35O | Rush | 1897 | 529 | 291 | 707 | 898 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | 2½ | ⅝ | 18¾ | 3¾ | ⅝ | 9 | | 4½ | ¼ | 1591 to 2098 |
| | 1915 | 22-70 | U.S.L. | 1907 | 543 | 298 | 800 | 984 | 1050 | 1415 | 1664 | 1275 | 508 | 129 | 1547 | SC | 175 | 89 | 89 | 89 | | 9¾ | | | | | | | | 3 | 3¼ | ⅝ | 2099 to 2549 |
| | 1916 | 22-72 | U.S.L. | 1815 | 543 | 342 | 753 | 984 | 1103 | 1413 | 1664 | 1264 | 508 | 130 | 1544 | SC | 177 | 89 | 89 | 89 | | 9¾ | ⅞ | | | | | | | 3 | | | 2550 to 3299 |
| | | | | | | | | | | | | | | | | | | | | | | | | re | ar | whe | el t | ra | ns. | | | | |
| | 1917 | 22-73 | U.S.L. | 1848 | 543 | 340 | 752 | 984 | 1100 | 1412 | 1663 | 1262 | 506 | 31 | 1543 | SC | {141<br>89 | | 89 | 89 | 9 | 9⅞ | ⅞ | 2¼ | ⅝ | 47 | 2½ | ⅝ | 12 | 3 | 3¼ | ⅝ | 3300 to 4099 |
| | 1918 | 22-73 | U.S.L. | 1838 | 520 | | | 835 | | | 1678 | | | 31 | 1516 | SC | 141 | 89 | 89 | 89 | 9½ | 9⅞ | ⅞ | 2½ | ⅝ | 12 | 2½ | ⅝ | 17⅝ | | 3¼ | ¼ | |
| | 1918 | 19.50 | | 1839 | | | | | | | | | | | | DC | | | | | | 8½ | ⅞L | 2 | ⅝ | 36 | 2 | ⅝ | 24 | | 4½ | ¼ | |
| | 1913-14 | 36, 40, 45 | Jones | 8853 | | 319 | | 886 | 987 | | | 1145 | 374 | 64 | 1512 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1914 | 40, 45 | Apelco | 1868 | 533 | 330 | | 908 | 1009 | | | 1232 | 471 | 36 | 1594 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1914 | 40, 45 | G & D | 1876 | 514 | 333 | | 800 | 1014 | | | 1132 | 395 | 108 | 1510 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1915 | 50 | Delco | 1851 | 514 | 338 | | 890 | 1017 | | | 1293 | 362 | 58 | 1510 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1916-17 | 75, 80 | Delco | 1818 | 508 | 317 | | 967 | 1061 | | 1679 | 1163 | 458 | 25 | 1504 | | | | | | | | | | | | | | | | 3⅝ | ⅝ | |
| | 1913-14 | 22 Series 1913 | North-E. | 1883 | 552 | 282 | 781 | 949 | 1024 | | | 1232 | 409 | 131 | | DC | 170 | 82 | 82 | 64 | | | {EI | 1⅛ | 3/16 | 18 | 1⅛ | 3/16 | 23 | 1½ | 3¼ | ¼ | 1830 to 22949 |
| | 1914 | 22 Series 1914 | North-E. | 1868 | | 333 | 781 | 908 | 1014 | 1300 | 1633 | 1232 | | 36 | 1594 | DC | 170 | 82 | 82 | 64 | | 8 | {EI | 1⅛ | 3/16 | 18 | 1⅛ | 3/16 | 23 | 1½ | 3¼ | ¼ | 2295 to 29000 |
| | 1915-16-17 | 22, 25 | G & D | 1886 | 510 | 285 | 725 | 978 | 1025 | 1300 | | 1204 | 418 | 83 | 1599 | SC | 165 | 81 | 81 | 53 | 7½ | 8¾ | {EI | 1¾ | ⅝ | 13½ | 1¾ | ⅝ | 31¼ | 1½ | 3⅞ | ⅝ | 29101 to 40249 |
| | 1918 | k | | 1880 | | 316 | 725 | | | | | | | 55 | | | 166 | 82 | 64 | 64 | | 8¾ | {EL | 1¾ | ⅝ | 13 | 1¾ | ⅝ | 30 | 1½ | | | |
| fichi- | 1913-14 | 40 | North-E. | 1803 | 547 | 305 | | 924 | 1020 | 1418 | | 1280 | 411 | 81 | 1557 | | | | | | | | | | | | 2 | ⅝ | 44 | | | | |
| | 1913-14 | | G & D | 1802 | 516 | 344 | | 900 | 1105 | 1316 | | 1222 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1915 | | | | 516 | 285 | | | 1026 | | | 1201 | | | | | | | | | | | | | | | | | | | 3¼ | ¼ | |
| | 1916-17-18 | A, B | | 1821 | | 317 | | | 1063 | | | 1160 | 462 | 55 | 1504 | SC | 169 | 81 | | 63 | | | ⅞L | | | | | | | | 3½ | ¼ | |
| | 1913-14 | T-4, T-6 | G & D | | 516 | | | | 1105 | | | 1222 | | | | DC | | | | | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| nse. | 1918 | | | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1913 | 2-4, 5-4, 7-4, 2-6, 5-6, 7-6 | Esterl. | 1826 | 529 | 291 | 705 | 835 | 1004 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | ⅞ | | | | | | | 2¾ | 4¼ | ⅝ | 30001-40500 |
| | 1914 | A5-40, A5-50, Sp. 6 Deluxe | Remy | 1897<br>1864 | 526 | 322 | 707 | 835 | 1008 | | 1661 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 9¼ | ⅞ | 2 | ⅝ | 47⅝ | 2¼ | ⅝ | 51½ | 2¾ | 4¼<br>4¼ | ¼<br>⅝ | 40501-50000 |
| | 1915 | Lt. 4 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ⅞ | 1½ | ⅝ | 40 | 2 | ⅝ | 44 | 2½ | 4 | ¼ | 50001-60000 |
| | 1915 | Lt. 6 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1111 | 1379 | 1680 | 1278 | 417 | 132 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2½ | 4 | ¼ | 50001-60000 |
| | 1916 | 6 of 16 | Apelco | 1810 | 538 | 357 | 750 | 841 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2¼ | | | 60001-70000 |
| | 1916 | Eight | West | 1863 | 526 | 323 | 705 | 835 | 1008 | | 1631 | 1152 | 382 | 21 | 1518 | DC | 166 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2¼ | | | 60001-70000 |
| | 1917 | C-42 | West | 1831 | 514 | 317 | | 831 | 1078 | 1332 | 1643 | 1184 | 484 | 133 | 1510 | DC | 166 | | 64 | 64 | | 9⅝ | ⅞ | 1½ | ⅝ | 40 | 2 | ⅝ | 39½ | 2¼ | 3½ | ¼ | 70001-95000 |
| | 1917 | D-40 Sp. | Et'Y | 1821 | 514 | 317 | | 829 | 1067 | 1305 | 1641 | 1167 | 460 | 134 | 1504 | DC | 124 | | 64 | 64 | 7¼ | 7⅞ | ⅞ | 2 | 3/16 | 35½ | 2 | ⅝ | 38½ | ¼ | 3¼ | ⅝ | 70001-95000 |
| | 1918 | C-42 | | 1830 | 514 | | 822 | 831 | | 1305 | 1643 | | 484 | | 1510 | DC | 166 | | 64 | 64 | | 10 | ⅞L | 1½ | ⅝ | 40 | 2 | ⅝ | 40 | 2¼ | 3½ | ⅝ | 95000 up |
| | 1918 | D-40 | | 1818 | 514 | | | 829 | | | 1641 | | 460 | 134 | 1504 | DC | 166 | | 64 | 64 | | 9 | | 2 | 3/16 | 35½ | 2 | ⅝ | 39 | 2¼ | 3¼ | ⅝ | |
| | 1913-14 | M-40 | Ward-L. | 1860 | 520 | 319 | 705 | 892 | 991 | 1358 | 1657 | 1147 | 378 | 96 | 1512 | DC | | | | | | 9⅝ | ⅞ | | | | | | | 2¾ | 4½ | ¼ | 2786 to 3999 |
| | 1913-14-15 | MK-50 | Warner | 1812 | 543 | 338 | 740 | 916 | 1017 | 1411 | | 1243 | 401 | 97 | 1602 | DC | 126 | 82 | 64 | 82 | | 9¼ | ⅞ | 1¾ | 3/16 | 47½ | 2½ | 3/16 | 47½ | | 4 | ¼ | 4000 to 4999 (14 Model) |
| | 1915-16 | MK-40 | A-L | 1859 | 520 | 320 | 701 | 892 | 1017 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | DC | 126 | | 63 | 82 | 8½ | 9⅝ | ⅞ | 1¾ | 3/16 | 43 | 2 | 3/16 | 43 | 2⅝ | 3¼ | ⅝ | {6000 to 6499 & |
| | 1917 | MK-50 | A-L | 1826 | 520 | 319 | | 831 | 996 | | 1643 | 1188 | 479 | 135 | 1512 | DC | | | | | | | ⅞ | | | | | | | 2¾ | 4 | ¼ | 6500 to 7000 |
| | 1917 | 6 | A-L | 1826 | 520 | 319 | | | 996 | 1339 | | 1188 | 479 | 135 | | SC | 165-81 | | 63 | 82 | 8½ | 9⅝ | ⅞ | | | | | | | 2½ | | | |
| | 1918 | 40c | | 1826 | | | 701 | 831 | | 1339 | | | | 135 | 1510 | | 165 | 83 | 63 | 81 | | | | | | | | | | 2½ | | | |
| | 1918 | 50 | | 1826 | | | 822 | 831 | | 1339 | | | 479 | 135 | 1510 | | 165 | 83 | 63 | 81 | | 9¼ | | | | | | | | 2 | | | |
| | 1919 | MK | Wagner | 1826 | | | | | | 1339 | | | | | | DC | | | | | 8½ | 11 | ⅞ | 2 | ⅝ | 40 | 2 | ⅝ | 42½ | 2½ | 2¾ | ⅝ | |
| | 1914 | 4 | Deaco | | 512 | | | | 987 | | | 1293 | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1917 | 4-30 | | | | | | | | | | | | | 1504 | | 165 | | 65 | 64 | | | | | | | | | | | | | |
| | 1919 | R Roadster | Dynsto | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅝ | 38 | 2 | ⅝ | 38 | | 3⅛ | | 1900 to |
| | 1914 | M-2, M-2½ | A-L | 1897 | | 291 | | 898 | 1038 | 1370 | 1639 | 1146 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | M-2, M-2½ | A-I | 1859 | 520 | 320 | 097 | 892 | 996 | 1355 | 1629 | 1293 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 1½ | 3 | ⅝ | 501 up |
| | 1915 | M | A-L | 1851 | 529 | 317 | 693 | 886 | 987 | 1323 | 1627 | | 362 | 7 | 1506 | | | | | | | 8 | ⅞ | 1¼ | 3/16 | 28 11/16 | 1¼ | 3/16 | 27⅝ | | | | |
| | 1916-17 | M-2, M-3, M-4, M-5 | A-L | 1821 | 508 | 317 | 693 | 882 | 1066 | 1302 | 1625 | 1297 | 361 | 136 | 1500 | DC | 166 | | Spec | | 7¼ | 8½ | ⅞ | | | | | | | | 3¼ | ⅝ | {Mod. 4 (8000 up)<br>Mod. 3 (4001 up) |
| | 1918 | 6 | | 1819 | | | 693 | 829 | | 1302 | | | | | | | 125 | | 63 | 63 | | 8½ | ⅞ | 1¾ | ⅝ | 31¼ | 2 | ⅝ | 34⅝ | 1½ | 3¼ | ⅝ | 9151 up |
| | 1919 | S-7T-SR | Auto-L | | | | | | | | | | | | | DC | | | | | | | ⅞ | 1¾ | ⅝ | 33 | 2 | ⅝ | 34 | 1¾ | 3⅝ | ⅝ | |
| | 1914 | 4-42, 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | 83 | 61 | 61 | | | h. ⅞<br>& ¼ | 2 | ⅝ | 40 | 4-4 | 2r | earw | | 4½<br>3⅝ | ¼<br>⅝ | |
| | 1915 | 4-38, 6-40 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 107 | 1506 | SC | 165 | | 63 | 63 | | | el ⅞<br>& ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2¼ | 3½ | ⅝ | |
| | 1915 | 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | | 1218 | 434 | 45 | 1521 | | | | | | | | el ⅞ | 2¼ | ⅝ | 46 | Re | ar | whe | 2¼ | 3⅝ | ⅝ | |
| | 1916 | 6-30, 6-40 | Delco | 1829 | 508 | 320 | 717 | 965 | 1075 | 1310 | 1641 | 1179 | 507 | 137 | 1504 | SC | 165 | | 81 | 65 | | 8¾ | el ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2 | 3¼ | ¼ | |
| | 1917 | 6-66, 6-43 | Delco | 1830 | 514 | 320 | 719 | 965 | 1073 | 1333 | 1643 | 1176 | 479 | 138 | 1510 | SC | 125-81 | | 63 | 64 | | 10¼ | ⅞ | 2 | ⅝ | 40 | Re | ar | whe | 2¼ | 3¼ | ⅝ | |
| | 1918 | 6-36 | Wagner | 1813 | 508 | | 822 | 967 | | | | | | | 1504 | | 129 | | 63 | 64 | | 8½ | | | | | | | | 1¾ | 2⅞ | ⅝ | |
| | 1918 | 6-66 | Delco | 1825 | 514 | | 822 | 965 | | 1333 | | | | | 1510 | | 129 | | 63 | 64 | | 9½ | | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1914 | | West | 1892 | 523 | 289 | | 894 | 1034 | | | 1210 | | 71 | 1514 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | | Split'f. | 1888 | | 286 | | 884 | | | | 1203 | | 139 | 1502 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916-17 | 30 | | 1817 | | | 728 | 829 | | | | 1296 | | | | SC | | | | | 8½ | 9 | ⅞ | 1¾ | ⅝ | 37½ | 1¾ | ⅝ | 38¾ | 1¾ | 3¼ | ⅝ | |
| | 1919 | 30C | Com. | | | | | | | | | | | | | SC | | | | | 7¾ | 8 | ⅞ | 1¾ | ⅝ | 35 | 1¾ | ⅝ | 37 | 1¾ | 3¾ | ⅝ | |
| | 1914 | All | | | | | | | | | | | | | | | 170 | 82 | 64 | | | | | | | | | | | | 3½ | ⅝ | |

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | Brake Lining External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1913-14 | | U.S.L. | 1864 | 526 | 322 | | 896 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | | U.S.L. | | 526 | | | | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | | | 1859 | 520 | 320 | | 892 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | | | | | | | | | | |
| | 1915 | | | 1863 | 526 | 323 | | 896 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| a | 1919 | 20 | | | | | | | | | | | | | | | | | | | | | ⅞ | 2⅛ | ⅝ | 54 | 2⅜ | ⅝ | 56 | | | | |
| | 1916-17 | Murray 8 | West | 1891 | | 290 | | 894 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1918 | 1918 | | 1839 | | | | | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1913-14-15 | | West | | | | | | | | | 1151 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | | G & D | 1803 | 516 | | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-27 | | 1834 | | | | | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1917 | 17-34 | | 1817 | | | | | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | ⅝ | |
| | 1918 | 18, 35, 36, 38, 39 | | 1817 | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3½, 3¼ | ⅝, ¼ | |
| | 1918 | 661 | | 1817 | | | | | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8½ | ⅞ | | | | | | | 2¼ | 3¾ | ⅝ | 100000-111000 |
| | 1918 | 671 | | 1818 | | | | | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | V-1, V-3 | G & D | 1803 | 516 | 306 | 713 | 900 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞M | 2 | ⅝ | 20¾ | 2⅛ | ⅝ | 43¾ | | 4½ | ¼ | 8001-9000 |
| | 1914 | 6-W | Desco | 1851 | 512 | 317 | 607 | 886 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 1⅝ | ⅝ | 48½ | 2⅝ | ⅝ | 50½ | | 3¾ | ⅝ | 9001-10000 |
| | 1915 | AA | Remy | 1842 | 520 | 327 | 702 | 893 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | ⅝ | 48½ | 2⅝ | ⅝ | 50½ | | | | 10001-11000 |
| | 1915 | AB | West | 1842 | | 327 | 705 | 893 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | ⅞ | 1⅝ | ⅝ | 48½ | 2⅝ | ⅝ | 50½ | | 3¼ | ⅝ | 11001-12000 |
| | 1916-17 | Highway 6, AC, AE, AF | West | 1836 | 515 | 325 | 698 | 832 | 1062 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2¼ | 3½, 2¾ | ⅝, 5/32 | 12001-20000 |
| | 1916-17 | Highway 12AD AH | West | 1842 | 521 | 327 | 702 | 893 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2 | 2¾ | 5/32 | 12001-20000 |
| | 1917 | Highway 12AK | Bijur | 1842 | 515 | 327 | | 893 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2 | 2⅞ | ⅝ | |
| | 1915 | AB | West | 1842 | 521 | 327 | 702 | 893 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | ⅞ | 1⅝ | ⅝ | 48½ | 2⅝ | ⅝ | 50½ | | 3¾ | ⅝ | |
| | 1918 | 6 | | | 515 | | 720 | | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2¼ | | | 20001-25001 & up |
| | 1918 | 12 | | 1842 | 515 | | 702 | | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9⅝ | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2 | 2⅞ | ⅝ | 20001-25001 & up |
| | 1919 | Ser. AK 12 / Ser. AF3 | Bijur / West | 1842 / 1842 | | | | | | | | | | | | | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 5/32 | 43½ | 2 | 5/32 | 45 | 2¼ & 2 | 3½, 2⅞ | ⅝, ⅝ | 25836 to 34000 |
| | 1917 | AB | U.S.L. | | | | | | | | | 1256 | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | ⅝ | |
| | 1918 | D Touring | | | | | | 840 | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | ⅞ | 1¼ | 5/32 | 32 | 1¼ | 5/32 | 32 | | 3⅛ | ⅝ | |
| | 1916 | Simplicity | Al-Ch | | 513 | | 698 | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | ½ | | | | | | | 1⅝ | 3¼ | 5/32 | |
| | 1918 | NW-2 | | | | | | | | | | | | | 1524 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | A, B, | G & D | | | | | 900 | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | | | |
| | 1914 | C, D | West | 1861 | 512 | | 607 | 886 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | 4 | ¼ | |
| | 1915-16-17 | C, D, F | West | 1853 | | | 819 | 886 | 980 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | ⅞ | | | | | | | 2⅝ | 3⅛ | ¼ | 1917-10000.11125 |
| | 1918 | 18 | | | | | 607 | | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2⅝ | 3 | ⅝ | 11125 up |
| | 1917 | Speedster | Bosch | 1844 | | | | 839 | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| tic | 1914 | | | | 512 | | | | 980 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | | | 526 | | | | 1008 | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1913 | 42, 6-66 | Delco | | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el ⅞ | 1¾ | 5/32 | 20½ | Re | ar | whe | 2⅝ | 4½ | ⅝ | 4200-40001-42001-60001-61095 |
| | 1914 | 36 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9½ | ⅞ | 1¾ | 5/32 | 36 | 2 | 5/32 | 36 | 2 | 3½ | ¼ | 360000-364000 |
| | 1914 | 43 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | ⅞ | 2½ | ⅝ | 50 | 2½ | ⅝ | 50 | | 4½ | ⅝ | 430000-430500 |
| | 1914 | 48, 62 | Delco | 1807 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | ⅞ | 2½ | ⅝ | 50 | 2½ | ⅝ | 50 | 2⅝ | 3½ | ¼ | (48) 480000-481150; |
| | 1913-14 | 35 | DescoAL | 1897 | 529 | 321 | | 898 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el ⅞ | 2 | 5/32 | 36 | Re | ar | whe | 2 | 3½ | ¼ | (62) 620000-620100 |
| | 1915 | 37, 49 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | 3½ | ⅝ | (37 & 49) 370000-373500 |
| | 1916 | 33 | Remy | 1818 | 508 | 317 | 717 | 831 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 5/32 | 36 | 1⅜ | 5/32 | 34⅝ | 1¾ | 2⅞ | ⅝ | 320000-323000 |
| | 1916 | 38 | Delco | 1820 | 508 | 317 | 821 | 965 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | | | 380000-384001 |
| | 1916-17 | 50 | Delco | 1830 | 514 | 320 | 821 | 965 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 5/32 | 40⅝ | 1⅞ | 5/32 | 43½ | 2¼ | 3½ | ⅝ | 500000-502000 |
| | 1917 | 32B, 34 | Delco | 1816 | 508 | 315 | | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 5/32 | 35 R | ear | W | heel. | 2¼ | 2⅞ | ⅝ | (32B) 330000-347100 |
| | 1918 | 34B | Remy | 1819 | 508 | | 821 | 829 | 1069 | 1345 | 1641 | | | | 1504 | SC | 125 | | 63 | 63 | | 8¼ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 34¾ | 2¼ | 2⅞ | ⅝ | 30001 (34) up |
| | 1919 | 34B | Remy | 1819 | | | | | | | | | | | | SC | | | | | 7⅜ | 8⅜ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 34¾ | 2⅜ | 2⅞ | ⅝ | |
| | 1916 | 6-50 | West | 1863 | 512 | 320 | | 896 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1916-17 | 6-50 | West | 1851 | | 323 | | 886 | 1008 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 82 | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1918 | 6-50 | | | | | 607 | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | ⅝ | |
| ory | 1916 | L | Dyneto | | 508 | 317 | | 829 | 1078 | | | | 454 | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | M | Dyneto | 1844 | 533 | 331 | | 839 | 1004 | | | 1249 | 496 | 99 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1917-18 | M | | | | 334 | | 839 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | ⅝ | 41 | 2 | ⅝ | 43 | 2⅝ | 3¼ | ⅝ | |
| ble | 1917 | | | | | 282 | | | | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| ile | 1913 | 53 | Delco | 1919 | 554 | 350 | 805 | 972 | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞L | | | | | | | | 4½ | ⅝ | 81000-81500 |
| | 1914-15 | 54, 55 | Delco | 1807 | 528 | 354 | 795 | 970 | 1109 | 1347 | | 122 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7½ | 8½ | ⅞L | 1⅝ | ⅝ | 46½ | 2⅝ | ⅝ | 49 | | 4½ | ⅝ | (54) 83000-83999; (55) 92500-92999 |
| | 1915 | 42 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 34¾ | 1⅞ | 5/32 | 35¾ | 1⅞ | 3½ | ¼ | 91500-92499 |
| | 1916 | 43, 44 | Delco | 1821 | 508 | 317 | 821 | 967 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38½ | 1⅞ | 3½, 2⅞ | ⅝, ⅝ | (43) 94000-99999; (44) 109500-109899 |
| | 1917 | 45 | Delco | 1816 | 508 | 315 | 821 | 967 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38½ | 1¾ | 2⅞ | ⅝ | 119300-122499 |
| | 1918 | 45-37 | Del&Rm | 1819 | 508 | | | 967 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅝ | 5/32 | 35 | 1⅞ | 5/32 | 38½ | 1¾ | 2⅞ | ⅝ | |
| | 1918 | 45A | | 1816 | | | | | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | 5/32 | 40⅝ | 1⅞ | 5/32 | 43½ | | | | |
| a | 1917 | | | 1821 | | 317 | | 829 | | 1306 | | | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1918 | 45 | A-L | 1819 | | | | 829 | | 1306 | | | | | | | | | | | | 8 | ⅞ | 1¾ | ⅝ | 34⅝ | 1⅞ | 37 | ⅝ | | 3¼ | ⅝ | 5000-5200 |
| | 1919 | 45 | Auto-L. | | | | | | | | | | | | | SC | | | | | 7⅜ | 8 | ⅞ | 1¾ | 5/32 | 35½ | 1¾ | 5/32 | 37½ | 1¾ | 3¾ | ⅝ | 5201 up |
| | 1914 | 65, 79 | G & D | 1851 | 514 | 317 | 711 | 831 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | ½L | ⅛ | ⅝ | 10⅝ | 2⅛ | ⅝ | 41 | | 4⅛ | ⅜ | |
| | 1915 | 80, 81, 82 | A-L | 1855 | 515 | 327 | 698 | 832 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9⅝ | ½L | 2 | ⅝ | 9⅛ | 2¼ | ⅝ | 30⅝ | 2 | 4⅛ | ⅜ | |
| | 1916 | 75, 75B | A-L | 1819 | 508 | 317 | 717 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7⅜ | ½L | | | | | | | 1⅝ | 3⅜ | ⅝ | |
| | 1916-17 | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 1855 | 515 | 327 | 698 | 832 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9¾ | ⅞ | | | | | | | 2 | 3¼, 4⅛ | ¼, ⅜ | |
| | 1917 | 90 | A-L | 1819 | 508 | 317 | | 829 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8⅞ | ⅞ | 1¼ | ⅝ | 12½ | 1¾ | ⅝ | 38 | 1⅝ | 3⅜ | ⅝ | |
| | 1918 | 1200 | A-L | | 508 | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9⅝ | ⅞ | 2¼ | ⅝ | 10⅝ | 2¼ | ⅝ | 41 | | | | |
| | 1918 | 90 P, L, D | A-L | 1819 | 508 | | | 829 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8¾ | ⅞ | 1¼ | ⅝ | 12½ | 1¾ | ⅝ | 38 | | | | |
| | 1918 | 85-6-B | A-L | 1855 | 508 | | 698 | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9¾ | | | | | | | | | | | |
| | 1918 | 85-4, 88-6, 89-6 | A-L | 1855 | | | | 832 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4⅛ | ⅜ | |
| | 1919 | 90 | | 1819 | | | | | | | | | | | | DC | | | | | 7¼ | 8¾ | ⅞ | 1¾ | ⅝ | 50 | 1¾ | ⅝ | 76 | 1¾ | 3⅞ | ⅝ | |
| | 1919 | 83BOE | | | | | | | | | | | | | | DC | | | | | 7⅞ | 9⅝ | ⅞ | 2⅛ | ⅝ | 40¾ | 2⅛ | ⅝ | 82 | 2 | 4⅛ | ⅜ | |
| gnetic | 1916-17 | GA | | 1918 | | 347 | 785 | | | | | | | 148 | | SC | 177-89 | | 67 | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | | | |
| | 1916-17 | GB | | 1917 | | 355 | | 956 | 1059 | | | 1289 | | 149 | | DC | Spec | | Spec | Spec | 8½ | 9½ | ⅞ | | | | | | | 2⅝ | | | |
| | 1918 | O-36 | | 1917 | | | | 956 | | | 1675 | | | | | | Spec | | Spec | Spec | 10½ | | ⅞ | 2½ | ⅝ | 20⅝ | 2½ | ⅝ | 50⅝ | 2⅝ | 3¼ | ⅝ | |
| | 1918 | M-25 | | 1917 | | | | | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3¼ | ⅝ | |
| | 1919 | W-42 | Own | 1917 | | | | | | | | | | | 1604 | DC | | | | | | 10½ | ¾ | 2⅜ | ⅝ | 20¾ | 2⅜ | ⅝ | 50¾ | 2⅝ | 4 | ½ | |
| | 1913 | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | | | 3502 to 37999 |
| | 1913 | 134 8-3A, 134 8-5A | Delco | | | 310 | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 138, 348 | Bijur | 1808 | 528 | 353 | 794 | 974 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11⅛ | M | 2⅜ | ¼ | 29 5/32 | 2⅜ | ¼ | 14 5/32 | | | | |
| | 1914-15-16-17 | 238, 338, 448, 548, 212, 6-36, 6-48 | Bijur | 1865 | 526 | 306 | 705 | 973 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605, 1606 | DC | 172-84 | 66 | Spec | Spec | 9½ | 10⅛ | ⅞M | 2½ | ¼ | 53 5/32 | 2 | ⅝ | 47½ | | 4, 4½ | ¼, ¼ | (1914) 38000 to 66000: (1915) 78026 to 78386: (1917) 125051 to 150000 |
| | 1918 | 3-25, 3-35 | | 1865 | 526 | | 705 | | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8½ | ⅞ | 2 | ⅝ | 37½ | 2⅛ | ¼ | 53⅝ | 2¼ | 3 | ⅝ | |
| | 1919 | 3-25, 3-35 | Bijur | 1865 | | | | | | 1378 | | | | | | SC | | | | | 8 | 8½ | ⅞ | 2 | ¼ | 47½ | 2⅛ | ¼ | 53 5/32 | 2⅜ | 3 | ⅝ | |
| | 1913 | 25 | Disco | 1901 | 516 | 330 | 730 | 910 | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | ⅞ | 1¼ | ⅝ | 29¼ | 1¾ | ⅝ | 28⅝ | | | | 7000 to 14000 |
| | 1913 | 36 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | ⅞ | 1¾ | ⅛ | 40⅝ | 2 | 5/32 | 45⅝ | | | | |
| | 1913-14 | 25 | G & D | 1901 | 516 | 295 | 730 | 900 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | ⅞ | 1¾ | ⅝ | 29¼ | 1¾ | ⅝ | 28⅝ | | | | |
| | 1914 | 36 | G & D | 1851 | 514 | 317 | 711 | 890 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9¼ | ⅞ | 1¾ | ⅛ | 40⅝ | 2 | 5/32 | 45⅝ | | 4 | ⅝ | 14001 to 20000 |
| | 1914-15 | 25 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8½ | 9 | ⅞ | 1¾ | ⅝ | 42 | 2 | ⅝ | 42 | 2 | | | |
| | 1916 | 6-38, 6-46 | G & D | 1851 | 514 | 317 | 711 | 886 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8½ | 9 | ⅞ | 2 | 5/32 | 35½ | 2 | ⅝ | 38½ | 2 | 3⅛ | 5/32 | (6-38) 5000 up: (6-46) 65000 up |

…elabra Screw Base. Miniature Base. *When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the … size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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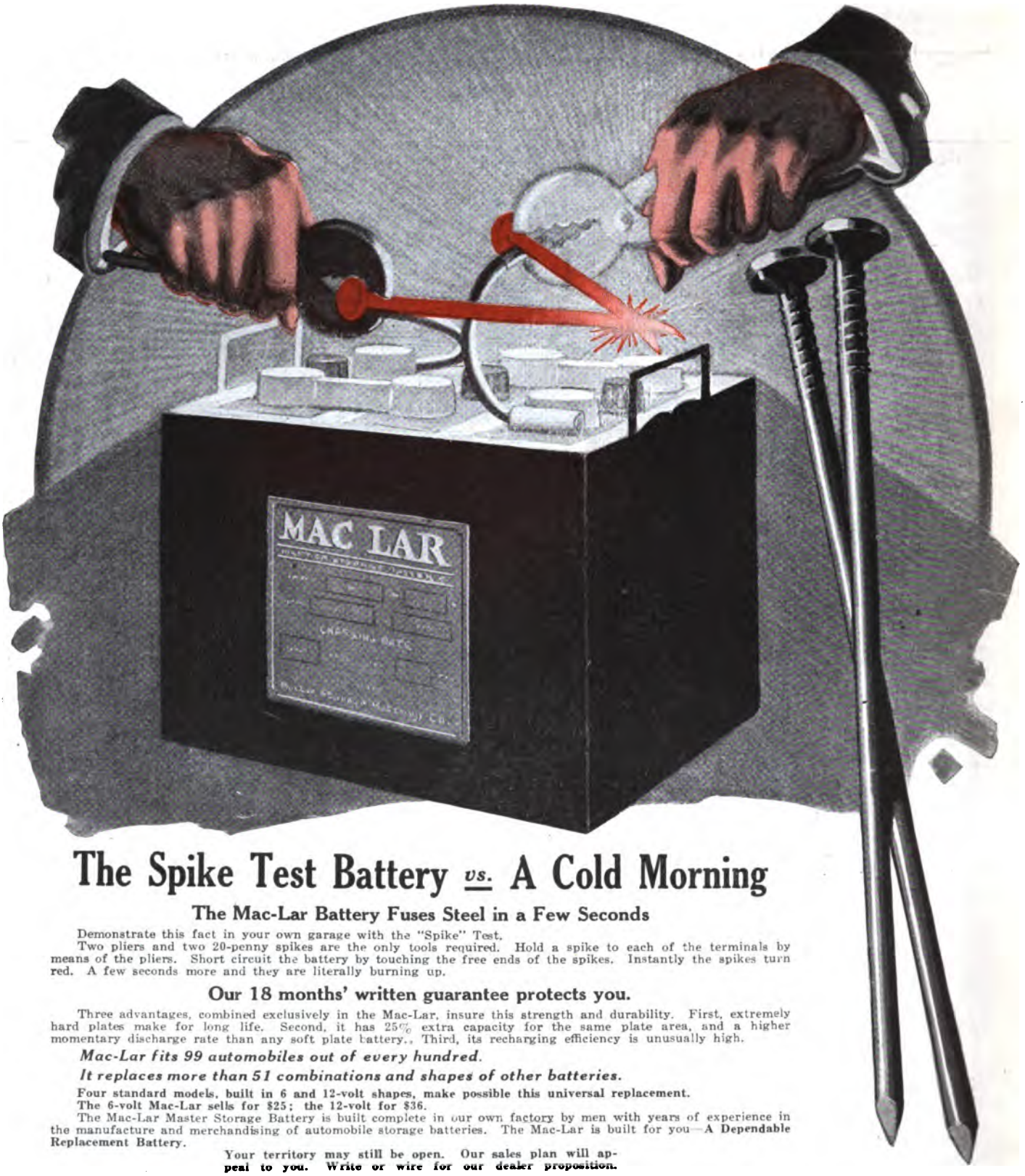


# The Spike Test Battery *vs.* A Cold Morning

## The Mac-Lar Battery Fuses Steel in a Few Seconds

Demonstrate this fact in your own garage with the "Spike" Test.

Two pliers and two 20-penny spikes are the only tools required. Hold a spike to each of the terminals by means of the pliers. Short circuit the battery by touching the free ends of the spikes. Instantly the spikes turn red. A few seconds more and they are literally burning up.

## Our 18 months' written guarantee protects you.

Three advantages, combined exclusively in the Mac-Lar, insure this strength and durability. First, extremely hard plates make for long life. Second, it has 25% extra capacity for the same plate area, and a higher momentary discharge rate than any soft plate battery. Third, its recharging efficiency is unusually high.

***Mac-Lar fits 99 automobiles out of every hundred.***

***It replaces more than 51 combinations and shapes of other batteries.***

**Four standard models, built in 6 and 12-volt shapes, make possible this universal replacement.**
**The 6-volt Mac-Lar sells for $25; the 12-volt for $36.**

The Mac-Lar Master Storage Battery is built complete in our own factory by men with years of experience in the manufacture and merchandising of automobile storage batteries. The Mac-Lar is built for you—**A Dependable Replacement Battery.**

**Your territory may still be open. Our sales plan will appeal to you. Write or wire for our dealer proposition.**

**MAC-LAR BATTERY COMPANY, INC., Detroit, U. S. A.**

# MAC-LAR

## MASTER STORAGE BATTERY

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| | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Truck |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ...on'td. | 1917 | J & K 6-17 | G & D | 1830 | 514 | 320 | | 831 | 1079 | | 1643 | 1183 | [illegible] | 152 | 1510 | SC | | | | | 8¼ | 9⅝ | ⅞ | 2 | 5/16 | 42 | 2 | 5/16 | 44 | 2 | | | 89924 to 101980 |
| | 1917 | 651 and 646 | | 1830 | 514 | | | | | | | | | 152 | 1510 | | | | | | 8½ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | 2¼ | 3⅛ | ⅝ | |
| | 1918 | | | 1830 | | | | | | 1332 | | | | | 1510 | | 165 | 81 | 63 | 64 | | | | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | | 3⅛ | ⅝ | 102001 |
| | 1919 | 640 | G & D | 1830 | | | | | | 1332 | | | | | 1510 | SC | | | | | 8⅝ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | 2 | 3⅛ | 3/16 | |
| | | 655 | Remy | 1830 | | | | | | 1332 | | | | | 1510 | SC | | | | | 2⅜ | 9⅝ | ⅞ | 9⅝ | 5/16 | 42 | 2 | 5/16 | 44 | 2¼ | 3½ | ½ | |
| ...nger. | 1913 | | Dyneto | | | | | 886 | 987 | 1353 | | 1293 | | | | DC | | | | | | | ⅞L | | | | | | | | | | |
| | 1914 | | West | | | | 701 | 886 | 996 | 1353 | | 1146 | | | | | | | | | | | ⅞L | | | | | | | | | | |
| ...ican. | 1917 | C-series I | G & D | 1851 | | | | 886 | | — | 1627 | | 362 | 7 | 1506 | | | | | | | | | | | | | | | 2¼ | | | 500-570 |
| | 1918 | G-5 | | 1851 | | | | | | | | | 362 | 7 | 1506 | | | | | | | 8⅝ | | 2 | 5/16 | 39 | 2 | 5/16 | 41 | 2¼ | 3⅛ | 3/16 | |
| | 1918 | GV-IV | | | | | | | | | | | 362 | 135 | | | | | | | | | | | | | | | | | | | |
| | 1919 | All | | | | | | | | | | | | | | SC | | | | | 4¼ | 5 | ⅞ | | | | | | | | | | |
| ...hmer. | 1915-16 | 32 | | | | | | | | | | | 439 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1916 | 32 | | | | | | | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1914-15-16 | 20 | | | | | | 892 | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | ⅝ | |
| | 1917 | | Disco | 1817 | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | 43A | A-L | 1861 | 520 | 319 | 701 | 829 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | 63 | | | | | | | | | | 2 | | | 7000- |
| | 1913-14 | 43, 47 | A-L | 1897 | 529 | 291 | 707 | 898 | 1038 | 1378 | | 1215 | 420 | 2 | 1520 | DC | | | | | | | | | | | | | | 2 | 4⅛ | ⅝ | |
| | 1914 | 32, 33, 33A | Delco | 1828 | 512 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | SC | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 9300-9652 |
| | 1915 | 4-32, 6-48 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 2300-2589 |
| | 1916 | 6-42 | Delco | 1818 | 508 | 317 | 717 | 829 | 1061 | 1303 | | 1163 | 454 | 25 | 1504 | SC | 123 | 63 | 61 | Spec | 7½ | 8½ | | | | | | | | 2 | 3¼ | ¼ | 800-1303 |
| | 1917 | 6-45, 6-45R | Delco | 1821 | 508 | 316 | 717 | 967 | 1061 | 1303 | | 1163 | 458 | 55 | 1504 | SC | 123-81 | | 61 | 61 | | 9¼ | | | | | | | | 2 | 3¼ | ¼ | 5000-6000 |
| | 1918 | C-45 | | 1817 | | | | | | 1309 | | | | | | | | | | | | 8½ | | | | | | | | | | | 6000-6800 |
| | 1919 | 646 | Delco | | | | | | | | | | | | | DC | | | | | ⅝ | 8¾ | ⅞ | 1¾ | ⅛ | 36 | 2 | ⅛ | 36 | 2 | 3⅛ | ¼ | 8000 up |
| ...ld | 1916-17 | | Disco | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| ...r. | 1914 | 4A, C, D, E | G & D | 1803 | 516 | 305 | | 886 | 987 | 1315 | 1627 | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 64 | | | | ⅞ | 2 | 5/16 | 34¼ | 2 | 5/16 | 46⅛ | | 4⅛ | ⅝ | |
| | 1914 | 6Cy | Disco | 1851 | 514 | 317 | | 886 | 987 | 1322 | 1643 | 1293 | 362 | 7 | 1506 | DC | 166 | 84 | 64 | | | | ⅞ | 2¼ | 5/16 | 34¼ | 2¼ | 5/16 | 46⅛ | | 3¼ | ⅝ | |
| | 1915 | 6Cy | | | | 323 | | | 1003 | | | | | | | SC | 165 | 81 | 63 | | | | ⅞M | 2¼ | 5/16 | 34½ | 2¼ | 5/16 | 46⅛ | | | | 2002 to 2566 |
| | 1915 | I-B, I-C | Delco | 1863 | 531 | 329 | | 897 | 1007 | 1382 | 1628 | 1158 | 386 | 153 | 1519 | SC | 167 | 81 | 63 | 64 | | | ⅞M | | | | | | | | | | |
| | 1916 | 2-B, 2-C | Delco | 1863 | 531 | 329 | | 897 | 1007 | 1382 | | 1158 | 386 | 153 | 1519 | | | | | | | | ⅞M | | | | | | | | | | 2901 to 4175 |
| | 1915 | 7A, 7B, 7C | West | 1863 | | 323 | | 896 | 1003 | 1380 | 1631 | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞M | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1916 | 8A, 8B, 8C | West | 1836 | 515 | 325 | | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 165 | 81 | 63 | | | 9¾ | ⅞M | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1917 | 2B, 2C, 2D | Delco | 1863 | 526 | 329 | | 897 | 1007 | | 1628 | 1158 | 386 | 153 | 1519 | | | | | | | 9¾ | ⅞M | | | | | | | | 2⅞ | ⅝ | |
| | 1917 | 3A, 3B, 3C | Delco | | 526 | 323 | | 896 | 1003 | 1382 | | 1152 | | 55 | 1518 | SC | 167 | 81 | 63 | 64 | | 9¾ | ⅞M | | | | | | | 2 | 2⅞ | ⅝ | 8001 to 17525 |
| | 1918 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | 9¾ | ⅞ | | | | | | | | 2⅞ | ⅝ | |
| | 1913 | 38-6, 48-6, 60-6 | G & D | 1803 | 516 | 305 | 715 | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | | | | | 8½ | 9¼ | M | 3 | 1/16 | 37½ | 2¼ | ¼ | 44 | 3 | 5 | ⅝ | |
| | 1914-15 | 38-6, 48-6, 60-6 | G & D | 1809 | 527 | 322 | 715 | 902 | 1107 | 1370 | | 1226 | 413 | 69 | 1524 | DC | 166 | Spec | 64 | Spec | 8½ | 9¼ | M | 3¼ | 1/16 | 40½ | 2¼ | ¼ | 44 | 3 | 4 | ⅝ | |
| | 1915 | DD, EE, 54, 55 | G & D | 1851 | 512 | 317 | 607 | 886 | 990 | 1326 | 1627 | 1135 | 366 | 95 | 1508 | SC | 165-81 | | 63 | 63 | 8½ | 9¼ | ⅞M | 2¼ | ¼ | 43½ | 2¼ | ¼ | 45 | 2¼ | 3¼ | ⅝ | {101 to 2500 / 101 to 5000 |
| | 1916 | FF | A-L | 1830 | 512 | 317 | | 831 | 1090 | | | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | | ⅞M | | | | | | | | 3¼ | ⅝ | 160001 to 169000 |
| | 1916-17 | 56, 2nd series 57 | | 1839 | 512 | 320 | | 833 | 1090 | 1363 | | 1195 | 488 | 154 | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞M | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | ⅝ | 170001 to 179000 |
| | 1918 | 56 | | 1837 | | | 719 | 833 | | | | | | | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | ⅝ | |
| | 1915-16-17 | TC348I, TC2, 3, 4, 5, 6 ton | | | | 282 | | 882 | 1122 | | | | | | | | | | | | | | M | 3¼ | 3/16 | 24 | 4 | ¼ | 37 | | | | |
| | 1916 | Tour., Run. | Dyneto | 1851 | | 317 | | 886 | 987 | 1323 | | 1293 | | 7 | 1516 | SC | 165 | | 61 | 61 | | 9⅝ | ⅞ | | | | | | | | | | |
| | 1916-17 | | Bosch | 1874 | | 339 | | 912 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | | | | | | | | | | | | |
| | 1917 | M | Ward | 1834 | 521 | 326 | 280 | 832 | | 1343 | | 1194 | 480 | 155 | 1511 | | | | | | | | | | | | | | | | 3 11/16 | ⅝ | |
| | 1919 | R | Ward-L | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅝ | | | 1¼ | | | 1¼ | 3 11/16 | ⅝ | |
| | 1917-18 | N | | 1817 | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | S | | 1826 | | | | | | | | | | 135 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1918 | O | | 1890 | | | | | | | | | | 77 | 1509 | | | | | | | | | | | | | | | | | | |
| | 1918 | N | | 1817 | | | | | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| ...row. | 1913 | 38C, 48B | | | 508 | 282 | | | 1122 | 1324 | | | | | | SC | | | | | | | M | 2¾ | 5/16 | 13¾ | 3 | 5/16 | 14 11/16 | 2⅝ | 4 | ¼ | {(38 C) 33301-34050: (48 B) 10301-11125 |
| | 1913 | 66A | West | | 508 | | | 963 | 1122 | 1367 | | | | | | SC | | | | | | | M | 3¼ | 5/16 | 18⅝ | 3 | 5/16 | 17⅛ | 3¼ | 5 | 3/16 | 66601-66800 |
| | 1914 | 38C-2, 48-B-2 | West | 1888 | 518 | 288 | 699 | 888 | 1030 | 1324 | | 1206 | 421 | 52 | 1508 | SC | 169 | 81 | 63 | 81 | | 8¾ | ⅞ | 2¾ | 5/16 | 17½ | 3 | 5/16 | 20¾ | 2⅝ | 4 / 5 | ¼ / 3/16 | {(38 C) 34101-34600: (48 B) 11201-12200 |
| | 1914-15 | 66-A-2, 38-C-3, 48-B-3, 66-A-3 | West | 1828 | 514 | 321 | 822 | 963 | 1074 | 1367 | 1643 | 1186 | 473 | 156 | 1510 | SC | 169 | 81 | 63 | 81 | 8½ | 9⅝ | ⅞ | 3 | 3/16 | 20¾ | 3¼ | 3/16 | 20¾ | 2⅝ / 3¼ / 2⅞ | 4 / 5 | ¼ / 3/16 | {(66 A) 66900-67050: (38 C) 34701-36350: (48 B) 12301-13650: (66 A) 67050-67150 |
| | 1916-17 | 38-C-4, 48B-4, 66A-4 | West | 1915 | 522 | 302 | 822 | 977 | 1092 | 1383 | 1643 | 1200 | 491 | 157 | 1603 | SC | 169 | 81 | 81 | 81 | 8½ | 9½ | ⅞ | 3 | 3/16 | 19 | 3¼ | 3/16 | 20⅞ | 2¼ | 4 / 5 | ¼ / 3/16 | {(38 C) 36601-37600: (48 B) 13901-14900: (66 A) 67201-67400 |
| | 1918 | 48B-5 | | | | | | | | | 1643 | | | | | SC | | | | | 8⅝ | 9¼ | ⅞ | 3 | 5/16 | 4-19 | 3¼ | 5/16 | 4-20½ | | | | |
| | 1913-14 | 40 | G & D | 1803 | | 305 | | 900 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 82 | 64 | | 9½ | ⅞ | | | | | | | | | | 1400-1550 |
| | 1913-14 | 60 | G & D | 1853 | | 283 | 713 | 890 | 989 | 1338 | | 1132 | 363 | 108 | 1510 | DC | 166 | 84 | 82 | 64 | | | ⅞ | | | | | | | | | | 1400-1550 & 1551-1621 |
| | 1914-15 | 75 | G & D | 1851 | 514 | 317 | 701 | 890 | 987 | | 1627 | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | 55 | West | 1861 | 520 | 319 | 701 | 890 | 996 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | 1700 to 1755 |
| | 1916-17 | 6-45 | Delco | 1821 | | 317 | | 829 | 1066 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1¾ | 3/16 | 34 | 2 | 3/16 | 34 | | 3⅛ | ⅝ | 2000-2999 |
| | 1918 | 6-45 | | 1821 | | | 717 | 829 | | 1303 | | | 454 | | 1504 | SC | | | 63 | 63 | | | ⅞ | 1¾ | 3/16 | 34 | 2 | 3/16 | 36 | | 3⅛ | ⅝ | 3000 up |
| | 1916 | | Disco | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| ...fford. | 1913-14 | 29, 31, 33 | G & D | 1803 | 516 | 305 | 713 | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4¼ | ⅝ | |
| | 1913-14 | 50 | G & D | 1803 | 516 | 305 | | 900 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3⅝ | ⅝ | |
| | 1914-15 | 50 | G & D | 1853 | 514 | 316 | | 890 | 989 | | | 1132 | 363 | 108 | 1510 | SC | 169 | 83 | 81 | 63 | | | ⅞ | | | | | | | | 3 11/16 | ⅝ | |
| | 1913-14 | 6-40, 6-60 | Remy | 1838 | 533 | 330 | 728 | 908 | 1043 | 1388 | | 1232 | 388 | 36 | 1594 | DC | 166 | | 64 | 64 | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| | 1913-14-15-16 | 48, 49wy, 6-50, 6-51 | Remy | 1896 | 529 | 292 | 707 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 166 | 82 | 64 | 64 | 9 | 9¾ | ⅞ | 2½ | 5/16 | 44¾ | 2½ | 5/16 | 49⅝ | | 4 / 4 | ¼ / ⅝ | {(48-49) 10000-12000 (50-51) 65150-651500 |
| | 1916 | 6-56 | | | 515 | | | | 1006 | | | | | | | | | | | | 9 | 9¾ | ⅞ | | | | | | | 2⅝ | | | 656160-656166 |
| | 1917 | 6B | Delco | 1836 | 515 | 325 | 720 | 832 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 160-81 | | 63 | 64 | 9 | 9½ | ⅞ | 2 | 5/16 | 40¼ | 2 | 5/16 | 43¾ | 2 | 3⅛ | ⅝ | 0001-3915 |
| | 1918 | 6-C | | 1833 | 515 | | | 966 | | | | | | | 1511 | SC | 129 | 81 | 63 | 64 | 10½ | 9⅝ | ⅞ | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 2 | 3⅛ | ⅝ | 3501 up |
| | 1916 | D | Disco | 1868 | | 335 | 728 | 908 | | 1388 | | 1231 | | 158 | 1527 | SC | | | | | | | ⅞ | | | | | | | 1⅞ | 3¼ | ⅝ | |
| | 1917 | F | | 1850 | 508 | 317 | 697 | 979 | 1010 | 1388 | | 1134 | 370 | 30 | 5106 | SC | 125 | | 63 | 63 | | | ⅞ | | | | | | | 1⅞ | | | |
| | 1915-16 | Pullman Jr. | Apelco | 1904 | 541 | 297 | 802 | 914 | 1046 | 1401 | 1669 | 1272 | 442 | 159 | 1535 | SC | 125-63 | | 63 | 63 | 7 | 8 | ⅞ | 1¾ | 3/16 | 27¼ | 1¾ | 3/16 | 31¼ | 1⅞ | 3¼ | ⅝ | |
| | 1917 | 424 Ser. 1917 | Split'f. | 1819 | 508 | 317 | 693 | 829 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | SC | 165 | 81 | 63 | 63 | 7½ | 8½ | EL / EL | 1¾ | 3/16 | 35¼ | 1¾ | 3/16 | 37⅞ | 2⅝ | 3¼ | ⅝ | |
| | 1913 | | | | | 282 | | | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | ⅝ | |
| | 1915 | | | | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ⅞ | 1¾ | 3/16 | 2,½ | 1 | 5/16 | 3/16 32 | | 3¼ | ⅝ | |
| | 1917 | F | | | | | | | | | | | | | | | 166 | | 82 | 62 | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | N, T, C | | | | 282 | 816 | | 1117 | | | | | | | DC | 166 | | | | | | ⅞ | | | | | | | | 3⅛ | ⅝ | {(T) 5101-7700: (C) 1 to 450 |
| | 1914 | LN, LT, LC | Rush | 1859 | 520 | 320 | 701 | 892 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 170 | | 64 | | | | ⅞ | 1⅝ | | 29¼ | 2 | 3/16 | 31½ | | 4 | ⅝ | {(T) 7701-9000 (C) 453 to 600 |
| | 1914-15 | R, D | Dyneto-Rush | 1851 | 514 | 317 | 701 | 890 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 170 | | 63 | 64 | | 8¾ | ⅞ | 1¾ | | 29¼ | 2 | 3/16 | 31½ | | 3¼ | ⅝ | 10171 to 11254 |
| | 1916 | Lt. 4, St. 4, Regal 8 | Dyneto | 1867 | 533 | 332 | 728 | 908 | 1014 | 1390 | 1653 | 1231 | 390 | 160 | 1594 | SC | 178 | | 67 | 67 | | | ⅞ | | | | | | | 2 | | | 244 to 550 (Mod. 8) |
| | 1917-18 | J | Heintz-Sp. | 1821 | 508 | 317 | 717 | 829 | 1069 | 1308 | 1641 | 1160 | 462 | 161 | 1504 | SC | 129 / 130 | | 65 / 81 | 64 / 64 | | 8⅝ | ⅞ | 1¾ | 5/16 | 27¼ | 1¾ | 5/16 | 31⅞ | 1¾ | 3 | ⅝ | 24382 up |
| | 1918 | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | 3⅛ | ⅝ | |
| | 1918 | B, M | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | 5000 |
| ...n | 1916 | E | Dyneto | | 508 | | | 829 | 1066 | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1913 | R, S | Remy | 1803 | | 284 | 713 | 880 | | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | | | ⅞L | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 1 11/16 | 4 | ⅝ | 42001 to 52000 |
| | 1913-14-15 | R, S, M, F | Remy | 1803 | 516 | 305 | 713 | 900 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | 9 | 10⅝ | ⅞L | 2 | 5/16 | 40 | 2 | 5/16 | 43 | 2⅛ | 4⅛ | ⅝ | {(1914) 52001 to 64000 to 76000 |
| | 1916-17 | R, S, M, N, F | Remy | 1830 | 514 | 317 | 719 | 831 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | DC | 166 | | 62 | 62 | 8¼ | 9¾ | ⅞L | 2 | 5/16 | 38 11/16 | 2¼ | 5/16 | 43 | 2⅛ | 4⅛ | ⅝ | {(M & N) 2101 to 10200 |
| | 1918 | T | Remy | 1830 | 514 | | 719 | 831 | | 1332 | | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 2⅛ | 4⅛ | ⅝ | |
| | 1918 | M | Remy | 1830 | 514 | | 719 | 831 | | 1332 | 1643 | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2¼ | 5/16 | 43 | 2⅛ | 3⅝ | ½ | |
| | 1916-17 | | Remy | 1830 | | 339 | | 912 | 1014 | | | 1237 | 380 | 11 | | | | | | | 8¾ | 9½ | | | | | | | | 2⅛ | | | (1917) (M & N) |

...dra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes ... sometimes made for manufacturers on account of quantity buying.

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# Do You Want

## A BETTER BATTERY AT A BETTER PRICE

*How many times have you heard the expression:*

*"Take it from me, Bill, they don't make good batteries any more"?*

*Fundamentally, there are three reasons for this condition:*

*1st. The car manufacturer, as a rule, does not allow enough space to carry a battery of sufficient size and power.*

*2nd. The average battery manufacturer wants the car manufacturer's business—price talks—result, the average battery.*

*3rd. Various batteries are made and assembled by piece work.*

Our new service plan enables you to buy M & M Storage Batteries at a discount of

## 50%–10%–5%

**A REAL GUARANTEE**

If an M. & M. battery fails to develop at least 80% of its efficiency at the end of one year, said battery will be restored to at least 80% of its original capacity.

In building an M. & M. battery, the best obtainable material is used irregardless of cost. This material is then assembled by mechanics paid by the hour and not by the piece. This method produces the old-time battery that will stand up from two to four years.

Wherever it is possible we are using an oversized battery that carries a plate 5/8 of an inch higher, thus insuring the car owner a better bet for his money.

***Write or Wire for Service Plan***

## MOLTER SERVICE

**910 Association Bldg., Chicago, Ill.**


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| Car | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | Brake Lining External: Width | Thickness | Length | Exhaust Pipe: Diameter Outside | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stevens-Duryea | 1910-11-12-13 | AA, C | | 1823 | 508 | 310 | 795 | 882 | 1122 | | | 1295 | 359 | 63 | 1500 | DC | 169 | 81 | 81 | 81 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1914-15 | D-6 | Delco | 1801 | 532 | 301 | 793 | 969 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | SC | 165 | 81 | 63 | 63 | 9½ | 10¼ | el ⅞ | 2¼ | ¼ | 15 | Re | ar | Whe | el | | | |
| Stewart | 1914 | | West | 1853 | 512 | 316 | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | West | 1861 | 520 | 319 | | 916 | 996 | | | 1145 | 374 | 18 | 1512 | | | | | | | 9⅝ | ⅞ | | | | | | | | | | 601-600 |
| | 1918 | 16 Valve | | | | | 705 | | | | | | | | | | | | | | | | | | | | | | | 2¼ | | | 6000-10 |
| Stewart | 1917 | | | | | | | | | | | | | | | | 165 | 63 | 65 | 65 | | | | | | | | | | | | | |
| Stoddard- | 1913-14 | | | | | 305 | | 900 | | | | | | 17 | | DC | | | | | | | ⅞ | | | | | | | | | | |
| Dayton | 1913 | E-AA | Wagner | | 536 | 333 | 732 | 912 | | 1404 | | 1239 | 398 | 175 | | DC | | | | | | | ⅞ | | | | | | | | | | |
| Studebaker | 1914 | EB, SC | Wagner | 1859 | 520 | 320 | 701 | 892 | 998 | 1359 | 1629 | 1149 | 379 | 176 | 1512 | DC | 166 | 82 | 64 | 64 | | 8⅝ | el ½ | 2⅜ | ⅝ | 35⅜ | Re | ar | Whe | el | 3½ | ⅝ | 403001-4 |
| | 1915 | EC, SD | Wagner | 1859 | 520 | 320 | 701 | 892 | 1000 | 1355 | 1629 | 1146 | 280 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | 8½ | 9 | ½ | 1¾ | ⅝ | 36⅛ | 2¼ | ⅝ | 42⅝ | 2 | 3½ | ⅝ | 433001-4 |
| | 1916 | ED, SF, 7 | Wagner | 1830 | 514 | 320 | 719 | 831 | 1081 | 1335 | | 1178 | 476 | 177 | 1510 | SC | 165 | | 63 | 63 | 8½ | 9 | ½ | 1¾ | ⅝ | 42¼ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | 460001- |
| | 1916-17 | ED, SF, 7 | Wagner | 1830 | 514 | 320 | 719 | 831 | 1081 | 1335 | 1643 | 1178 | 476 | 178 | 1510 | SC | 125 | | 63 | 63 | 8½ | 9 | ½ | 1¾ | ⅝ | 42⅛ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | 474181- 100001-1 |
| | 1918 | EG-EH-SH | | 1826 | 514 | | | | | | 1643 | | 479 | 178 | 1510 | SC | 127 | | 63 | 63 | 8½ | 9⅝ | ½ | 1¾ | 3/16 | 39⅞ | 2 | 3/16 | 43⅝ | 2 | 3½ | ⅝ | 109501-1 |
| | 1919 | EH, EG | Wagner | 1826 | | | | | | 1335 | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 3/16 | 43¼ | 2 | 3/16 | 46¾ | 2 | 3½ | ⅝ | 230101 a |
| | | SH | Wagner | 1827 | | | | | | | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 3/16 | 39⅞ | 2 | 3/16 | 43⅝ | 2 | 3½ | ⅝ | 133101 up |
| Stuts | 1913 | E | Esterl | 1861 | 520 | 319 | 701 | 892 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | 21 | Remy | 1896 | 529 | 292 | 705 | 898 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 170 | 82 | 64 | | 8½ | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | | | |
| | 1914-15-16 | E, F, C | Remy | 1864 | 526 | 322 | 707 | 896 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1917 | R4 | Remy | 1864 | 526 | 322 | 707 | 896 | | 1362 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9⅝ | ½ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1918 | M-6-7-8-9 | Remy | 1839 | 526 | | | 829 | | 1362 | | | 381 | | 1516 | | 130 | 82 | 64 | 64 | 9 | 9¼ | | | | | | | | 2½ | | | |
| Sullivan | 1919 | E | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | 3½ | ¼ | 104 | 2⅝ | 4½ | ¼ | |
| Sun | 1916-17 | 16, 17 | G & D | 1851 | 317 | 697 | 886 | 527 | 987 | 1223 | | 1293 | 362 | 7 | 1506 | | | | | | | 8⅝ | ⅞ | 1¼ | ⅛ | 32 | 2 | ⅛ | 34 | 2⅝ | 3⅛ | ⅝ | 161-161 16146 to |
| Templar | 1918 | 445 | Remy | 1825 | | | | | | | | | | | | SC | | | | | | | ⅞ | | | | | | | 2 | 4½ | ⅝ | 1 and up |
| | 1919 | 475 | Remy | 1824 | | | | | | 1339 | | | | | | SC | | | | | 9¼ | 9⅝ | ⅞ | | ⅝ | | | | | | 3⅜ | ⅝ | |
| Thomas | 1913 | | G & D | 1809 | 235 | 669 | 022 | 715 | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | | Leece N | 1910 | 546 | 299 | 747 | 981 | 1051 | | | 1276 | 445 | 15 | 1554 | | | | | | | | ⅞ | | | | | | | | 5½ | ¼ | |
| | 1915-16-17 | | Leece N | 1848 | | 341 | 745 | | 1019 | | | 1246 | 404 | 179 | 1609 | | | | | | | | ⅞ | | | | | | | | | | |
| Thomas Truck | 1917 | 40, 70 | | | | 310 | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Tiffin | 1916 | R, S | | | | | | | | | | | | | 1602 | | | | | | | | | | | | | | | | | | |
| | 1917 | R, S | | 1863 | | | | | | | | | | | 7518 | | | | | | | | | | | | | | | | | | |
| Titan | 1918 | 5-6 Ton | | 1873 | | | | | | | | | | | 1531 | | | | | | | | | | | | | | | | | | |
| Touraine | 1914 | | G & D | 1851 | 514 | 317 | 713 | 900 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| Trafic | 1918 | T | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | ⅝ | 39½ | 2½ | ⅝ | 42½ | | | | |
| Triangle | 1919 | A | | | | | | | | | | | | | | | | | | | | | ⅞ | 2 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| Trumbull | 1915-16 | A, B, C | Ward-L | | 562 | | 698 | | 992 | | | 1140 | | | | DC | Spec | | 64 | 64 | | | ½ | 1¼ | ⅛ | 10½ | 1¼ | ⅛ | 26 | 1¾ | 2¾ | 3/16 | |
| Tulsa | 1918 | D-1 | | 1817 | | | | | | | | | | 55 | 1504 | SC | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1919 | D-1 | Dyneto | | | | | | | 1309 | | | | | | SC | | | | | 8¼ | 9¼ | ⅞ | 1¾ | ⅝ | | 2 | ⅝ | | 2¾ | 3½ | ⅝ | |
| Universal | 1915 | | | | | | | | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Vaughn | 1914 | | | | | | | 892 | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| Velie | 1913-14-15 | 9, 10, 11, 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4½ | ¼ | (10) 17 |
| | | 14, 15 | G & D | 1851 | 514 | 317 | 711 | 831 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | DC | | | | | | | ⅞ | | | | | | | 2½ | 3¼ | ⅝ | (9) 17 |
| | 1914 | R, 6 | G & D | 1803 | 516 | 305 | 713 | 900 | 1105 | | 1647 | 1222 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 39⅝ | 1⅞ | 3/16 | 40½ | 2½ | | | |
| | 1915-16 | 15 Series 15 | Remy | 1851 | 514 | 317 | | 831 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | | | | | | | 2½ | 3½ | ⅝ | 19500- |
| | 1915-16 | 22 Series 22 | Remy | 1818 | 508 | 317 | 717 | 829 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | | 9½ | ⅞ | | | | | | | 2½ | 3½ | ¼ | 35000- |
| | 1916-17 | Biltwell 27 Ser. | Remy | 1851 | 514 | 317 | | 890 | 987 | 1332 | | 1293 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | 2 | ⅝ | 40½ | 2 | ⅝ | 43½ | 2½ | 3½ | ⅝ | 40000 u |
| | 1916-17 | Biltwell 28 Ser. | Remy | 8121 | 514 | 317 | | 829 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | 8 | 9 | ⅞ | 1¼ | ⅝ | 35¼ | 1⅝ | ⅝ | 37½ | 2½ | 3½ | ⅝ | 50000 u |
| | 1919 | 38 | Remy | 1818 | | | | | | | 1641 | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 1¾ | ⅝ | 36 | 2 | ⅝ | 37½ | 2½ | 3½ | ⅝ | 40000 u |
| | | 39 | Remy | 1826 | | | | | | 1332 | 1643 | | | | | SC | | | | | 8⅞ | 9⅞ | ⅞ | 2 | ⅝ | 40¼ | 2 | ⅝ | 40¾ | 2½ | 3½ | ⅝ | 50000 u |
| Vernon | 1918 | 819 | | | | | | | | | | | | | | SC | 129 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 2 | 3/16 | 35½ | 2¼ | ⅝ | 34 | 1¾ | | | |
| | 1918 | 419 | | | | | | | | | | | | | | SC | 141 | 81 | 67 | 67 | 7½ | 8½ | ⅞ | 1¾ | ⅛ | 29¼ | 2 | 3/16 | 31½ | 1¾ | | | |
| Vim | 1918 | 21 | | | | | | | | | | | | | | SC | | | | | 9½ | 9¼ | ⅞ | 2 | ⅝ | 36 | 2 | ⅝ | 37 | | | | |
| Vulcan | 1914 | | West | 1853 | 512 | | | 886 | 989 | | | 1132 | 363 | 64 | 1506 | DC | | | | | | | ½ | 1¼ | ⅝ | 27 | 1½ | ⅝ | 29 | | 3½ | ¼ | |
| Vulcan | 1915 | | | | | | | | | | | | | | | | 124 | 64 | 64 | | | | | | | | | | | | 3½ | ¼ | |
| Waco | 1918 | | | | | | | | | | | | | | | | 170 | | 63 | | | | | | | | | | | | 3¼ | ⅝ | |
| Warren | 1914 | | North | 1882 | 548 | 346 | 760 | 928 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| Wells | 1917 | | | | | | 821 | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| Westcott | 1913-14 | 4-40 | Jesco | 1878 | 557 | 345 | 756 | 924 | 1021 | 1421 | | 1281 | 405 | 67 | 1557 | DC | | | | | 8½ | 9⅝ | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 6-60 | Jesco | 1864 | 526 | 322 | 701 | 896 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | | | | | 8½ | 9⅝ | ⅞ | | | | | | | | 4 | ⅝ | |
| | 1914 | 0-30 | Jesco | 1853 | 512 | 316 | 693 | 896 | 989 | 1324 | 1627 | 1132 | 363 | 64 | 1506 | | | | | | 8½ | 9⅝ | ⅞ | 1⅝ | ⅝ | 41 | 1⅞ | ⅝ | 42½ | | 3½ | ⅝ | 1054 to |
| | 1915 | C-35, U-50 | Delco | 1828 | 514 | 321 | 788 | 963 | 1074 | 1367 | 1643 | 1138 | 473 | 107 | 1506 | | | | | | 8½ | 9⅝ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2 | 3½ | ⅝ | 1103 to |
| | 1916 | 41, 51 | Delco | 1830 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅝ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2¼ | 3½ | ¼ | (41) 40 (51) 50 |
| | 1917 | S-17 | Delco | 1830 | 514 | 317 | 719 | 965 | 1073 | 1332 | 1643 | | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅝ | | 2 | ⅝ | 41 | 2 | ⅝ | 44 | | 3½ | ⅝ | 5501 to |
| | 1918 | 18 | Delco | 1826 | | | 719 | 831 | | 1303 | 1643 | | 479 | | 1510 | SC | 165-81 | | 61 | 62 | | 9½ | ⅞ | 2 | ⅝ | 39¼ | 2 | ⅝ | 42 | 2¼ | 3½ | ⅝ | 6291 to |
| | 1919 | A-48 | Delco | | | | | | | 1303 | | | | | | SC | | | | | 8½ | 9½ | ⅞ | 2¼ | ⅝ | 32 | 2⅛ | ⅝ | 32 | 2¼ | 3½ | ⅝ | 8100 |
| White | 1913-14 | GE-GEC | | | | 283 | 779 | | 1171 | | 1682 | | 451 | 180 | | | | | | | | | ⅞ | | | | | | | | 4¼ | 3/16 | |
| | 1913-14-15 | 40 H.P., 60 H.P | W. Ents | 1912 | 551 | 312 | 779 | 948 | 1055 | 1424 | 1682 | 1286 | 451 | 180 | 1580 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15-16 | 30 H.P | W. Ents | 1911 | 549 | 304 | 771 | 939 | 1054 | 1422 | 1674 | 1284 | 448 | 89 | 1572 | DC | | | | | 7½ | 8½ | ⅞ | | | | | | | 1¾ | | | |
| | 1916 | 45 H.P | | | | 312 | | 948 | | | 1674 | | 448 | | | DC | 180 | 92 | 72 | 92 | 9 | 10½ | ⅞ | | | | | | | 2½ | | | |
| | 1917 | GM Series 1917 | Leece N | 1815 | 537 | 343 | | 842 | | 1414 | 1662 | 1260 | 501 | 181 | 1538 | DC | 180 | 62 | 72 | 92 | | 8 | ⅞ | | | | | | | 2 | 4¼ | ¼ | |
| | 1918 | 16 Valve | | | 537 | | 798 | | | | | | 501 | | | DC | 178 | 90 | 68 | 68 | | 8 | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | GM-GMT | | 1815 | | | | | | | 1662 | | | | 1538 | DC | | | | | 8¼ | 8¼ | ⅞ | | | | | | | | | | |
| Wichita Falls | 1913-14 | All Models | | | | 282 | | 886 | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | | 1859 | 520 | 320 | | 982 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| Wilcox | 1916 | | | | | | | | 1124 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | 2300-240 |
| Willys-Knight | 1913 | 69, 71 | U. S. L. | | | | | 849 | 1115 | | | | | 109 | 1581 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | K-17, K-19 | U. S. L. | 1916 | 555 | 349 | | 849 | | 1427 | | 1290 | | 109 | 1581 | | | | | | | | ⅞ | | | | | | | | 4 | 5/32 | |
| | 1916-17 | 84, 87, 88-4, 88-8 | A-L | 1841 | 521 | 327 | 722 | 834 | 1091 | 1364 | 1645 | 1198 | 490 | 182 | 1511 | SC | | | | | | 9⅝ | ⅞ | 2¼ | ⅝ | 13 | 2¼ | ⅝ | 44½ | | 4½ 3⅝ | ¼ ⅝ | |
| | 1918 | 88-4, 88-8 | A-L | | | | | 834 | | 1364 | | | | 182 | 1511 | | 126 125 | 82 81 | 61 | 61 | | 9¼ | | | | | | | | | 3½ | ⅝ | |
| | 1919 | 88-4T | Auto-L | | | | | | | 1364 | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 52 | 2¼ | ⅝ | 88 | 2½ | 4½ | 3/16 | |
| Winton | 1915 | 21 | Bijur | 1896 | 530 | 294 | 704 | 898 | 1041 | 1374 | 1640 | 1220 | 430 | 183 | 1521 | SC | | | | | | 10¼ | ⅞ L | 2½ | | 42½ | 3 | 3/16 | 44½ | 2¼ | 4½ | ⅝ | |
| | 1915-16-17 | 21A, 22A | Bijur | 1894 | 524 | 293 | 708 | 895 | 1036 | 1354 | 1638 | 2112 | 427 | 184 | 1515 | SC | 165 | 81 | 63 | 63 | | 9⅛ | ⅞ L | 2½ | ⅝ | 40 | 2½ | ⅝ | 44 | 2½ | 3¾ | ¼ | |
| | 1915-16 | 22 | Bijur | 1896 | 530 | 294 | 704 | 895 | 1041 | 1374 | 1638 | 1220 | 427 | 183 | 1521 | | 165 | 81 | 63 | 63 | | 10⅛ | ⅞ L | 2½ | ⅝ | 44¼ | 2½ | ⅝ | 48¾ | 3 | 4½ | ¼ | |
| | 1917 | 22A | Bijur | 1894 | 524 | 293 | | 895 | 1036 | 1354 | 1638 | 1212 | 427 | 184 | 1515 | SC | 169 | 87 | 41 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¼ | 2½ | ⅝ | 48¾ | 2½ | 3¾ | ¼ | |
| | 1917 | 22 | Bijur | 1896 | 524 | 294 | | 899 | 1041 | 1374 | 1640 | 1220 | 435 | 183 | 1521 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¼ | 2½ | ⅝ | 48¾ | 3 | 4½ | ¼ | |
| | 1918 | 33 | Bijur | | 524 | | 703 | 896 | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | 9½ | 10¼ | | | | | | | | | 3¾ | ¼ | |
| | 1918 | 48 | Bijur | | 524 | | 705 | | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | | 10¼ | | | | | | | | | 4½ | ¼ | |
| | 1918 | 22 | | 1894 | | | | | | | 1638 | | | | 1521 | | | | | | | 10¼ | ⅞ | 2½ | ⅝ | 44¾ | 2½ | ⅝ | 48¾ | | | | |
| Yale | 1917 | | | 1839 | | | | | | | | | | | 1516 | | 125 | | 61 | 61 | | | | | | | | | | | 3¼ | ⅝ | |
| Zeitler-Lamson | 1916 | | West | 1842 | 521 | | | 893 | 1002 | 1360 | | 1150 | | 121 | 1513 | | | | | | | | ⅞ | | | | | | | | | | |
| Zimmerman | 1913-14 | | North-E | | 547 | | | | 1021 | | | 1280 | | | | DC | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | | | | | | | | 1117 | | | | | | | DC | 166 | 64 | 64 | 64 | | | ½ | | | | | | | | | | |
| Zimmerman | 1915 | | | | | | | | | | | | | | | | 166-66 | | 82 | 64 | | | | | | | | | | | | | |
| | 1919 | 89-6T | Auto-L | | | | | | | | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 40¾ | 2¼ | | 82 | 2¼ | 3½ | ⅝ | |

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### Willys Corporation Acquires More Land

John N. Willys, president of the Willys Corp., has made public further plans for the expansion of the plant at Elizabeth, N. J., where the corporation's new six-cylinder car is being manufactured.

"With the acquisition of the tract of land immediately adjoining our other property, formerly that of the Duesenberg Motor Corp., all the ground required for our additional factory buildings has been obtained," said Mr. Willys. "The work of construction will be launched immediately.

"The outlined plans provide for new buildings and equipment, which will make this plant one of the largest in the industry. These plans will necessitate an expenditure of many millions.

"One of the several additions, plans for which have already been drawn, will be 1800 feet long and four stories high. This will be utilized for final assembly.

"There will be a second large building several hundred feet in length and three stories high, and nineteen smaller buildings of two floors.

"All buildings will be constructed of concrete and brick, and will be of the latest modern industrial architecture. These will be absolutely fireproof, and will be in keeping with the general appearance of the present buildings, which were erected at a large cost.

"On the newly-acquired plot of ground, an assembly hall and recreation center for our employees will be erected. The hall will contain a miniature theater and a recreation floor, and will provide forms of recreation which will make it an ideal club house. Here also will be installed a cafeteria, in which meals will be served the factory workers.

"The buildings will be so placed as to provide for the latest methods in progressive assembly. The material will be moved from building to building as manufacturing process requires, by means of chains and rollers. Beginning in the department where it is received, consecutive operations will carry the material through to the loading platforms, a finished car.

"The work of construction will be completed as rapidly as possible. Installation of machinery will follow immediately."

### Changes in the Personnel of Timken

The newly-organized section of the sales department of the Timken Roller Bearing Co., at Canton, has been put under the management of Fred A. Cornell. This section is the Machinery and Industrial Appliance Division. Mr. Cornell has been Eastern Representative with headquarters at Buffalo for the past three years.

Judd W. Spray, former Western Representative, has been transferred to Detroit as Central Representative, with offices at 701 Book Bldg.

Richard Creifelds, Jr., is now Western Representative, with headquarters at Timken offices in Peoples Gas Bldg., Chicago.

### Metz to Represent Burd in Iowa

W. H. Metz, former representative of the Burd High Compression Ring Co., in the Detroit district, but for the past year and a half in the government service, has been appointed district agent for the state of Iowa with headquarters at 704 Park Bldg., Des Moines.

### Will Make 20,000 Cars at St. Louis

The St. Louis Car Co., St. Louis, Mo., has just closed contracts to manufacture 20,000 motor cars for the Skelton Motor Corp., a company recently organized by Dr. L. S. Skelton. Production will start at once. The car company will convert for automobile manufacture its facilities that have been used for munitions and other war work. The new car will be of the light 4-cylinder type and will be designed to compete with the popular-priced standard cars.

### J & D Tire Now McClaren Rubber

The name of the J & D Tire Co., Charlotte, N. C., has been changed to McClaren Rubber Co., manufacturers of McClaren tires, with H. L. McClaren, former president and general manager of the Racine & Ajax Rubber Companies, as president and treasurer of the corporation. This move has been looked for ever since McClaren took active charge of the J & D organization some time ago.

Simultaneously with this announcement comes word also that the McClaren Rubber Co. will at once broaden out its manufacturing and sales policies in order to provide for increased business. Additions will immediately be made to the factory to take care of greater production and the sales organization is now laying the foundation for a sweeping distribution policy which will cover the entire United States.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, etc., required by the Act of Congress of August 24, 1912, of MOTOR RECORD, published monthly at New York, N. Y., for October 1, 1919.

State of New York } ss.:
County of New York }

Before me, a Commissioner of Deeds, in and for the State and city aforesaid, personally appeared Arthur D. Ferguson, who, having been duly sworn according to law, deposes and says that he is the President and General Manager of the Ferguson Publishing Company (Publishers of MOTOR RECORD), and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, The Ferguson Publishing Company, 90 West Street, New York, N. Y.; Editor, Edward G. Ingram, Nyack, N. Y.; Managing Editor, H. S. D. Ferguson, 452 State Street, Flushing, N. Y.; Business Manager, Arthur D. Ferguson, 244 Park Hill Avenue, Yonkers, N. Y.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.) Ferguson Publishing Company, 90 West Street, New York, N. Y.; Arthur D. Ferguson, 244 Park Hill Avenue, Yonkers, N. Y.; George Reith, 74 Broadway, New York, N. Y.; Trygve Barth, 74 Broadway, New York, N. Y.; Norwegian-American Securities Corp., 74 Broadway, New York, N. Y. The stockholders of the Norwegian-American Securities Corporation are: Trygve Barth, 74 Broadway, New York, N. Y.; Lief H. Strom, 74 Broadway, New York, N. Y.; Bjarne Kroeplien, 74 Broadway, New York, N. Y.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: Norwegian-American Securities Corporation, 74 Broadway, New York, N. Y.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is..... (This information is required from daily publications only.)

ARTHUR D. FERGUSON,
President and General Manager.

Sworn to and subscribed before me this 30th day of September, 1919.

[Seal.] ROSANNA H. FOSTER,
Commissioner of Deeds.

City of New York, residing in Kings County. Kings County Clerk, No. 83: Register No. 1012. New York County Clerk, No. 41: Register No. 21021. (My commission expires March 18, 1921.)

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# Battery Life Depends upon INSULATION

1

There's only one sure-fire preventive against aging on the shelf—that is to store the batteries in true bone-dry condition, which is possible only with the Willard Battery containing Threaded Rubber Insulation.

2

The life of the battery is largely up to the man in the car, but Threaded Rubber Insulation adds greatly to its chance of long service, because it removes one of the commonest causes of battery trouble—breaking down of the insulation.

3

Nearly every battery with *ordinary* insulation has to be re-insulated at least once during its lifetime. Willard Threaded Rubber Insulation never has to be replaced.

Threaded Rubber Insulation has these three distinct advantages over any other:

### 1. Threaded Rubber Insulation eliminates depreciation in the dealer's stock.

Willard Batteries with Threaded Rubber Insulation, since they have no wood insulation in any form, can be shipped and stored bone dry—since neither plates nor insulation in the battery have ever been wet.

The storage battery with wood insulation in any form can not be kept in a dealer's stock without depreciation, because wood insulation must be put into the battery wet at the factory, and, once the insulation is wet, a continuous chemical action begins; and furthermore, the insulation can not be allowed to be dried out, as it would become damaged. Hence the battery must soon be filled.

### 2. Threaded Rubber Insulation returns bigger dividends to the user.

Threaded Rubber Insulation is a manufactured product held to rigid uniformity, more durable and long-lived than any wood can be. The car owner is not wholly relieved of caring for his battery, but the battery will stand more abuse, and function at high efficiency for a much longer time.

### 3. Threaded Rubber Insulation makes reinsulation unnecessary.

When installed in the car no one can say just how soon wood insulation will begin to break down, on account of the impossibility of securing absolute uniformity in wood, since it is the product of nature, not of scientific manufacture. During this period even careful driving and faithful attention to battery care will not absolutely insure long life.

Re-insulation—at considerable expense—is almost certain to come before the ordinary battery is worn out, and the life of any battery after re-insulation is uncertain.

*Threaded Rubber Insulation outlasts the plates and re-insulation is, therefore, unnecessary.*

**WILLARD STORAGE BATTERY**

**Willard Threaded Rubber Insulation**

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# ist Price of Storage Batteries for Cars From 1912 to 1919

## REVISED MONTHLY

**O USE THIS TABLE.**—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as reated by us to enable you to find the right battery quickly Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will itted to manufacturers each month for revision. This compilation is for the benefit of the trade. We have used every care to give the latest, authentic information, but we uarantee the correctness of these prices and cannot be held liable for same.

THE FERGUSON PUBLISHING COMPANY

| ARD Part No. 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 253 | 6 | 142 | ... | $50.00 |
| 208 | 6 | 159.5 | 69 | 50.00 |
| 610 | 6 | 159.5 | 69 | 50.00 |
| 578 | 6 | 93.8 | 52 | 36.60 |
| 363 | 12 | 72.3 | 79 | 72.10 |
| 227 | 6 | 88 | 50 | 39.40 |
| 627 | 6 | 88 | ... | 36.85 |
| 615 | 12 | 45.5 | 62 | 48.68 |
| 441 | 12 | 45.5 | 62 | 48.68 |
| | 6 | | | 43.70 |
| 666 | 12 | 54.5 | ... | 55.00 |
| 668 | 12 | 54.5 | ... | 55.00 |
| 600 | 6 | 103.7 | 55 | 39.40 |
| 257 | 6 | 180 | 80 | 51.25 |
| 250 | 12 | 105.7 | 112 | 79.55 |
| 215 | 6 | 115 | 62 | ..... |
| 207 | 6 | 115 | 62 | ..... |
| 647 | 6 | 105.7 | ... | 41.40 |
| 428 | 6 | 159.5 | 69 | 50.00 |
| 347 | 12 | 51.4 | 67 | 50.50 |
| 652 | 6 | 142 | ... | 50.00 |
| 646 | 6 | 105.7 | ... | 41.40 |
| 625 | 6 | 71 | ... | 32.40 |
| 683 | 30 | 23.3 | ... | 81.70 |
| 585 | 6 | 83.2 | 48 | 34.90 |
| 601 | 6 | 103.7 | 55 | 39.40 |
| 614 | 6 | 124.3 | 61 | 44.25 |
| 403 | 6 | 103.7 | 55 | 39.40 |
| 613 | 6 | 103.7 | 55 | 39.40 |
| 634 | 6 | 88 | ... | 36.85 |
| 583 | 12 | 93.8 | 91 | 71.50 |
| 658 | 12 | 38.7 | ... | 45.90 |
| 234 | 12 | 38.7 | 58 | 45.90 |
| 662 | 12 | 38.7 | ... | 45.90 |
| 508 | 6 | 88 | ... | 36.85 |
| 663 | 12 | 38.7 | ... | 45.90 |
| 639 | 6 | 88 | ... | 36.85 |
| 640 | 6 | 88 | ... | 36.85 |
| 605 | 6 | 103.7 | 55 | 39.40 |
| 591 | 6 | 83.2 | 48 | 34.90 |
| 609 | 6 | 103.7 | 55 | 39.40 |
| 538 | 6 | 83.2 | 48 | 34.90 |
| 174 | 24 | 71.5 | 70 | 67.20 |
| 279 | 6 | 147.5 | 72 | ..... |
| 688 | 6 | 161 | ... | 59.80 |
| 689 | 6 | 161 | ... | 59.80 |
| 678 | 16 | 38.7 | ... | 60.35 |
| 236 | 6 | 105.7 | 59 | 41.40 |
| 235 | 6 | 88 | 50 | 36.90 |
| 516 | 6 | 71 | 42 | 32.40 |
| 629 | 6 | 88 | ... | 36.85 |
| 228 | 6 | 88 | 50 | 36.90 |
| 242 | 18 | 42.5 | 90 | 72.40 |
| 589 | 6 | 83.2 | 48 | 34.90 |
| 341 | 6 | 93.8 | 52 | 36.60 |
| 512 | 6 | 83.2 | 48 | 34.90 |
| 630 | 6 | 88 | ... | 36.85 |
| 641 | 6 | 88 | ... | 36.85 |
| 607 | 6 | 103.7 | 55 | 39.40 |
| 537 | 6 | 103.7 | 55 | 39.40 |
| 401 | 6 | 83.2 | 48 | 34.90 |
| 679 | 16 | 54.5 | ... | 73.35 |
| 624 | 6 | 71 | ... | 32.40 |
| 628 | 6 | 88 | ... | 36.85 |
| 686 | 12 | 42.6 | 57 | 41.15 |
| 360 | 6 | 139 | 67 | 57.30 |
| 677 | 16 | 38.7 | ... | 60.35 |
| 300 | 6 | 105.7 | 59 | 41.40 |
| 245 | 6 | 180 | 80 | ..... |
| 595 | 6 | 83.2 | 48 | 34.90 |
| 212 | 6 | 105.7 | 59 | 41.40 |
| 664 | 12 | 38.7 | ... | 45.90 |
| 576 | 6 | 93.8 | 52 | 36.60 |
| 452 | 6 | 88 | ... | 36.85 |
| 426 | 12 | 38.7 | 58 | 45.90 |
| 427 | 6 | 88 | 50 | 36.90 |
| 535 | 6 | 88 | 50 | 36.90 |
| 598 | 6 | 103.7 | 55 | 39.40 |
| 670 | 12 | 54.5 | ... | 55.00 |
| 638 | 6 | 88 | ... | 36.85 |
| 676 | 16 | 38.7 | ... | 60.35 |
| 618 | 12 | 64 | ... | 58.10 |
| 267 | 6 | 71 | 42 | 32.40 |

| WILLARD Type and Part No. March 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| SSB-242 | 24 | 23.3 | 85 | $68.70 |
| SM-26 | 12 | 38.7 | ... | 45.90 |
| SM-26 | 12 | 38.7 | ... | 45.90 |
| NSSB-125 | 24 | 54.5 | ... | 55.00 |
| SM-76 | 24 | 23.3 | ... | 68.70 |
| SSB-183½ | 12 | 38.7 | 85 | 66.30 |
| SSB-125 | 12 | 71.1 | 82 | 55.00 |
| SJR-26 | 12 | 51.4 | 67 | 58.80 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SJW-3 | 6 | 93.8 | 52 | 36.60 |
| SJW-3 | 6 | 93.8 | 52 | 36.60 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SM-5 | 6 | 105.7 | ... | 53.95 |
| SM-28 | 12 | 71 | ... | 63.15 |
| SSB-610 | 6 | 105-7 | 59 | 41.40 |
| SJW-26 | 12 | 51.4 | 67 | 50.50 |
| SL-26 | 12 | 45.5 | 62 | 48.68 |
| SL-26 | 12 | 45.5 | 62 | 48.68 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-27 | 12 | 54.5 | ... | 55.00 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SM-4 | 6 | 88 | ... | 36.85 |
| PDS-243 | 24 | 29 | 110 | 79.60 |
| SM-29 | 12 | 88 | ... | 71.25 |
| SM-5 | 6 | 105.7 | ... | 53.95 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-27 | 6 | 105.7 | ... | 53.95 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SM-9 | 6 | 176.5 | ... | 71.25 |
| SM-9 | 6 | 176.5 | ... | 58.95 |
| SSB-123½ | 12 | 38.7 | 58 | 45.90 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-5 | 6 | 105.7 | ... | 41.40 |
| SM-28 | 12 | 71 | ... | 63.15 |
| SSB-612 | 6 | 159.5 | 69 | 50.00 |
| PSW-68 | 6 | 115 | 62 | ..... |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-5 | 6 | 105.7 | ... | 41.40 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SM-26 | 12 | 38.7 | ... | 45.90 |
| SSB-128 | 12 | 88 | 95 | 71.25 |
| SL-28 | 12 | 83.3 | 84 | 67.45 |
| SM-76 | 24 | 23.3 | ... | 68.70 |
| PSW-412 | 12 | 87.5 | 100 | ..... |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SJW-3 | 6 | 93.8 | 52 | 36.60 |
| SJW-4 | 6 | 117.7 | 61 | 42.05 |
| SM-3 | 6 | 71 | ... | 32.40 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SP-5 | 6 | 117.5 | 54 | 36.35 |
| SSB-66 | 6 | 71 | 42 | 32.40 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-4 | 6 | 88 | ... | 36.85 |
| PSW-610 | 6 | 147.5 | 70 | 45.45 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SM-4 | 6 | 88 | ... | 36.85 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SX-77 | 24 | 45 | ... | 74.15 |
| SE-76 | 24 | 33.5 | ... | 71.30 |
| SM-7 | 6 | 142 | ... | 50.00 |
| SSB-123½ | 12 | 38.7 | 58 | 45.90 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SM-9 | 6 | 176.5 | ... | 58.95 |
| SP-6 | 6 | 136.3 | 60 | 39.95 |
| SRJ-4 | 6 | 117.7 | 60 | 50.40 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SJR-6 | 6 | 162 | 76 | 64.05 |
| SM-26 | 12 | 38.7 | ... | 45.90 |
| SSB-125 | 12 | 54.5 | 70 | 55.00 |
| SM-26 | 12 | 38.7 | ... | 45.90 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |
| SM-29 | 6 | 103.7 | 55 | 39.40 |
| SL-4 | 6 | 103.7 | 55 | 39.40 |
| SL-3 | 6 | 83.2 | 48 | 34.90 |

| EXIDE Type and Cat No. Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 3SFS-5 452 | 6 | ..... | ... | 29.65 |
| 3SR-7 455 | 6 | ..... | ... | 30.60 |
| 3SFS-9 460 | 6 | ..... | ... | 37.25 |
| 3S11Spec 463 | 6 | ..... | ... | 39.55 |
| 3ZA-5 1405 | 6 | ..... | ... | 18.54 |
| 3LX9-1 10671-61 | 6 | ..... | 42 | 34.50 |
| 3LX13-1 10672-61 | 6 | 66 | 59 | 44.15 |
| 3LX5-1 10670-61 | 6 | 28 | 24 | 24.40 |
| 3JX11-1 3252-5 | 6 | ..... | ... | 35.75 |
| 3JX13-1 3254-1 | 6 | ..... | 51 | 38.00 |
| 3JX13-1 3254-5 | 6 | ..... | 51 | 39.20 |
| 3JX13-1 3254-6 | 6 | ..... | 51 | 38.50 |
| 3JX15-1 3256-1 | 6 | ..... | ... | 41.70 |
| 3JX15-1 3256-5 | 6 | ..... | ... | 42.90 |
| 3JX19-1 3260-1 | 6 | ..... | ... | 48.70 |
| 3JX19-1 3260-5 | 6 | ..... | ... | 50.00 |
| 3JX15-2 3328-54 | 6 | ..... | ... | 43.10 |
| 3JX19-2 3332-54 | 6 | ..... | ... | 50.00 |
| 6JX7-1 3339-05 | 12 | ..... | ... | 48.70 |
| 6JX11-1 3341-3 | 12 | ..... | ... | 64.20 |
| 6JX11-1 3341-12 | 12 | ..... | ... | 65.15 |
| 6JX13-1 3342-5 | 12 | ..... | ... | 73.45 |
| 6JX15-3 3352-05 | 12 | ..... | ... | 80.10 |
| 3PHA13-23468 | 6 | ..... | 82 | 64.50 |
| 3PHA13-23468-6 | 6 | ..... | 82 | 66.20 |
| 3XC-19 4412-51 | 6 | ..... | 63 | 50.43 |
| 3XC-13 4561-52 | 6 | ..... | 45 | 39.20 |
| 9JX7-1 4587-058 | 18 | ..... | ... | 73.60 |
| 3JX-15 4852-4 | 6 | ..... | ... | 42.40 |
| 3XC19-1 5721-53 | 6 | ..... | 63 | 52.00 |
| 6XC9-1 5792-7 | 12 | ..... | 64 | 57.80 |
| 9XC7-1 5799-057 | 18 | ..... | 75 | 74.20 |
| 15XC5-1 5930-60 | 30 | ..... | ... | 102.60 |
| 3SX9-1 10674-61 | 6 | 51 | 35 | 31.75 |
| 3SX13-1 10675-61 | 6 | 84 | 49 | 41.40 |
| 9JX11-4 6101-064 | 18 | ..... | 113 | 95.20 |
| 3XC9-1 6298-12 | 12 | ..... | ... | 57.80 |
| 3XC11-1 6346 | 6 | ..... | 39 | 33.35 |
| 3XC13-1 6347 | 6 | ..... | 45 | 36.80 |
| 3XC13-1 6347-1 | 6 | ..... | 45 | 38.00 |
| 3XC13-1 6347-5 | 6 | ..... | 45 | 39.20 |
| 3XC13-1 6348 | 6 | ..... | 51 | 40.50 |
| 3XC15-1 6348-1 | 6 | ..... | 51 | 41.70 |
| 3XC15-1 6348-5 | 6 | ..... | 51 | 42.90 |
| 3XC15-1 6348-6 | 6 | ..... | 51 | 42.20 |
| 3XC19-1 6350-1 | 6 | ..... | 63 | 48.80 |
| 3XC19-1 6350-5 | 6 | ..... | 63 | 50.00 |
| 3XC13-2 6356 | 6 | ..... | 45 | 37.50 |
| 3XC13-2 6356-4 | 6 | ..... | 45 | 39.90 |
| 3XC15-2 6357-3 | 6 | ..... | 51 | 42.40 |
| 3XC15-2 6357-5 | 6 | ..... | 51 | 43.60 |
| 3XC15-2 6357-6 | 6 | ..... | 51 | 42.90 |
| 3XC23-2 6361-5 | 6 | ..... | 76 | 57.80 |
| 6XC7-1 6364-03 | 12 | ..... | 47 | 48.50 |
| 6XC7-1 6364-5 | 12 | ..... | 47 | 49.00 |
| 6XC7-1 6364-03 | 12 | ..... | 47 | 49.35 |

| EXIDE Type and Cat. No. Dec. 16, 1918 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| 6XC9-1 6365-03 | 12 | ..... | 64 | 57.20 |
| 6XC9-1 6365-5 | 12 | ..... | 64 | 58.05 |
| 6XC9-1 6365-05 | 12 | ..... | 64 | 58.40 |
| 6XC9-1 6365-12 | 12 | ..... | 64 | 57.80 |
| 6XC11-1 6366-3 | 12 | ..... | 76 | 64.20 |
| 6XC11-1 6366-03 | 12 | ..... | 76 | 64.50 |
| 6XC11-1 6366-05 | 12 | ..... | 76 | 65.65 |
| 6XC13-1 6367-05 | 12 | ..... | 89 | 73.45 |
| 6XC15-1 6368-03 | 12 | ..... | ... | 78.65 |
| 6XC11-3 6371-05 | 12 | ..... | 76 | 66.40 |
| 6XC11-3 6371-56 | 12 | ..... | 76 | 65.65 |
| 8XC7-1 6375-03 | 16 | ..... | 65 | 63.00 |
| 8XC7-1 6375-14 | 16 | ..... | 65 | 63.00 |
| 8XC9-1 6376-03 | 16 | ..... | 65 | 74.20 |
| 12XC-7 7494-059 | 24 | ..... | ... | 93.75 |
| 6XC13-1 7647-10 | 12 | ..... | 89 | 73.45 |
| 12XC7-1 7695-011 | 24 | ..... | ... | 92.60 |
| 12SD-3 7999 | 24 | ..... | 67 | 74.75 |
| 6XC7-1 10218-55 | 12 | ..... | 47 | 52.00 |
| 6XC9-1 10219-55 | 12 | ..... | 64 | 59.20 |
| 3MHA11 10249-16 | 6 | ..... | 82 | 65.15 |
| 3MHA11 10249-6 | 6 | ..... | 82 | 65.65 |
| 12XC7-1 10364-03 | 24 | ..... | ... | 92.00 |
| 3JX19-1 10365-5 | 6 | ..... | ... | 50.00 |
| 6XC111 10412-14 | 12 | ..... | 76 | 65.15 |

| VESTA Battery and Form No. Oct. 20, 1919 Including Federal Tax | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 24A5Y-65 | 24 | ..... | 110 | 94.62 |
| 6LI1Y-4 | 6 | ..... | 42 | 37.84 |
| 6L11W-140 | 6 | ..... | 42 | 37.79 |
| 6L11Y-161 | 6 | ..... | 42 | 36.91 |
| 6L13Y-5 | 6 | ..... | 50 | 41.36 |
| 6L13Y-11 | 6 | ..... | 50 | 42.27 |
| 6L13W-33 | 6 | ..... | 50 | 41.64 |
| 6L13W-35 | 6 | ..... | 50 | 41.40 |
| 6L13Y-71 | 6 | ..... | 50 | 41.36 |
| 6L13Y-79 | 6 | ..... | 50 | 41.36 |
| 6L13W-91 | 6 | ..... | 50 | 41.85 |
| 6L13Y-93 | 6 | ..... | 50 | 41.59 |
| 6L13Y-147 | 6 | ..... | 50 | 41.43 |
| 6L13Y-154 | 6 | ..... | 50 | 41.36 |
| 6L13Y-169 | 6 | ..... | 50 | 40.01 |
| 6L15Y-3 | 6 | ..... | 59 | 46.20 |
| 6L15Y-7 | 6 | ..... | 59 | 47.14 |
| 6L15Y-62 | 6 | ..... | 59 | 46.20 |
| 6L15Y-64 | 6 | ..... | 59 | 46.20 |
| 6L15W-67 | 6 | ..... | 59 | 47.21 |
| 6L15Y-75 | 6 | ..... | 59 | 46.81 |
| 6L15Y-85 | 6 | ..... | 59 | 46.18 |
| 6L15Y-134 | 6 | ..... | 59 | 46.20 |
| 6L19Y-1 | 6 | ..... | 69 | 56 71 |
| 6L19Y-6 | 6 | ..... | 69 | 55.80 |
| 6L19Y-54 | 6 | ..... | 69 | 55.78 |
| 6L19YP-59 | 6 | ..... | 69 | 55.57 |
| 6L19Y-141 | 6 | ..... | 69 | 54.43 |
| 6L23W-124 | 6 | ..... | ... | 66.66 |
| 12L7Y-22 | 12 | ..... | 58 | 52.19 |
| 12L7Y-24 | 12 | ..... | 58 | 52.05 |
| 12L7Y-25 | 12 | ..... | 58 | 51 31 |
| 12L7Y-27 | 12 | ..... | 58 | 51 12 |
| 12L7Y-96 | 12 | ..... | 58 | 53.08 |
| 12L7Y-97 | 12 | ..... | 58 | 51 12 |
| 12L7Y-104 | 12 | ..... | 58 | 52 36 |
| 12L7Y-113 | 12 | ..... | 58 | 51.73 |
| 12L9Y-13 | 12 | ..... | 70 | 62 51 |
| 12L9Y-26 | 12 | ..... | 70 | 61 14 |
| 12L9W-41 | 12 | ..... | 70 | 61 35 |
| 12L9Y-49 | 12 | ..... | 70 | 62 09 |
| 12L9Y-56 | 12 | ..... | 70 | 61 44 |
| 12L9Y-157 | 12 | ..... | 70 | 59.67 |
| 12L11Y-31 | 12 | ..... | 82 | 71.48 |
| 12L13Y-47 | 12 | ..... | 95 | 81.18 |
| 12L13Y-165 | 12 | ..... | 95 | 79 43 |
| 12L15Y-166 | ... | ..... | ... | 90 66 |
| 16L7Y-19 | 16 | ..... | 76 | 71 25 |
| 16L7Y-20 | 16 | ..... | 76 | 69 76 |

| VESTA Type & Form No. Oct. 20, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 16L7Y-23 | 16 | ..... | 76 | 69.60 |
| 16L9Y-18 | 16 | ..... | 90 | 81.20 |
| 24L5Y-63 | 24 | ..... | 85 | 80.71 |
| 6H11Y-9 | 6 | ..... | 62 | 43.27 |
| 6H11Y-17 | 6 | ..... | 62 | 43.27 |
| 6H11Y-76 | 6 | ..... | 62 | 42.97 |
| 6H15Y-48 | 6 | ..... | 80 | 54.01 |
| 6H15Y-60 | 6 | ..... | 80 | 53.54 |
| 6H15Z-81 | 6 | ..... | 80 | 53.43 |
| 6H15Z-82 | 6 | ..... | 80 | 55.99 |
| 12H9Y-61 | 12 | ..... | 104 | 70.38 |
| 6S11Z-70 | 6 | ..... | 42 | 37.85 |
| 6S11Y-143 | 6 | ..... | 42 | 37.68 |
| 6S13Y-29 | 6 | ..... | 50 | 41.45 |
| 6S13Y-30 | 6 | ..... | 50 | 42.38 |
| 6S13Y-37 | 6 | ..... | 50 | 41.22 |
| 6S13W-152 | 6 | ..... | 50 | 42 01 |
| 6S15Y-2 | 6 | ..... | 59 | 46.72 |
| 6S15Y-14 | 6 | ..... | 59 | 47.07 |
| 6S15Y-38 | 6 | ..... | 59 | 47.37 |
| 6S15W-94 | 6 | ..... | 59 | 46.60 |
| 6S15W-108 | 6 | ..... | 59 | 46.09 |
| 6S19Y-10 | 6 | ..... | 69 | 56.55 |
| 6S19Y-12 | 6 | ..... | 69 | 55.82 |
| 6S19Y-39 | 6 | ..... | 69 | 55.36 |
| 6S19Y-72 | 6 | ..... | 69 | 55.62 |
| 6S19W-73 | 6 | ..... | 69 | 57.60 |
| 6S19W-77 | 6 | ..... | 69 | 57.83 |
| 6S19W-168 | 6 | ..... | 69 | 57.78 |
| 8S15XD-129 | 8 | ..... | 78 | 62.93 |
| 12S7Y-36 | 12 | ..... | 58 | 51.31 |
| 12S7Y-50 | 12 | ..... | 58 | 52.19 |
| 12S7W-138 | 12 | ..... | 58 | 53.40 |
| 12S9X-98 | 12 | ..... | 70 | 61 14 |
| 12S9Y-99 | 12 | ..... | 70 | 61.16 |
| 12S9Y-116 | 12 | ..... | 70 | 62.02 |
| 12S11Y-52 | 12 | ..... | 82 | 69.85 |
| 12S11X-135 | 12 | ..... | 82 | 71.93 |
| 12S15W-53 | 12 | ..... | ... | 88.49 |
| 16S9X-136 | 16 | ..... | 90 | 80.50 |
| 16S9X-137 | 16 | ..... | 90 | 81.46 |
| 18S7W-46 | 18 | ..... | 85 | 74.72 |
| 18S9W-45 | 18 | ..... | 102 | 88.31 |
| 18S9W-170 | 18 | ..... | 102 | 88.89 |
| 18S11W-43 | 18 | ..... | ... | 102.26 |
| 24S5X-83 | 24 | ..... | 85 | 76.12 |
| 24S5X-88 | 24 | ..... | 85 | 77.10 |
| 6U11Y-15 | 6 | ..... | 47 | 38 42 |
| 6U11Y-89 | 6 | ..... | 47 | 37.79 |
| 6U11Y-102 | 6 | ..... | 47 | 38.38 |
| 6U11Y-105 | 6 | ..... | 47 | 38.38 |
| 6U11Y-110 | 6 | ..... | 47 | 38.40 |
| 6U11Y-114 | 6 | ..... | 47 | 37 56 |
| 6U11Y-115 | 6 | ..... | 47 | 38.38 |
| 6U11Y-117 | 6 | ..... | 47 | 38.40 |
| 6U11Y-118 | 6 | ..... | 47 | 38.40 |
| 6U11W-120 | 6 | ..... | 47 | 39.47 |
| 6U11Y-128 | 6 | ..... | 47 | 38 42 |
| 6U11Y-130 | 6 | ..... | 47 | 38 42 |
| 6U11W-149 | 6 | ..... | 47 | 39 47 |
| 6U11Y-150 | 6 | ..... | 47 | 37 40 |
| 6U11Y-155 | 6 | ..... | 47 | 38.40 |
| 6U11W-164 | 6 | ..... | 47 | 39.47 |
| 6U13Y-16 | 6 | ..... | 55 | 43 20 |
| 6U13Y-28 | 6 | ..... | 55 | 44.11 |
| 6U13Z-68 | 6 | ..... | 55 | 44.25 |
| 6U13Y-80 | 6 | ..... | 55 | 42.99 |
| 6U13W-84 | 6 | ..... | 55 | 43.50 |
| 6U13Y-92 | 6 | ..... | 55 | 43.20 |
| 6U13Y-119 | 6 | ..... | 55 | 43.20 |
| 6U13W-132 | 6 | ..... | 55 | 43 48 |
| 6U13W-133 | 6 | ..... | 55 | 43.48 |
| 6U13Y-145 | 6 | ..... | 55 | 41.92 |
| 6U13W-146 | 6 | ..... | 55 | 42 24 |
| 6U13Y-153 | 6 | ..... | 55 | 44 11 |
| 6U13Y-156 | 6 | ..... | 55 | 44 11 |
| 6U13W-158 | 6 | ..... | 55 | 43 48 |
| 6U13Y-160 | 6 | ..... | 55 | 43 20 |
| 6U13W-163 | 6 | ..... | 55 | 43 48 |
| 6U15Y-106 | 6 | ..... | 64 | 43 20 |
| 6U15Y-121 | 6 | ..... | 64 | 48 65 |
| 6U15Y-139 | 6 | ..... | 64 | 43 20 |
| 6U15W-151 | 6 | ..... | 64 | 47 97 |

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# WITHERBEE
## STORAGE BATTERIES

**A dependable and guaranteed battery of correct size and shape for every make and model of car, and for starting and lighting systems of any manufacture in general use**

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## Liberal Margin of Profit to DEALERS

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***Main Office and Factory***
**643-55 West 43d Street**

***Sales and Service Station***
**1904 Broadway**

**New York City, N. Y.**

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| ...STA Form No. ...0, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|
| 67 | 6 | ..... | 64 | 49.26 |
| '1 | 6 | ..... | ... | 54.48 |
| 11 | 12 | ..... | ... | 45.92 |
| 7 | 12 | ..... | 65 | 53.05 |
| 00 | 12 | ..... | 65 | 53.33 |
| 07 | 12 | ..... | 65 | 54.20 |
| 09 | 12 | ..... | 65 | 53.08 |
| 31 | 12 | ..... | 65 | 52.22 |
| | 12 | ..... | 65 | 51.84 |
| 5 | 12 | ..... | 78 | 65.12 |
| 8 | 12 | ..... | 78 | 65.03 |
| 25 | 12 | ..... | 78 | 64.19 |
| 42 | 12 | ..... | 78 | 62.51 |
| -123 | 12 | ..... | 92 | 73.56 |
| -126 | 12 | ..... | 92 | 73.91 |
| 148 | 12 | ..... | 92 | 73.88 |
| 159 | 12 | ..... | 92 | 72.93 |
| 0 | 6 | ..... | 55 | 42.55 |

| ...READY | Stock No. ...15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| | 8070 | 6 | 70 | 48 | $33.50 |
| | 8076 | 6 | 70 | 48 | 33.50 |
| | 8077 | 6 | 70 | 48 | 33.50 |
| J | 8079 | 6 | 95 | 58 | 36.96 |
| | 8080 | 6 | 95 | 56 | 36.96 |
| | 8081 | 6 | 95 | 56 | 36.96 |
| | 8082 | 6 | 95 | 58 | 36.96 |
| L | 8083 | 6 | 95 | 58 | 36.96 |
| | 8084 | 6 | 105 | 63 | 43.89 |
| H | 8085 | 6 | 95 | 58 | 36.96 |
| | 8086 | 6 | 95 | 56 | 36.96 |
| B | 8088 | 6 | 95 | 58 | 41.58 |
| | 8090 | 6 | 110 | 63 | 41.58 |
| | 8091 | 6 | 110 | 63 | 41.58 |
| | 8092 | 6 | 110 | 63 | 41.58 |
| | 8096 | 6 | 110 | 63 | 41.58 |
| | 8097 | 6 | 110 | 63 | 41.58 |
| | 8099 | 8 | 110 | 82 | 55.44 |
| | 8110 | 6 | 140 | 72 | 46.20 |
| | 8114 | 6 | 150 | 24 | 48.51 |
| E | 8115 | 6 | 150 | 74 | 50.82 |
| | 8116 | 6 | 140 | 72 | 46.20 |
| | 8117 | 6 | 140 | 72 | 46.20 |
| | 8131 | 6 | 185 | 86 | 57.75 |
| | 8138 | 6 | 185 | 85 | 57.75 |
| | 8140 | 12 | 35 | 64 | 45.05 |
| | 8142 | 12 | 35 | 64 | 45.0 |
| M | 8144 | 12 | 35 | 64 | 45.63 |
| | 8150 | 12 | 50 | 77 | 51.98 |
| | 8151 | 12 | 50 | 77 | 51.98 |
| | 8152 | 12 | 50 | 77 | 51.98 |
| F | 8153 | 12 | 50 | 77 | 51.98 |
| | 8156 | 12 | 50 | 77 | 51.98 |
| | 8158 | 12 | 50 | 77 | 51.98 |
| | 8160 | 12 | 70 | 94 | 60.06 |
| | 8161 | 12 | 70 | 94 | 60.06 |
| | 8166 | 12 | 70 | 94 | 60.06 |
| | 8172 | 12 | 95 | 108 | 65.84 |
| L | 8187 | 12 | 110 | 122 | 71.61 |
| | 8190 | 16 | 35 | 83 | 57.75 |
| | 8200 | 16 | 50 | 102 | 65.84 |
| | 8236 | 18 | 35 | 90 | 63.53 |
| | 8245 | 18 | 50 | 112 | 69.30 |
| | 8256 | 18 | 70 | 140 | 80.85 |
| | 8270 | 24 | 20 | 93 | 65.26 |
| | 8277 | 24 | 20 | 94 | 65.26 |
| | 8278 | 24 | 18 | 70 | 61.22 |
| | 8288 | 24 | 35 | 121 | 77.96 |
| | 8295 | 30 | 20 | 115 | 80.85 |
| 6 | 8192 | 16 | 35 | 64 | 57.75 |
| | 8087 | 6 | 95 | 56 | 36.95 |
| | 8281 | 24 | 35 | 127 | 77.39 |
| | 8210 | 16 | 70 | 123 | 73.92 |
| | 8246 | 18 | 50 | 112 | 72.19 |
| | 8071 | 6 | 70 | 48 | 33.50 |

| ...MBIA Type ...ber, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|
| E | 6 | 120 | 89 | 64.60 |
| F | 6 | 120 | 89 | 64.60 |
| | 6 | 96 | 52 | 47.25 |
| 3 | 6 | 96 | 52 | 47.25 |
| | 6 | 118 | 60 | 54.10 |
| | 6 | 118 | 60 | 54.10 |
| | 6 | 140 | 69 | 60.90 |
| E | 6 | 140 | 69 | 60.90 |
| 3C | 6 | 140 | 69 | 60.90 |
| 7 | 6 | 140 | 69 | 60.90 |
| | 12 | 75 | 86 | 77.70 |
| | 12 | 75 | 86 | 77.70 |
| 6 | 12 | 75 | 86 | 77.70 |
| | 12 | 75 | 86 | 77.70 |
| | 12 | 75 | 86 | 77.70 |
| | 12 | 75 | 86 | 77.70 |
| | 6 | 85 | 45 | 44.65 |

| Serial No. | COLUMBIA Type September, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 1817 | R-311AW | 6 | 85 | 45 | 44.65 |
| 1818 | R-311AX | 6 | 85 | 45 | 44.65 |
| 1819 | R-311AO | 6 | 85 | 45 | 44.65 |
| 1820 | R-311AO | 6 | 85 | 45 | 44.65 |
| 1821 | R-311AZ | 6 | 85 | 45 | 44.65 |
| 1822 | R-311AQZ | 6 | 85 | 45 | 44.65 |
| 1823 | R-311AB6 | 6 | 85 | 45 | 44.65 |
| 1824 | R-313A | 6 | 105 | 52 | 50.95 |
| 1825 | R-313AE | 6 | 105 | 52 | 50.95 |
| 1826 | R-313AW | 6 | 105 | 52 | 50.95 |
| 1827 | R-313AO | 6 | 105 | 52 | 50.95 |
| 1828 | R-313AF | 6 | 105 | 52 | 50.95 |
| 1829 | R-313AX | 6 | 105 | 52 | 50.95 |
| 1830 | R-313AZ | 6 | 105 | 52 | 50.95 |
| 1831 | R-313AZ | 6 | 105 | 52 | 50.95 |
| 1832 | R-313AB5 | 6 | 105 | 52 | 50.95 |
| 1833 | R-313DE | 6 | 105 | 52 | 50.95 |
| 1834 | R-313DW | 6 | 105 | 52 | 50.95 |
| 1835 | R-313DO | 6 | 105 | 52 | 50.95 |
| 1836 | R-313DZ | 6 | 105 | 52 | 50.95 |
| 1837 | R-315AE | 6 | 125 | 60 | 57.25 |
| 1838 | R-315AW | 6 | 125 | 60 | 57.25 |
| 1839 | R-315AZ | 6 | 125 | 60 | 57.25 |
| 1840 | R-315DW | 6 | 125 | 60 | 57.25 |
| 1841 | R-315DO | 6 | 125 | 60 | 57.25 |
| 1842 | R-315DZ | 6 | 125 | 60 | 57.25 |
| 1843 | R-67KSK | 12 | 47.5 | 60 | 63.00 |
| 1844 | R-67KSV | 12 | 47.5 | 60 | 63.00 |
| 1845 | R-67KSA6 | 12 | 47.5 | 60 | 63.00 |
| 1846 | R-611LR | 12 | 85 | 90 | 87.15 |
| 1847 | R-611LNZ | 12 | 85 | 90 | 87.15 |
| 1848 | R-611LNB6 | 12 | 85 | 90 | 87.15 |
| 1849 | D-313AW | 6 | 85 | 48 | 47.25 |
| 1850 | D-313AO | 6 | 85 | 48 | 47.25 |
| 1851 | D-313AZ | 6 | 85 | 48 | 47.25 |
| 1852 | D-313AB4 | 6 | 85 | 48 | 47.25 |
| 1853 | D-313AB6 | 6 | 85 | 48 | 47.25 |
| 1854 | D-313DE | 6 | 85 | 48 | 47.25 |
| 1855 | D-313DO | 6 | 85 | 48 | 47.25 |
| 1856 | D-313DZ | 6 | 85 | 48 | 47.25 |
| 1957 | D-313DB6 | 6 | 85 | 48 | 47.25 |
| 1858 | D-315AW | 6 | 102 | 53 | 53.05 |
| 1859 | D-315AZ | 6 | 102 | 53 | 53.05 |
| 1860 | D-315AB4 | 6 | 102 | 53 | 53.05 |
| 1861 | D-315AB6 | 6 | 102 | 53 | 53.05 |
| 1862 | D-319AW | 6 | 135 | 69 | 64.60 |
| 1863 | D-319AZ | 6 | 135 | 69 | 64.60 |
| 1864 | D-319-AB6 | 6 | 135 | 69 | 64.60 |
| 1865 | D-319X | 6 | 135 | 69 | 64.60 |
| 1866 | D-67KSG | 12 | 37.5 | 55 | 59.35 |
| 1867 | D-67KSV | 12 | 37.5 | 55 | 59.35 |
| 1868 | D-67KSA6 | 12 | 37.5 | 55 | 59.35 |
| 1869 | D-67LV | 12 | 37.5 | 55 | 59.35 |
| 1870 | D-67LHV | 12 | 37.5 | 55 | 59.35 |
| 1871 | D-67LAIIC | 12 | 37.5 | 55 | 59.35 |
| 1872 | -D67MA3 | 12 | 37.5 | 55 | 59.35 |
| 1873 | D-69KSW | 12 | 54 | 68 | 70.90 |
| 1874 | D-69KSZ | 12 | 54 | 68 | 70.90 |
| 1875 | D-69KSB3C | 12 | 54 | 68 | 70.90 |
| 1876 | D-69KSB6 | 12 | 54 | 68 | 70.90 |
| 1878 | D-87PA6 | 16 | 37.5 | 72 | 77.70 |
| 1879 | D-87PA3C | 16 | 37.5 | 72 | 77.70 |
| 1880 | D-87PUA6 | 16 | 37.5 | 72 | 77.70 |
| 1881 | D-89RSR | 16 | 54 | 90 | 94.50 |
| 1882 | D-89RSB6 | 16 | 54 | 90 | 94.50 |
| 1883 | D-125TSA6 | 24 | 25 | 82 | 88.20 |
| 1884 | D-125TSA6C | 24 | 25 | 82 | 88.20 |
| 1885 | D-155Z | 30 | 25 | 105 | 105.00 |
| 1886 | H-311JSZ | 6 | 70 | 44 | 41.50 |
| 1887 | H-313AZ | 6 | 85 | 50 | 47.25 |
| 1888 | H-313AB6 | 6 | 85 | 50 | 47.25 |
| 1889 | H-313AB7 | 6 | 85 | 50 | 47.25 |
| 1890 | H-313DZ | 6 | 85 | 50 | 47.25 |
| 1891 | H-315AZ | 6 | 102 | 56 | 53.05 |
| 1892 | H-315AB6 | 6 | 102 | 56 | 53.05 |
| 1893 | H-315AB7 | 6 | 102 | 56 | 53.05 |
| 1894 | H-315DZ | 6 | 102 | 56 | 53.05 |
| 1895 | H-315DB7C | 6 | 102 | 56 | 53.05 |
| 1896 | H-319AZ | 6 | 135 | 66 | 64.60 |
| 1897 | H-319AB6 | 6 | 135 | 66 | 64.60 |
| 1898 | H-319AB7 | 6 | 135 | 66 | 64.60 |
| 1899 | H-415CR | 8 | 102 | 76 | 80.35 |
| 1900 | H-67KSV | 12 | 37.5 | 55 | 59.35 |
| 1901 | H-67KSA6 | 12 | 37.5 | 55 | 59.35 |
| 1902 | H-67EA5 | 12 | 37.5 | 55 | 59.35 |
| 1903 | H-67YA6C | 12 | 37.5 | 55 | 59.35 |
| 1904 | H-69LA5 | 12 | 54 | 67 | 70.90 |
| 1905 | H-69LUA6 | 12 | 54 | 67 | 70.90 |
| 1906 | H-69YSA8 | 12 | 54 | 67 | 70.90 |
| 1907 | H-611KSZ | 12 | 70 | 79 | 81.40 |
| 1908 | H611-KSB6 | 12 | 70 | 79 | 81.40 |
| 1909 | H-615FSZ | 12 | 102 | 107 | 102.40 |
| 1910 | H-615FSB3 | 12 | 102 | 107 | 102.40 |
| 1911 | H-97GA11 | 18 | 37.5 | 82 | 85.05 |
| 1912 | H-99GA7 | 18 | 54 | 98 | 105.00 |
| 1913 | H-99GA11C | 18 | 54 | 98 | 105.00 |
| 1914 | H-125HSA6 | 24 | 25 | 82 | 88.20 |
| 1915 | E-319JSZ | 6 | 150 | 62 | 59.85 |
| 1916 | E-127TA3 | 24 | 42 | 92 | 110.25 |
| 1917 | E-127TUV | 24 | 42 | 92 | 110.25 |
| 1918 | E127-QV | 24 | 42 | 92 | 110.25 |
| 1919 | G-123H | 24 | 17 | 68 | 87.15 |
| 1920 | LD35A | 6 | 25 | 21 | 23.00 |
| 1921 | LD-37V | 6 | 37.5 | 25 | 27.75 |
| 1922 | LD-39A | 6 | 54 | 34 | 32.50 |
| 1923 | LD-311A | 6 | 70 | 41 | 37.25 |
| 1924 | LD-313A | 6 | 85 4 | 48 | 42.00 |
| 1925 | LD-315A | 6 | 102 | 53 | 46.75 |
| 1926 | LD-319A | 6 | 135 | 69 | 56.25 |
| 1927 | I-69FNW | 12 | 75 | 86 | 77.70 |

| Serial No. | GENERAL LEAD Types Assembled Type and Part No. June 12, 1919 | Volts | Amperes Hrs. 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|
| 693 | SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 | SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 | SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 | SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 | SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 | SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 | SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 | SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 | SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 | SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 | SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 | SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 | SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 | SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 | SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 | SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 | SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 | SR-6-160D | 6 | 195 | 80 | 60.50 |
| 713 | GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 | GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 | GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 | GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 | GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 | GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 | GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 | GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 | GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 | GLB-7-6D | 6 | 134 | 67 | 48.40 |
| 723 | GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 | GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 | SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 | SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 | GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 | SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 | SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 | SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 | SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 | SR-12-50A | 12 | 50 | 70 | 58.00 |
| 733 | SR-12-50E | 12 | 50 | 70 | 58.00 |
| 734 | SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 | SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 | SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 | SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 | SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 | SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 | SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 | SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 | SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 | SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 | SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 | SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 | SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 | SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 | GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 | GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 | GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 | GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 | GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 | GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 | GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 | GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 | SR-16-35A | 16 | 35 | 76 | 66.00 |
| 767 | SR-16-35F | 16 | 35 | 76 | 67.70 |
| 758 | SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 | SH-16-35F | 16 | 35 | 76 | 67.70 |
| 760 | SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 | SR-16-50F | 16 | 50 | 90 | 77.00 |
| 762 | SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 | SH-16-50F | 16 | 70 | 90 | 77.00 |
| 764 | SR-16-60A | 16 | 70 | 105 | 88.00 |
| 765 | SR-16-60F | 16 | 70 | 105 | 88.00 |
| 766 | SH-16-60A | 16 | 70 | 105 | 88.00 |
| 767 | SH-16-60F | 16 | 70 | 105 | 88.00 |
| 768 | SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 | SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 | SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 | SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 | SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 | SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 | SH-18-50A | 18 | 50 | 102 | 85.25 |
| 775 | SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 | SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 | SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 | SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 | SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 | SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 | SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 | SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 | SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 | SR-24-35A | 24 | 35 | 115 | 92.40 |
| 785 | SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 | SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 | SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 | 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 | 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 793 | 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 | 3GS-15 (Spc. Trm.) | 6 | 171 | 80 | 64.90 |
| 795 | 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 | PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 | PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 | 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 | 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 800 | 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 801 | SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 802 | STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 803 | STR-12-35A | 12 | 27 | 51 | 38.50 |
| 804 | 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 805 | 12-ES-3R | 12 | 15 | 70 | 68.20 |
| 806 | 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 807 | 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 808 | TWL-6-40 | 6 | 21 | 22 | 18.70 |
| 809 | TWL-6-60 | 6 | 40 | 29 | 23.30 |
| 810 | TWL-6-90 | 6 | 65 | 40 | 29.30 |

| Serial No. | GENERAL LEAD June 12, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 811 | TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 | TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 819 | STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 | GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 | 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 | 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

| Serial No | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 823 | ASL | 625 | 6 | 25 | 24 | $21.50 |
| 824 | AEL | 625 | 6 | 25 | 24 | 21.50 |
| 825 | ASL | 645 | 6 | 45 | 31 | 26.11 |
| 826 | AEL | 645 | 6 | 45 | 31 | 26.11 |
| 827 | ASL | 663 | 6 | 63 | 38 | 30.72 |
| 828 | AEL | 663 | 6 | 63 | 38 | 30.72 |
| 829 | ASL | 681 | 6 | 81 | 46 | 35.33 |
| 830 | AEL | 681 | 6 | 81 | 46 | 35.33 |
| 831 | ASL | 699 | 6 | 99 | 54 | 39.94 |
| 832 | AEL | 699 | 6 | 99 | 54 | 39.94 |
| 833 | ASL | 615 | 6 | 115 | 62 | 44.54 |
| 834 | AEL | 615 | 6 | 115 | 62 | 44.54 |
| 835 | ASL | 632 | 6 | 132 | 69 | 49.15 |
| 826 | AEL | 632 | 6 | 132 | 69 | 49.15 |
| 837 | ASL | 1225 | 12 | 25 | 50 | on app |
| 838 | AEL | 1225 | 12 | 25 | 50 | on app |
| 839 | ASL | 1245 | 12 | 45 | 67 | 49.15 |
| 840 | AEL | 1245 | 12 | 45 | 67 | 49.15 |
| 841 | ASL | 1263 | 12 | 63 | 85 | 58.37 |
| 842 | AEL | 1263 | 12 | 63 | 85 | 58.37 |
| 843 | ASL | 1825 | 18 | 25 | 74 | on app |
| 844 | AEL | 1825 | 18 | 25 | 74 | on app |
| 845 | ASL | 1845 | 18 | 45 | 101 | on app |
| 846 | AEL | 1845 | 18 | 45 | 101 | on app |
| 847 | ASL | 1863 | 18 | ..... | ... | on app |
| 848 | AEL | 1863 | 18 | ..... | ... | on app |
| 849 | ASL | 2425 | 24 | 25 | 98 | 77.82 |
| 850 | ASL | 2445 | 24 | 45 | 134 | 93.03 |
| 851 | ASLR | 625 | 6 | ..... | ... | on app |
| 852 | AELR | 625 | 6 | ..... | ... | on app |
| 853 | ASLR | 645 | 6 | ..... | ... | on app |
| 854 | AELR | 645 | 6 | ..... | ... | on app |
| 855 | ASLR | 663 | 6 | ..... | ... | on app |
| 856 | AELR | 663 | 6 | ..... | ... | on app |
| 857 | ASLR | 681 | 6 | ..... | ... | on app |
| 858 | AELR | 681 | 6 | ..... | ... | on app |
| 859 | ASLR | 699 | 6 | ..... | ... | on app |
| 860 | AELR | 699 | 6 | ..... | ... | on app |
| 861 | ASLR | 615 | 6 | ..... | ... | on app |
| 862 | AELR | 615 | 6 | ..... | ... | on app |
| 863 | ASLR | 632 | 6 | 132 | ... | on app |
| 864 | AELR | 632 | 6 | ..... | ... | on app |
| 865 | ASLR | 1225 | 12 | ..... | ... | on app |
| 866 | AELR | 1225 | 12 | ..... | ... | on app |
| 867 | ASLR | 1245 | 12 | ..... | ... | on app |
| 868 | AELR | 1245 | 12 | ..... | ... | on app |
| 869 | ASLR | 1263 | 12 | ..... | ... | on app |
| 870 | AELR | 1263 | 12 | ..... | ... | on app |
| 871 | ASLR | 1825 | 18 | ..... | ... | on app |
| 872 | AELR | 1825 | 18 | ..... | ... | on app |
| 873 | AELR | 1845 | 18 | ..... | ... | on app |
| 874 | ASLR | 1863 | 18 | ..... | ... | on app |
| 875 | AELR | 1863 | 18 | ..... | ... | on app |
| 876 | ASLR | 2425 | 24 | ..... | ... | on app |
| 877 | ASLR | 2445 | 24 | ..... | ... | on app |
| 878 | BSL | 650 | 6 | 50 | 35 | 27.75 |
| 879 | BEL | 650 | 6 | 50 | 35 | 27.75 |
| 880 | BSH | 650 | 6 | 50 | 35 | 27.75 |
| 881 | BEH | 650 | 6 | 50 | 35 | 27.75 |
| 882 | BSL | 670 | 6 | 70 | 42 | 32.26 |
| 883 | BEL | 670 | 6 | 70 | 42 | 32.26 |
| 884 | BSH | 670 | 6 | 70 | 42 | 32.26 |
| 885 | BEH | 670 | 6 | 70 | 42 | 32.26 |
| 886 | BSL | 695 | 6 | 85 | 50 | 36.76 |
| 887 | BEL | 695 | 6 | 85 | 50 | 36.76 |
| 888 | BSH | 695 | 6 | 85 | 50 | 36.76 |
| 889 | BEH | 695 | 6 | 85 | 50 | 36.75 |
| 890 | BSLA | 695 | 6 | 85 | 55 | on app |
| 891 | BELA | 695 | 6 | 85 | 55 | on app |
| 892 | BSL | 610 | 6 | 100 | 59 | 41.27 |
| 893 | BEL | 610 | 6 | 100 | 59 | 41.27 |
| 894 | BSH | 610 | 6 | 100 | 59 | 41.27 |
| 895 | BEH | 610 | 6 | 100 | 59 | 41.27 |
| 896 | BSL | 655 | 6 | 130 | 69 | 50.28 |
| 897 | BEL | 655 | 6 | 130 | 69 | 50.28 |
| 898 | BSH | 655 | 6 | 130 | 69 | 50.28 |
| 899 | BEH | 655 | 6 | 130 | 69 | 50.28 |
| 900 | BSHH | 610 | 6 | 100 | 62 | 41.98 |
| 901 | BEHH | 610 | 6 | 100 | 62 | 41.98 |
| 902 | BSHH | 675 | 6 | 145 | 80 | 51.20 |
| 903 | BEHH | 675 | 6 | 145 | 80 | 51.20 |
| 904 | BSL | 810 | 8 | 100 | 72 | on app |
| 905 | BEL | 810 | 8 | 100 | 72 | on app |
| 906 | GOULD | .... | 8 | 100 | 72 | on app |
| 907 | BEH | 810 | 8 | 100 | 72 | on app |
| 908 | BSL | 1235 | 12 | 35 | 58 | 46.08 |
| 909 | BEL | 1235 | 12 | 35 | 58 | 46.08 |
| 910 | BSH | 1235 | 12 | 35 | 58 | $46.08 |
| 911 | BEH | 1235 | 12 | 35 | 58 | 46.08 |
| 912 | BSL | 1250 | 12 | 50 | 70 | 54.78 |
| 913 | BEL | 1250 | 12 | 50 | 70 | 54.78 |
| 914 | BSH | 1250 | 12 | 50 | 70 | 54.78 |
| 915 | BEH | 1250 | 12 | 50 | 70 | 54.78 |
| 916 | BSL | 1270 | 12 | 70 | 82 | 63.49 |
| 917 | BEL | 1270 | 12 | 70 | 82 | 63.49 |
| 918 | BSH | 1270 | 12 | 70 | 82 | 63.49 |
| 919 | BEH | 1270 | 12 | 70 | 82 | 63.49 |
| 920 | BSL | 1295 | 12 | 85 | 95 | 72.19 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 921 | BEL | 1295 | 12 | 85 | 95 | 72.19 |
| 922 | BSH | 1295 | 12 | 85 | 95 | 72.19 |
| 923 | BEH | 1295 | 12 | 85 | 95 | 72.19 |
| 924 | BSL | 1635 | 16 | 35 | 76 | 61.99 |
| 925 | BEL | 1635 | 16 | 35 | 76 | 61.99 |
| 926 | BSH | 1635 | 16 | 35 | 76 | 61.99 |
| 927 | BEH | 1635 | 16 | 35 | 76 | 61.99 |
| 928 | BSL | 1650 | 16 | 50 | 90 | 72.71 |
| 929 | BEL | 1650 | 16 | 50 | 90 | 72.71 |
| 930 | BSH | 1650 | 16 | 50 | 90 | 72.71 |
| 931 | BEH | 1650 | 16 | 50 | 90 | 72.71 |
| 932 | BSL | 1670 | 16 | 70 | 105 | 84.99 |
| 933 | BEL | 1670 | 16 | 70 | 105 | 84.99 |
| 934 | BSH | 1670 | 16 | 70 | 105 | 84.99 |
| 935 | BEH | 1670 | 16 | 70 | 105 | 84.99 |
| 936 | BSL | 1835 | 18 | 35 | 85 | 66.56 |
| 937 | BEL | 1835 | 18 | 35 | 85 | 66.56 |
| 938 | BSH | 1835 | 18 | 35 | 85 | 66.56 |
| 939 | BEH | 1835 | 18 | 35 | 85 | 66.56 |
| 940 | BSL | 1850 | 18 | 50 | 102 | 80.38 |
| 941 | BEL | 1850 | 18 | 50 | 102 | 80.38 |
| 942 | BSH | 1850 | 18 | 50 | 102 | 80.38 |
| 943 | BEH | 1850 | 18 | 50 | 102 | 80.38 |
| 944 | BSL | 1870 | 18 | 70 | 122 | 94.21 |
| 946 | BEL | 1870 | 18 | 70 | 122 | 94.21 |
| 947 | BSH | 1870 | 18 | 70 | 122 | 94.21 |
| 948 | BEH | 1870 | 18 | 70 | 122 | 94.21 |
| 949 | BSL | 2421 | 24 | 20 | 85 | 69.63 |
| 950 | BEL | 2420 | 24 | 20 | 85 | 69.63 |
| 951 | BSH | 2420 | 24 | 20 | 85 | 63.63 |
| 952 | BEH | 2420 | 24 | 20 | 85 | 63.63 |
| 953 | BSL | 2435 | 24 | 35 | 120 | 84.48 |
| 954 | BEL | 2435 | 24 | 35 | 120 | 84.48 |
| 955 | BSH | 2435 | 24 | 35 | 120 | 84.48 |
| 956 | BEH | 2435 | 24 | 35 | 120 | 84.48 |
| 957 | BSL | 2450 | 24 | 50 | 146 | on app |
| 958 | BEL | 2450 | 24 | 50 | 146 | on app |
| 959 | BSH | 2450 | 24 | 50 | 146 | on app |
| 960 | BEH | 2450 | 24 | 50 | 146 | on app |
| 961 | ES | 692 | 6 | 100 | 48 | on app |
| 962 | EE | 692 | 6 | 100 | 48 | on app |
| 963 | ESK | 692 | 6 | 100 | 48 | 40.86 |
| 964 | EEK | 692 | 6 | 100 | 48 | 40.86 |
| 965 | ESJ | 692 | 6 | 100 | 48 | 40.18 |
| 966 | EEJ | 692 | 6 | 100 | 48 | 40.18 |
| 967 | ESJ | 678 | 6 | 84 | 44 | 36.10 |
| 968 | EEJ | 678 | 6 | 84 | 44 | 36.10 |
| 969 | F | 614 | 6 | 150 | 82 | 61.57 |
| 970 | G | 616 | 6 | 150 | 82 | 59.39 |
| 971 | GMV | 616 | 6 | 150 | 83 | 61.57 |
| 972 | I | 2413 | 24 | 13 | 67 | 66.56 |
| 973 | BSLP | 655 | 6 | 130 | 69 | 50.28 |
| 974 | BSPH | 810 | 8 | 100 | 72 | 56.17 |
| 975 | ACH | 1845 | 18 | 45 | 103 | 72.14 |
| 976 | ACHR | .... | ... | ... | ... | ...... |
| 977 | ALG | 699 | 6 | 70 | 42 | 39.94 |
| 978 | BHG | 670 | 6 | 99 | 54 | 32.25 |
| 979 | BML | 595 | 6 | 85 | 50 | 37.00 |
| 980 | BML | 1235 | 12 | 35 | 45 | 46.08 |
| 981 | BEH | 1210 | 12 | 100 | ... | 80.90 |
| 982 | ASL | 3025 | 30 | 25 | ... | 90.98 |
| 983 | ASL | 1635 | 16 | 35 | ... | ....58 |
| 984 | AEL | 1281 | 12 | 81 | ... | 67 |

| Serial No. | PHILADELPHIA DIAM'D GRID. Type & Patr No. August 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 985 | 116LL-A | | 6 | 60 | 44 | 33.60 |
| 986 | 116LL-A-2 | | 6 | 60 | 44 | 35.20 |
| 987 | 136LL-A | | 6 | 77 | 50 | 38.10 |
| 988 | 136LL-A-5 | | 6 | 77 | 50 | 38.10 |
| 989 | 136LL-A-8 | | 6 | 77 | 50 | 39.60 |
| 990 | 136LL-A-11 | | 6 | 77 | 50 | 38.10 |
| 991 | 136LL-A-2 | | 6 | 77 | 50 | 38.80 |
| 992 | 136LL-D | | 6 | 77 | 50 | 38.10 |
| 993 | 136LL-D-4 | | 6 | 77 | 50 | 38.10 |
| 994 | 136LL-D-7 | | 6 | 77 | 50 | 38.10 |
| 995 | 136LL-D-6 | | 6 | 77 | 50 | 38.10 |
| 996 | 156LL-A | | 6 | 95 | 56 | 42.10 |
| 997 | 156LL-A-7 | | 6 | 95 | 56 | 43.20 |
| 998 | 156LL-A-9 | | 6 | 95 | 56 | 42.10 |
| 999 | 156LL-A-11 | | 6 | 95 | 56 | 42.10 |
| 1000 | 156LL-A-12 | | 6 | 95 | 56 | 42.10 |
| 1001 | 156LL-A-10 | | 6 | 95 | 56 | 42.10 |
| 1002 | 156LL-D | | 6 | 95 | 56 | 42.10 |
| 1003 | 196LL-A | | 6 | 130 | 70 | 49.60 |
| 1004 | 196LL-A-4 | | 6 | 130 | 70 | 51.00 |
| 1005 | 196LL-A-1 | | 6 | 130 | 70 | 49.60 |
| 006 | 196LL-D | | 6 | 130 | 70 | 49.60 |
| 1007 | 236LL-D | | 6 | 165 | 84 | 56.70 |
| 1008 | 512LL-A-3 | | 12 | 18 | 46 | 40.00 |
| 1009 | 712LL-A-4 | | 12 | 30 | 58 | 47.50 |
| 1010 | 712LL-A-16 | | 12 | 30 | 58 | 48.20 |
| 1011 | 712LL-A-1 | 6 & | 12 | 30 | 58 | 49.40 |
| 1012 | 712LL-A-15 | 6 & | 12 | 30 | 58 | 48.10 |
| 1013 | 712LL-A-9 | 6 & | 12 | 30 | 58 | 48.10 |
| 1014 | 912LL-A-2 | | 12 | 44 | 70 | 55.20 |
| 1015 | 912LL-A-4 | | 12 | 44 | 70 | 55.90 |
| 1016 | 912LL-E-1 | | 12 | 44 | 70 | 55.20 |
| 1017 | 1112LL-A-4 | | 12 | 60 | 82 | 62.50 |
| 1018 | 1312LL-A-1 | 6 & | 12 | 77 | 95 | 67.90 |
| 1019 | 1512LL-E | | 12 | 95 | 112 | 72.30 |
| 1020 | 716LL-A-1 | | 16 | 30 | 75 | 61.20 |
| 1021 | 716LL-A-4 | | 16 | 30 | 75 | 63.30 |
| 1022 | 916LL-A-3 | | 16 | 44 | 90 | 68.60 |
| 1023 | 1116LL-A-1 | | 16 | 60 | 105 | 78.10 |
| 1024 | 524LL-A-1 | | 24 | 18 | 90 | 70.50 |
| 1025 | 724LL-H-1 | | 24 | 30 | 105 | 79.90 |

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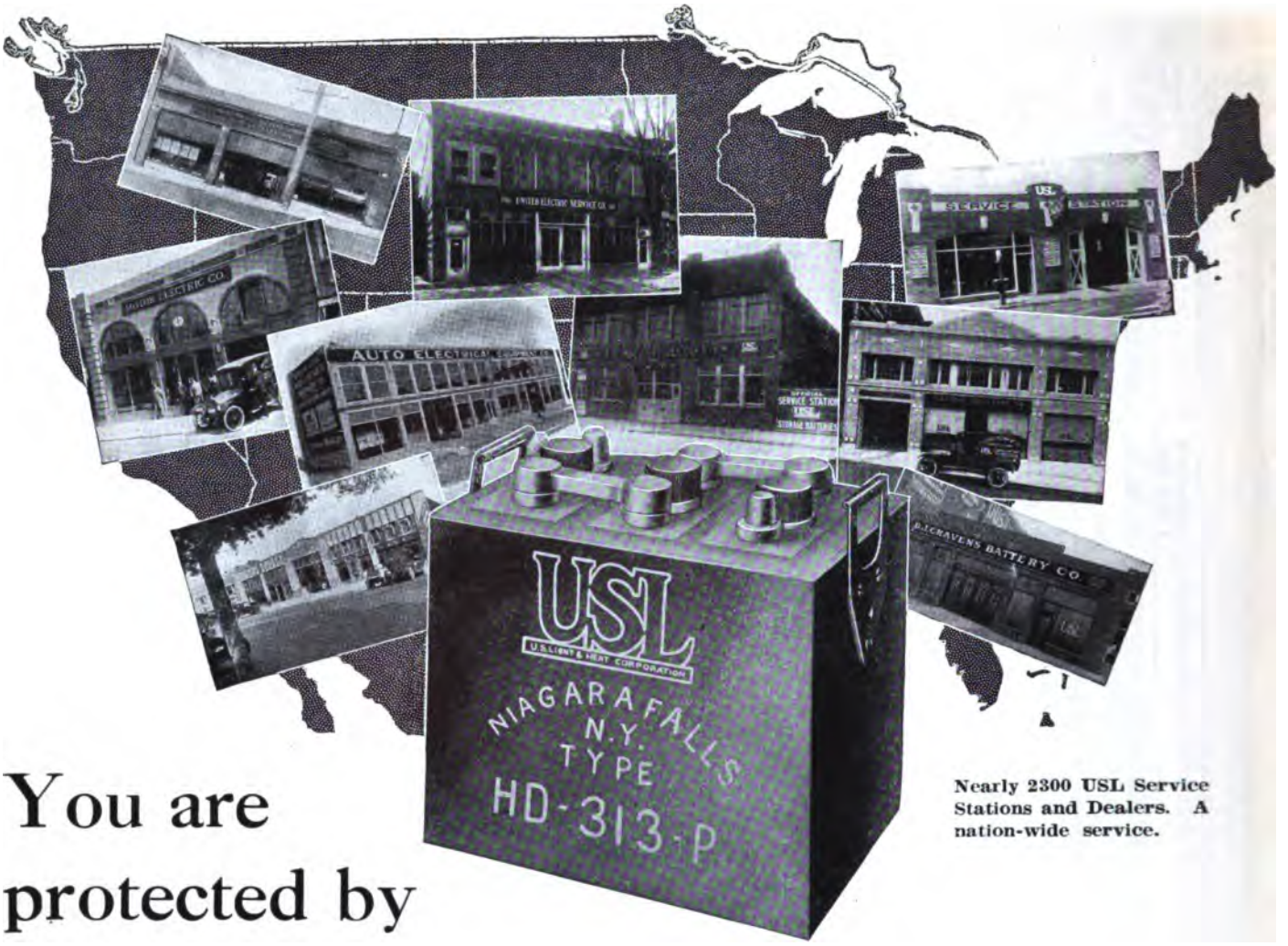


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USL Service Stations do more than merely examine your battery-connections, take hydrometer readings and add water if needed.

These Stations everywhere are governed by the USL high standards of practice.

If you need a new battery, any USL Service Station will sell you a *USL "Dry-Charged" battery* whose life begins the day it goes into your car. It will be neither shelf-worn nor shop-worn. It will contain the *exclusive USL machine-pasted plates* making it possible to sell the battery on the guaranteed adjustment plan.

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THESE ARE OUR INSTRUCTIONS TO USL SERVICE STATIONS

Do not sell a *new* battery if you can give the owner better value by repairing his *old* one.

Give an eight months' guarantee covering every repair.

If a repair cannot be guaranteed, do not make it and show the owner why.

Supply for replacement the exact size and type of battery designed to go in the car.

Before making a repair or placing a new battery in a car, check up the operation of the other electrical units. You are responsible to the owner for satisfactory operation of the battery regardless of conditions outside of it.

Remember that your job is to render *dependable service*, and that "the longer you can make the *old* battery last, the surer you are of eventually selling the owner a *new* one."

**U. S. Light & Heat Corporation, Niagara Falls, N. Y.**

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U.S. LIGHT & HEAT CORPORATION

FREE *Our 50-cent Battery Book* [illegible] *every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

# storage batteries

| ADELPHIA 'D GRID & Part No. gust 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| I-A | 6 | 60 | 44 | 33.60 |
| I-A-2 | 6 | 60 | 44 | 33.60 |
| I-J | 6 | 60 | 44 | 33.60 |
| I-A | 6 | 77 | 50 | 38.10 |
| I-A-3 | 6 | 77 | 50 | 39.60 |
| I-A-9 | 6 | 77 | 50 | 39.80 |
| I-D-1 | 6 | 77 | 50 | 38.10 |
| I-A | 6 | 95 | 56 | 42.10 |
| I-A-4 | 6 | 95 | 56 | 43.60 |
| I-A-5 | 6 | 95 | 56 | 43.90 |
| I-D-1 | 6 | 95 | 56 | 42.10 |
| I-A | 6 | 130 | 70 | 49.60 |
| I-A-5 | 6 | 130 | 70 | 51.00 |
| I-A-7 | 6 | 130 | 70 | 51.20 |
| I-A-2 | 6 | 130 | 70 | 49.60 |
| -D-1 | 6 | 130 | 70 | 49.60 |
| -A-2 | 6 | 14 | 77 | ..... |
| -A-1 | 12 | 30 | 58 | 47.50 |
| -A | 12 | 44 | 70 | 55.20 |
| -A-4 | 12 | 44 | 70 | 55.90 |
| -A-5 | 12 | 44 | 70 | 56.90 |
| -E-1 | 12 | 44 | 70 | 56.20 |
| -G-1 | 12 | 44 | 70 | 56.10 |
| H-A-1 | 12 | 60 | 82 | 62.40 |
| H-A | 12 | 77 | 95 | 67.50 |
| H-E-3 | 12 | 95 | 112 | 72.60 |
| -A-1 | 16 | 30 | 75 | 61.20 |
| -F | 16 | 44 | 90 | 68.10 |
| -G-1 | 18 | 30 | 85 | 67.10 |
| H-G-1 | 18 | 60 | 125 | ..... |
| -H-2 | 24 | 18 | 90 | 70.30 |
| -H-2 | 24 | 30 | 105 | 79.30 |
| -H-1 | 24 | 30 | 105 | ..... |
| -Y-1 | 24 | 30 | 105 | 79.30 |
| A-1 | 6 | 35 | 30 | 28.60 |
| -A | 6 | 70 | 48 | 37.00 |
| -A-1 | 6 | 70 | 48 | 37.00 |
| -A-2 | 6 | 70 | 48 | 37.00 |
| -A-4 | 6 | 70 | 48 | 37.00 |
| -A-5 | 6 | 70 | 48 | 37.00 |
| -A-10 | 6 | 70 | 48 | 37.00 |
| -A-14 | 6 | 70 | 48 | 37.00 |
| -A-15 | 6 | 70 | 48 | 37.00 |
| -A-16 | 6 | 70 | 48 | 37.00 |
| -A-7 | 6 | 70 | 48 | 37.00 |
| -D-3 | 6 | 70 | 48 | 37.00 |
| -D-2 | 6 | 70 | 48 | 37.00 |
| LM-A | 6 | 90 | 57 | 40.80 |
| -A | 6 | 90 | 57 | 41.70 |
| -A-1 | 6 | 90 | 57 | 41.70 |
| -A-3 | 6 | 90 | 57 | 41.70 |
| -A-7 | 6 | 90 | 57 | 41.70 |
| -A-9 | 6 | 90 | 57 | 41.70 |
| -A-11 | 6 | 90 | 57 | 41.70 |
| -A-12 | 6 | 90 | 57 | 41.70 |
| -A-5 | 6 | 90 | 57 | 41.70 |
| -A-6 | 6 | 90 | 57 | 41.70 |
| -D | 6 | 90 | 57 | 41.70 |
| -D-1 | 6 | 90 | 57 | 41.70 |
| -D-2 | 6 | 90 | 57 | 41.70 |
| -D-4 | 6 | 90 | 57 | 41.70 |
| -D-3 | 6 | 90 | 57 | 41.70 |
| -J-1 | 6 | 90 | 57 | 41.70 |
| -A | 6 | 100 | 66 | 46.10 |
| -A-1 | 6 | 100 | 66 | 46.10 |
| -A-2 | 6 | 100 | 66 | 46.10 |
| -D-1 | 6 | 100 | 66 | 46.10 |
| -J-1 | 6 | 130 | 75 | 50.60 |
| -A-1 | 12 | 35 | 67 | 48.40 |
| -A-5 | 12 | 35 | 67 | 48.40 |
| -A-6 6 & | 12 | 35 | 67 | 48.70 |
| -E-1 | 12 | 35 | 67 | 48.40 |
| -A-1 6 & | 12 | 50 | 81 | 56.10 |
| -E-1 | 12 | 50 | 81 | 55.70 |
| -E-5 6 & | 12 | 50 | 81 | 56.10 |
| M-A-1 | 12 | 70 | 95 | 62.00 |
| M-A-2 | 12 | 70 | 95 | 62.00 |
| M-E-1 | 12 | 70 | 95 | 62.00 |
| M-E-2 | 12 | 70 | 95 | 62.00 |
| -A-1 | 6 | 100 | 42 | 43.90 |
| -A-6 | 6 | 100 | 42 | 43.10 |
| -A-8 | 6 | 100 | 42 | 43.70 |
| -A-1 | 6 | 150 | 80 | 53.90 |
| -A-4 | 6 | 150 | 80 | 52.10 |
| -J-1 | 6 | 150 | 80 | 52.10 |
| -J-2 | 6 | 150 | 80 | 55.90 |
| -A-1 6 & | 12 | 70 | 98 | 61.30 |
| A-1 | 30 | 15 | 100 | 78.70 |
| D-H-2 | 24 | 15 | 68 | 65.70 |
| H-4 | 18 | 40 | 96 | 71.40 |
| H-A-1 12& | 24 | 25 | 96 | 72.60 |
| -A-2 | 6 | 95 | 56 | 42.10 |
| -A-3 | 6 | 77 | 50 | 38.10 |
| LMD | 6 | 70 | 48 | 36.00 |
| LHA | 6 | 148 | 77 | ..... |
| SF-A-1 | 6 | 67 | 39 | 36.10 |
| F-A-1 | 6 | 26 | 24 | 27.90 |
| -A-1 | 6 | 60 | 44 | 33.60 |
| MA | 6 | 50 | 39 | 31.56 |
| | 6 | 60 | 36 | 30.00 |
| I-A-12 | 6 | 70 | 48 | 37.00 |
| | 6 | 75 | 45 | 00.00 |
| I-A-1 | 6 | 77 | 50 | 38.10 |
| -LM-A | 6 | 70 | 48 | 36.00 |
| N-A-1 | 6 | 70 | 45 | 33.60 |
| N | 6 | 39 | 23 | 24.40 |
| -A-2 | 6 | 130 | 70 | 49.60 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1132 | AD-313B | 67 | 6 | 90 | 49 | $37.38 |
| 1133 | AD-313-B | 70C | 6 | 90 | 49 | 37.38 |
| 1134 | AD-313-B | 1C | 6 | 90 | 49 | 37.38 |
| 1135 | AD-313-B | 71C | 6 | 90 | 49 | 37.38 |
| 1136 | AD-313-B | 74 | 6 | 90 | 49 | 37.38 |
| 1137 | AD-313-B | 69 | 6 | 90 | 49 | 37.38 |
| 1138 | AD-313-B | 68 | 6 | 90 | 49 | 37.38 |
| 1139 | AD-313-B | 81D | 6 | 90 | 49 | 37.38 |
| 1140 | AD-313-D | 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D | 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D | 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D | 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D | 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B | 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B | 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B | 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A | 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B | 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B | 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B | 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J | 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B | 2C | .. | ..... | ... | ...... |
| 1157 | AD-323-B | 67 | .. | ..... | ... | ...... |
| 1158 | AD-327-A | 7C | .. | ..... | ... | ...... |
| 1159 | CD-309-B | 81E | 6 | 63 | 39 | .. |
| 1160 | CD-311-C | 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C | 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C | 81E | 6 | 84 | 47 | 36.80 |
| 1163 | CD-311-C | 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C | 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C | 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C | 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C | 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C | 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C | 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C | 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A | 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A | 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F | 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E | 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B | 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B | 2C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B | 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B | 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B | 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B | 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B | 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B | 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B | 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B | 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B | 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B | 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B | 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B | 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B | 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B | 81E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A | 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A | 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A | 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A | 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B | 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B | 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B | 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D | 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D | 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E | 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B | 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B | 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B | 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H | 6A] | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B | 2C] | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B | 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B | 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L | 115C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B | 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K | 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K | 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B | 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B | 85 | 6 | 144 | 69 | 48.30 |
| 1217 | F-319-B | 88C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A | 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A | 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K | 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L | 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B | 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B | 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B | 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L | 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L | 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G | 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G | 4 | 6 | 166 | 80 | 54.05 |
| 1229 | F-415-A | 52C | ... | ..... | ... | ...... |
| 1230 | AD-607-B | 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B | 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B | 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B | 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B | 63A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C | 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B | 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B | 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B | 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B | 116 D | 12 | 52½ | 70 | 54.05 |
| 1241 | AD-609-A | 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B | 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B | 96 | 12 | 70 | 84 | 60.38 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1244 | AD-613-B | 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C | 98A | 12 | 90 | 97 | ...... |
| 1246 | AD-615-H | 117 | 12 | 106 | 110 | ...... |
| 1247 | CD-607-B | 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B | 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B | 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B | 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B | 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B | 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C | 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C | 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A | 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B | 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G | 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A | 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A | 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E | 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B | 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A | 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A | 18A | 12 | 84 | 95 | 64.98 |
| 1265 | F-607-B | 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B | 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E | 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B | 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B | 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B | 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B | 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F | 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B | 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G | 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A | 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A | 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G | 99A | 12 | 85 | 104 | ...... |
| 1279 | EL-607-D | | 12 | ..... | ... | 54.05 |
| 1280 | AD-807-B | 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B | 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B | 103 | 16 | ..... | ... | 68.43 |
| 1283 | AD-811-B | 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A | 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A | 105 | 18 | ..... | ... | 75.90 |
| 1286 | F105-911-A | | 18 | ..... | ... | 85.68 |
| 1287 | EDC-909 | | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A | 32A | 24 | ..... | ... | ...... |
| 1289 | F-1207-C | 33 | 24 | ..... | ... | ...... |
| 1290 | EL-1207 | | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | | 30 | ..... | ... | 77.63 |
| 1293 | AD-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L | 107 | 6 | 70 | 43 | 37.38 |
| 1295 | AD-311-B | 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B | 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B | 1C | 6 | 70 | 43 | 33.93 |

| Serial No. | PREST-O-LITE Type and Replacement No. September 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1300 | 611AH7 | 400 | 6 | 70 | 42 | 34.30 |
| 1301 | 611WHN | 405 | 6 | 70 | 42 | 34.30 |
| 1302 | 611WHN | 406 | 6 | 70 | 42 | 34.30 |
| 1303 | 611RHN | 411 | 6 | 85 | 51 | 38.25 |
| 1304 | 611RHN | 412 | 6 | 85 | 51 | 38.25 |
| 1305 | 611RHN | 413 | 6 | 85 | 51 | 38.25 |
| 1306 | 611RHN | 414 | 6 | 85 | 51 | 38.25 |
| 1307 | 611RHN | 415 | 6 | 85 | 51 | 38.25 |
| 1308 | 611RHN | 416 | 6 | 85 | 51 | 38.25 |
| 1309 | 611RHN | 417 | 6 | 85 | 51 | 38.25 |
| 1310 | 611RHN | 418 | 6 | 85 | 51 | 38.25 |
| 1311 | 611RHN | 419 | 6 | 85 | 51 | 38.25 |
| 1312 | 611RHN | 430 | 6 | 85 | 51 | 38.25 |
| 1313 | 611RHN2 | 431 | 6 | 85 | 51 | 38.25 |
| 1314 | 611JFN | 436 | 6 | 110 | 62 | 35.70 |
| 1315 | 611BHN | 440 | 6 | 110 | 62 | 45.35 |
| 1316 | 611BHN | 441 | 6 | 110 | 62 | 45.35 |
| 1317 | 611BHN | 442 | 6 | 110 | 62 | 45.35 |
| 1318 | 613AH | 447 | 6 | 85 | 50 | 38.95 |
| 1319 | 613AH | 448 | 6 | 85 | 50 | 38.95 |
| 1320 | 613AH | 449 | 6 | 85 | 50 | 38.95 |
| 1321 | 613AH | 450 | 6 | 85 | 50 | 38.95 |
| 1322 | 613AH2 | 455 | 6 | 85 | 50 | 38.95 |
| 1323 | 613WHN | 460 | 6 | 85 | 50 | 38.95 |
| 1324 | 613WHN | 461 | 6 | 85 | 50 | 38.95 |
| 1325 | 613WHN | 462 | 6 | 85 | 50 | 38.95 |
| 1326 | 613WHN | 463 | 6 | 85 | 50 | 38.95 |
| 1327 | 613WHN | 464 | 6 | 85 | 50 | 39.95 |
| 1328 | 613WHN | 465 | 6 | 85 | 50 | 38.95 |
| 1329 | 613WHN2 | 475 | 6 | 85 | 50 | 38.95 |
| 1330 | 613WHN2 | 476 | 6 | 85 | 50 | 38.95 |
| 1331 | 613WHN2 | 477 | 6 | 85 | 50 | 38.95 |
| 1332 | 613RHN | 485 | 6 | 105 | 56 | 42.95 |
| 1333 | 613RHN | 486 | 6 | 105 | 56 | 42.95 |
| 1334 | 613RHN | 487 | 6 | 105 | 56 | 42.95 |
| 1335 | 613RHN | 488 | 6 | 105 | 56 | 42.95 |
| 1336 | 613RHN | 489 | 6 | 105 | 56 | 42.95 |
| 1337 | 613RHN | 490 | 6 | 105 | 56 | 42.95 |
| 1338 | 613RHN | 491 | 6 | 105 | 56 | 42.95 |
| 1339 | 613RHN | 492 | 6 | 105 | 56 | 42.95 |
| 1340 | 613RHN | 493 | 6 | 105 | 56 | 42.95 |
| 1341 | 613RHN2 | 503 | 6 | 105 | 56 | 42.95 |
| 1342 | 613RHN2 | 504 | 6 | 105 | 56 | 42.95 |
| 1343 | 613RHN2 | 505 | 6 | 105 | 56 | 42.95 |
| 1344 | 613RHN7 | 510 | 6 | 105 | 56 | 42.95 |
| 1345 | 613JFN | 515 | 6 | 90 | 40 | 38.30 |
| 1346 | 613BHN | 520 | 6 | ..... | ... | 51.00 |
| 1347 | 613BHN7 | 525 | 6 | ..... | ... | 51.00 |
| 1348 | 613BHN7 | 526 | 6 | ..... | ... | 51.00 |
| 1349 | 613CM2 | 531 | 6 | ..... | ... | 68.45 |

| Serial No. | PREST-O-LITE Type and Replacement No August 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lb. | Price |
|---|---|---|---|---|---|---|
| 1350 | 613CM2 | 532 | 6 | ..... | ... | 68.45 |
| 1351 | 615AH | 537 | 6 | 102 | 59 | 41.65 |
| 1352 | 615AH | 538 | 6 | 102 | 59 | 41.65 |
| 1353 | 615AH | 539 | 6 | 102 | 59 | 41.65 |
| 1354 | 615AH2 | 544 | 6 | 102 | 59 | 41.65 |
| 1355 | 615WHN | 550 | 6 | 102 | 59 | 41.65 |
| 1356 | 615WHN | 551 | 6 | 102 | 59 | 41.65 |
| 1357 | 615WHN | 552 | 6 | 102 | 59 | 41.65 |
| 1358 | 615WHN | 553 | 6 | 102 | 59 | 41.65 |
| 1359 | 615WHN | 554 | 6 | 102 | 59 | 41.65 |
| 1360 | 615WHN2 | 560 | 6 | 102 | 59 | 41.65 |
| 1361 | 615RHN | 568 | 6 | 125 | 65 | 48.50 |
| 1362 | 615RHN | 569 | 6 | 125 | 65 | 48.50 |
| 1363 | 615RHN | 570 | 6 | 125 | 65 | 48.50 |
| 1364 | 615RHN2 | 578 | 6 | 125 | 65 | 48.50 |
| 1365 | 615RHN2 | 579 | 6 | 125 | 65 | 48.50 |
| 1366 | 615RHN2 | 580 | 6 | 125 | 65 | 48.50 |
| 1367 | 615JFN | 585 | 6 | 110 | 46 | 41.65 |
| 1368 | 615JFN | 586 | 6 | 110 | 46 | 41.65 |
| 1369 | 615JFN2 | 592 | 6 | 110 | 46 | 41.65 |
| 1370 | 615BHN | 598 | 6 | 160 | 80 | 59.05 |
| 1371 | 615BHN | 599 | 6 | 160 | 80 | 59.05 |
| 1372 | 615BHN | 600 | 6 | 160 | 80 | 59.05 |
| 1373 | 619AH | 610 | 6 | 135 | 69 | 51.00 |
| 1374 | 619AH | 611 | 6 | 135 | 69 | 51.00 |
| 1375 | 619AH | 612 | 6 | 135 | 69 | 51.00 |
| 1376 | 619AH | 613 | 6 | 135 | 69 | 51.00 |
| 1377 | 619WHN | 623 | 6 | 135 | 69 | 51.00 |
| 1378 | 619WHN | 624 | 6 | 135 | 69 | 51.00 |
| 1379 | 619WHN | 625 | 6 | 135 | 69 | 51.00 |
| 1380 | 619WHN | 626 | 6 | 135 | 69 | 51.00 |
| 1381 | 619RHN | 631 | 6 | ..... | ... | 59.75 |
| 1382 | 619RHN2 | 636 | 6 | ..... | ... | 59.75 |
| 1383 | 619JFN7 | 641 | 6 | ..... | ... | 52.40 |
| 1384 | 127AH | 646 | 12 | 37.5 | 51 | 52.40 |
| 1385 | 127AH | 647 | 12 | 37.5 | 51 | 52.40 |
| 1386 | 127AH | 648 | 12 | 37.5 | 51 | 52.40 |
| 1387 | 127WMN | 657 | 12 | 37.5 | 51 | 47.45 |
| 1388 | 127WHN | 658 | 12 | 37.5 | 57 | 47.45 |
| 1389 | 127WHN | 659 | 12 | 37.5 | 57 | 47.45 |
| 1390 | 127WHN | 660 | 12 | 37.5 | 57 | 47.45 |
| 1391 | 127WHN | 661 | 12 | 37.5 | 57 | 47.45 |
| 1392 | 127WHN | 662 | 12 | 37.5 | 57 | 47.45 |
| 1393 | 127WHN | 663 | 12 | 37.5 | 57 | 47.45 |
| 1394 | 127WHN | 664 | 12 | 37.5 | 57 | 47.45 |
| 1395 | 127WHN | 665 | 12 | 37.5 | 57 | 47.45 |
| 1396 | 127RHN | 675 | 12 | 47.5 | 69 | 47.95 |
| 1397 | 127RHN | 676 | 12 | 47.5 | 69 | 47.95 |
| 1398 | 127RHN | 677 | 12 | 47.5 | 69 | 47.95 |
| 1399 | 127RHN | 678 | 12 | 47.5 | 69 | 47.95 |
| 1400 | 127RHN | 679 | 12 | 47.5 | 69 | 47.95 |
| 1401 | 129AH | 688 | 12 | 54 | 70 | 55.30 |
| 1402 | 129WHN | 693 | 12 | 54 | 70 | 55.30 |
| 1403 | 129WHN | 694 | 12 | 54 | 70 | 55.30 |
| 1404 | 129WHN | 695 | 12 | 54 | 70 | 55.30 |
| 1405 | 129WHN | 696 | 12 | 54 | 70 | 55.30 |
| 1406 | 129WHN3 | 701 | 12 | 54 | 70 | 55.30 |
| 1407 | 129RHN | 706 | 12 | 66 | 83 | 61.75 |
| 1408 | 129RHN3 | 711 | 12 | 66 | 83 | 61.75 |
| 1409 | 129RHN3 | 712 | 12 | 66 | 83 | 61.75 |
| 1410 | 1211AH | 717 | 12 | 70 | 80 | 64.15 |
| 1411 | 1211WHN | 722 | 12 | 70 | 80 | 64.15 |
| 1412 | 1211RHN | 727 | 12 | 85 | 97 | 71.40 |
| 1413 | 1211RHN3 | 732 | 12 | 85 | 97 | 71.40 |
| 1414 | 1211RHN3 | 733 | 12 | 85 | 97 | 71.40 |
| 1415 | 1213AH | 738 | 12 | 85 | 92 | 71.75 |
| 1416 | 1213WHN | 743 | 12 | 85 | 92 | 71.75 |
| 1417 | 1215AH3 | 748 | 12 | 103 | 110 | 80.75 |
| 1418 | 167WHN | 753 | 16 | 37.5 | 75 | 63.10 |
| 1419 | 167WHN | 754 | 16 | 37.5 | 75 | 63.10 |
| 1420 | 169WHN | 759 | 16 | 54 | 90 | 71.40 |
| 1421 | 169WHN | 760 | 16 | 54 | 90 | 71.40 |
| 1422 | 187AH5 | 765 | 18 | 37.5 | 85 | 68.40 |
| 1423 | 167RHN7 | 770 | 16 | ..... | ... | ...... |
| 1424 | 1811AH5 | 775 | 18 | 70 | 115 | ...... |
| 1425 | 243GM6 | 780 | 24 | ..... | ... | 66.85 |
| 1426 | 245AH6 | 785 | 24 | 25 | 90 | ...... |
| 1427 | 247AH5 | 790 | 24 | 37.5 | 115 | 85.90 |
| 1428 | 305WHN | 795 | 30 | ..... | ... | 83.15 |
| 1429 | 67WHP | 800 | 6 | ..... | ... | 21.40 |

| Serial No. | WITHERBEE May 1, 1919 | | Volts | | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1500 | WRS | 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS | 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS | 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE | 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1509 | WHE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1510 | WLS | 6-80 | 6 | ..... | 55 | 41.50 |
| 1511 | WLE | 6-80 | 6 | ..... | 55 | 41.50 |
| 1512 | WRS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1513 | WRE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1514 | WHS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1515 | WHE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1516 | WLS | 6-100 | 6 | ..... | 65 | 46.00 |
| 1517 | WLE | 6-100 | 6 | ..... | 65 | 46.00 |
| 1518 | WRS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1519 | WRE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1520 | WHS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1521 | WHE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1522 | WGS | 80 | 6 | ..... | 62 | 43.00 |
| 1523 | WGE | 80 | 6 | ..... | 62 | 43.00 |

| Serial No. | WITHERBEE September 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1524 | WGS | 120 | 6 | ..... | 80 | 53.00 |
| 1525 | WGE | 120 | 6 | ..... | 80 | 53.00 |
| 1526 | WGJ | 6-120 | 6 | ..... | 85 | 60.00 |
| 1527 | WRS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1528 | WRE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1529 | WHS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1530 | WHE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1531 | WLS | 12-35 | 12 | ..... | 62 | 49.50 |
| 1532 | WLE | 12-35 | 12 | ..... | 62 | 49.50 |
| 1533 | WRS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1534 | WRE | 12-50 | 12 | ..... | 70 | 53.00 |
| 1535 | WHS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1536 | WHE | 12-50 | 12 | ..... | 72 | 53.00 |
| 1537 | WLS | 12-50 | 12 | ..... | 78 | 58.00 |
| 1538 | WLE | 12-50 | 12 | ..... | 78 | 58.00 |
| 1539 | WRS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1540 | WRE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1541 | WHS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1542 | WHE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1543 | WLS | 12-60 | 12 | ..... | 90 | 64.00 |
| 1544 | WLE | 12-60 | 12 | ..... | 90 | 64.00 |
| 1545 | WRS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1546 | WRE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1547 | WHS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1548 | WHE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1549 | WLS | 12-80 | 12 | ..... | 102 | ...... |
| 1550 | WLE | 12-80 | 12 | ..... | 102 | ...... |
| 1551 | WRS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1552 | WRE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1553 | WHS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1554 | WHE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1555 | WLS | 12-100 | 12 | ..... | 120 | ...... |
| 1556 | WLE | 12-100 | 12 | ..... | 120 | ...... |
| 1557 | WRS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1558 | WRE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1559 | WHS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1560 | WHE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1561 | WRS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1562 | WRE | 16-50 | 16 | ..... | 90 | 63.00 |
| 1563 | WHS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1564 | WHE | 16-50 | 16 | ..... | 90 | 63.00 |
| 1565 | WRS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1566 | WRE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1567 | WHS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1568 | WHE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1569 | WRS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1570 | WRE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1571 | WHS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1572 | WHE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1573 | WRS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1574 | WRE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1575 | WHS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1576 | WHE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1577 | WRS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1578 | WRE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1579 | WHS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1580 | WHE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1581 | WRS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1582 | WRE | 24-20 | 24 | ..... | 85 | 65.00 |
| 1583 | WHS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1585 | WRS | 24-35 | 24 | ..... | 120 | ...... |
| 1586 | WRE | 24-35 | 24 | ..... | 120 | ...... |
| 1587 | WHS | 24-35 | 24 | ..... | 120 | ...... |
| 1588 | WHE | 24-35 | 24 | ..... | 120 | ...... |
| 1589 | WRS | 24-50 | 24 | ..... | 146 | ...... |
| 1590 | WRE | 24-50 | 24 | ..... | 146 | ...... |
| 1591 | WHS | 24-50 | 24 | ..... | 106 | ...... |
| 1592 | WHE | 24-50 | 24 | ..... | 146 | ...... |
| 1593 | WLS-T | 12-35 | 12 | ..... | ... | 49.50 |
| 1594 | WRS-T | 12-35 | 12 | ..... | ... | 46.50 |
| 1595 | WLJ | 6-80 | 6 | ..... | ... | 41.50 |
| 1596 | WRS-T | 16-50 | 16 | ..... | ... | 63.00 |
| 1597 | WLS | 12-20 | 12 | ..... | ... | 40.00 |
| 1598 | WRS-T | 16-35 | 16 | ..... | ... | 57.00 |
| 1599 | WHJ | 6-60 | 6 | ..... | ... | 33.00 |
| 1600 | WRS-T | 24-20 | 24 | ..... | ... | 65.00 |
| 1601 | WRS-T | 12-50 | 12 | ..... | ... | 53.00 |
| 1602 | WRS-T | 12-60 | 12 | ..... | ... | 58.50 |
| 1603 | WRJ | 6-100 | 6 | ..... | ... | 41.00 |
| 1604 | WLS | 24-50 | 24 | ..... | ... | 96.00 |
| 1605 | WHE | 8-100 | 8 | ..... | ... | 58.00 |
| 1606 | PWRS | 6-120 | 6 | ..... | ... | 60.50 |
| 1607 | WHS-T | 12-35 | 12 | ..... | ... | 46.00 |
| 1608 | WRS-T | 12-80 | 12 | ..... | ... | 61.00 |
| 1609 | WRS-T | 12-100 | 12 | ..... | ... | 66.00 |

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| Serial No. | UNIVERSAL Type and Assembly March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wrt. Lbs. | Price |
|---|---|---|---|---|---|
| 1625 | LS-611B | 6 | ..... | 42 | 32.00 |
| 1626 | LS-611N | 6 | ..... | 42 | 32.00 |
| 1627 | LS-613B | 6 | ..... | 50 | 36.00 |
| 1628 | LS-613N | 6 | ..... | 50 | 36.00 |
| 1629 | LS-615B | 6 | ..... | 59 | 40.00 |
| 1630 | LS-615N | 6 | ..... | 59 | 40.00 |
| 1631 | LS-619B | 6 | ..... | 69 | 47.00 |
| 1632 | LS-619N | 6 | ..... | 69 | 47.00 |
| 1633 | HS-611B | 6 | ..... | 42 | 32.00 |
| 1634 | HS-611N | 6 | ..... | 42 | 32.00 |
| 1635 | HS-613B | 6 | ..... | 50 | 36.00 |
| 1636 | HS-613N | 6 | ..... | 50 | 36.00 |
| 1637 | HS-615B | 6 | ..... | 59 | 40.00 |
| 1638 | HS-615N | 6 | ..... | 59 | 40.00 |
| 1639 | HS-619B | 6 | ..... | 69 | 47.00 |
| 1640 | HS-619N | 6 | ..... | 69 | 47.00 |
| 1641 | MS-611B | 6 | ..... | 49 | 34.00 |
| 1642 | MS-611N | 6 | ..... | 49 | 34.00 |
| 1643 | MS-613B | 6 | ..... | 58 | 38.00 |
| 1644 | MS-613N | 6 | ..... | 58 | 38.00 |
| 1645 | MS-615B | 6 | ..... | 67 | 41.00 |
| 1646 | MS-615N | 6 | ..... | 67 | 41.00 |
| 1647 | BS-611B | 6 | ..... | 50 | 39.00 |
| 1648 | BS-611N | 6 | ..... | 50 | 39.00 |
| 1649 | BS-613B | 6 | ..... | 59 | 45.00 |
| 1650 | BS-613N | 6 | ..... | 59 | 45.00 |
| 1651 | BS-615B | 6 | ..... | 64 | 49.00 |
| 1652 | BS-615N | 6 | ..... | 64 | 49.00 |
| 1653 | LS-127B | 12 | ..... | 58 | 45.00 |
| 1654 | LS-127N | 12 | ..... | 58 | 45.00 |
| 1655 | LS-129B | 12 | ..... | 70 | 54.00 |
| 1656 | LS-129N | 12 | ..... | 70 | 54.00 |
| 1657 | LS-1211B | 12 | ..... | 80 | 62.00 |
| 1658 | LS-1211N | 12 | ..... | 82 | 62.00 |
| 1659 | MS-127B | 12 | ..... | 68 | 48.00 |
| 1660 | MS-127N | 12 | ..... | 68 | 48.00 |
| 1661 | MS-129B | 12 | ..... | 82 | 57.00 |
| 1662 | MS-129N | 12 | ..... | 82 | 57.00 |
| 1663 | MS-1211B | 12 | ..... | 96 | 64.00 |
| 1664 | MS-1211N | 12 | ..... | 96 | 64.00 |
| 1665 | LS-167B | 16 | ..... | 76 | 63.00 |
| 1666 | LS-169B | 16 | ..... | 90 | 70.00 |
| 1667 | HS-127B | 12 | ..... | 58 | 46.00 |
| 1668 | HS-127N | 12 | ..... | 58 | 46.00 |
| 1669 | HS-129B | 12 | ..... | 70 | 54.00 |
| 1670 | HS-129N | 12 | ..... | 70 | 54.00 |
| 1671 | HS-1211B | 12 | ..... | 82 | 62.00 |
| 1672 | HS-1211N | 12 | ..... | 82 | 62.00 |
| 1673 | HS-187B | 18 | ..... | 95 | 70.00 |
| 1674 | HS-187N | 18 | ..... | 95 | 70.00 |
| 1675 | HS-245B | 24 | ..... | 85 | 73.00 |
| 1676 | HS-245N | 24 | ..... | 85 | 73.00 |
| 1677 | MS-613 Spec... | 6 | ..... | ..... | ..... |
| 1678 | MS-617B | 6 | ..... | ..... | ..... |
| 1679 | LS-245B | 24 | ..... | ..... | ..... |
| 1680 | BS-129B | 12 | ..... | ..... | ..... |
| 1681 | MS-245B | 24 | ..... | ..... | ..... |
| 1682 | HS-1811N | 18 | ..... | ..... | ..... |
| 1683 | ..... | ..... | ..... | ..... | ..... |

| Serial No. | MAC-LAR Type | Volts | Amperes Hrs. at 5 Hour Rate | Net Wrt. Lbs. | Price |
|---|---|---|---|---|---|
| 1700 | Master 6-S | 6 | ..... | 45 | $25.00 |
| 1701 | Master 6-D | 6 | ..... | 45 | 25.00 |
| 1702 | Master 12-S | 12 | ..... | 59 | 36.00 |
| 1703 | Master 12-D | 12 | ..... | 59 | 36.00 |

### Trucks to Run on Railroads

The Four Wheel Auto Co. of Cliftonville, Wis., manufacturer of the FWD truck, is testing out a new type of motor vehicle designed for use on railroad tracks. The new design so far has exceeded expectations as to performance and utility and is attracting wide attention among railroad officials. The experimental car is a standard 3½-ton FWD chassis, with flanged wheels and having regulation automatic couplers at front and rear.

### Must Mark Rebuilt Tires

Selling rebuilt or reconstructed motor car tires without "plainly and prominently indicating on the tire" that it is rebuilt or reconstructed, has been found unfair competition in violation of the law. The Federal Trade Commission has ordered the Akron Tire Co., Long Island City, N. Y., to discontinue the practice.

### Packard Opens Service Station

The Packard Motor Car Co. has commenced construction of a two-floor service building at Thirty-seventh Street and Princeton Avenue, Chicago, Ill., which will have a total of 167,000 square feet of floor space. It will be the largest and best equipped service station in that city. Construction work will be finished early in the spring.

J. F. Page has been appointed general manager, service division of the local Packard branch, succeeding W. A. Turgeon, who resigned to engage in other work. Page was until recently a major in the personnel division of the army. Turgeon was one of the oldest Packard employes, having been with the organization since its early days.

To simplify and facilitate the distribution of Veedol motor oil and Tydol gasoline, the Tide Water Oil Co., New York City, has decided to have these sold through a strictly marketing company. With this in view, the Tide Water Oil Sales Corp., 11 Broadway, New York City, has been organized to handle these products throughout the United States and Canada.

# Associations Items

## AUTOMOBILE CALENDAR

NEW YORK CITY—Automobile Salon, Hotel Commodore; November 16-23.

NEW YORK CITY—Automobile Show, auspices National Automobile Chamber of Commerce; S. A. Miles, Manager; Grand Central Palace; January 3-10.

NEW YORK CITY—Commercial Car and Accessory Show, Eighth Coast Artillery Armory; January 3-10.

CLEVELAND, OHIO—Nineteenth Annual Show, Cleveland Automobile Mfrs. and Dealers' Assn.; Wigmore Coliseum; January 17-24.

CHICAGO, ILL.—Automobile Show, auspices National Automobile Chamber of Commerce, Coliseum; S. A. Miles, Manager; January 24-31.

CHICAGO, ILL.—Truck Show, auspices National Automobile Chamber of Commerce, Drexel Pavilion; S. A. Miles, Manager; January 24-31.

DEADWOOD, S. D.—Automobile Show, Deadwood Business Club; F. R. Baldwin, Manager; February.

KANSAS CITY, MO.—Fifth Annual Tractor Show, Kansas City Tractor Club; Guy H. Hall, Manager; February.

WICHITA, KAN.—Tractor and Farm Machinery Show, Forum, Wichita Thresher-Tractor Club; February 9-11.

NASHVILLE, TENN.—Automobile Show, auspices Nashville Automobile Trade Assn.; February 9-14.

LOUISVILLE, KY.—Twelfth Annual Exhibition Louisville Automobile Dealers' Assn., First Regiment Armory; February 23-28.

### Carolina Dealers Form Organization

The Carolinas Automotive Dealers Association was formally organized at Charlotte, N. C., recently. Automobile dealers from all parts of the two Carolinas adopted the report of a nominating committee as to officers for the new association. The conference also formulated the principles that will be embodied in the by-laws and constitution.

The officers elected for the new association were: President, Lee A. Folger of Charlotte; vice-president, A. M. Gibbes, Columbia, S. C.; second vice-president, H. S. Dowling, Charlotte. The secretary-treasurer will be named by the directors.

### St. Louis Tire Men Organize

Permanent organization of the St. Louis Tire Dealers' Association, St. Louis, Mo., has been effected by the adoption of the constitution and by-laws and the election of the following officers: President, Joseph Roberts, Roberts Tire Co.; vice-president, Maurice Altheimer, Hirsch-Altheimer Tire Co.; treasurer, E. G. Hefter, Great Western Tire Corp.; secretary, Robert E. Lee; sergeant-at-arms, Arthur Fishell, Fishell Tire Service Co.; directors, Joseph Sacks, Reliable Auto Tire Co.; Art B. Mooney, Art B. Mooney Tire Co.; I. Reifler, Independent Tire Co., and J. P. Hartmann, Hartmann Tire Service Co.

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# List-Prices of all Makes of Tires and Tubes

## REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acme Rubber Mfg. Co., | P. | 15.00 | 16.10 | †16.90 | 21.50 | †22.40 | 22.80 | 24.00 | †25.70 | †28.80 | †29.80 | 31.00 | 32.00 | 33.10 | 34.30 | 35.50 | †42.30 | 43.70 | 45.10 | 46.40 | 47.80 | 49.20 | 54.00 | 55.70 | 57.40 | †71.80 | †73.80 |
| Tranton, N. J. | Kam Thread N.S. | ..... | †16.70 | ..... | †22.60 | †23.50 | 24.00 | ..... | ..... | ..... | †31.40 | 32.70 | 33.70 | 34.90 | ..... | ..... | †44.40 | d45.80 | 47.40 | 48.70 | 50.20 | 51.70 | 56.70 | 58.60 | 60.10 | ..... | ..... |
| | Dimple Tread N.S. | 17.20 | 18.40 | †19.60 | 24.60 | †25.60 | 26.20 | 27.90 | †29.60 | †33.10 | †34.30 | 35.80 | 37.10 | 38.20 | 39.40 | 40.90 | †48.70 | 50.20 | 51.80 | 53.40 | 55.00 | 56.50 | 62.00 | 64.10 | 66.00 | †82.50 | †84.80 |
| May 10, 1919 | Hemisphere N.S. | ..... | †20.10 | ..... | 27.10 | ..... | 28.80 | 30.60 | ..... | ..... | †37.90 | 39.30 | 40.80 | 42.00 | 43.30 | †45.00 | †53.60 | ..... | 57.00 | 58.70 | 60.50 | 62.20 | 68.20 | †70.30 | 72.60 | ..... | ..... |
| (5000 miles) | G. & R. Tubes | 3.45 | 3.60 | 3.85 | 4.65 | 4.80 | 5.10 | 5.50 | 5.65 | 5.65 | 5.80 | 6.00 | 6.20 | 6.35 | 6.50 | 6.70 | 7.60 | 7.80 | 7.90 | 8.05 | 8.25 | 8.45 | 9.35 | 9.65 | 9.85 | 10.45 | 10.75 |
| Advance Rubber Co., (4000 m.) | P. | †15.40 | †16.20 | ..... | †21.10 | †22.20 | 24.70 | †28.80 | ..... | ..... | †32.30 | 33.00 | 34.50 | 35.30 | 36.50 | 37.60 | ..... | †46.00 | 47.50 | 49.70 | 50.50 | 52.60 | †54.70 | †56.80 | †60.10 | †90.20 | ..... |
| 1717-8th Ave.(6000m.)TopNotch | N.S. | †16.20 | †17.05 | ..... | †22.10 | †23.40 | 25.90 | †30.20 | ..... | ..... | †33.90 | 34.60 | 36.10 | 37.10 | 38.10 | 39.40 | ..... | †48.25 | 50.00 | 52.10 | 53.10 | 55.20 | †57.35 | †59.50 | †63.10 | †94.60 | ..... |
| Brooklyn, N.Y. May 15, 1919 | R.T. | 3.74 | 3.96 | ..... | 4.68 | 5.28 | 5.39 | ..... | ..... | ..... | 6.33 | 6.55 | 6.71 | 6.93 | 7.10 | 7.26 | ..... | 8.53 | 8.69 | 8.97 | 9.13 | 9.30 | 10.25 | 10.56 | 10.78 | 11.66 | ..... |
| Aconite Tire & Rubber Co., | N.S. | ..... | ..... | ..... | c33.00 | ..... | d37.50 | ..... | ..... | ..... | c45.25 | d47.00 | d49.75 | d52.50 | ..... | ..... | ..... | d59.50 | d61.75 | *65.25 | d71.00 | ..... | *80.75 | ..... | *86.00 | ..... | ..... |
| Trenton, N.J. Feb. 1 | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.65 | ..... | ..... | ..... | 6.60 | 6.75 | 7.00 | 7.30 | ..... | ..... | ..... | 8.90 | 9.10 | 9.30 | 9.65 | ..... | 11.00 | ..... | 11.60 | ..... | ..... |
| All Star—see Star | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ajax Rubber Co., | P. | ..... | 13.65 | ..... | 17.75 | ..... | 20.65 | ..... | ..... | ..... | 27.15 | 27.75 | 28.95 | 29.65 | ..... | ..... | ..... | ..... | 40.00 | 41.75 | 42.40 | ..... | 47.70 | ..... | 50.55 | ..... | ..... |
| 1796 Broadway, | Road King N.S. | ..... | 14.90 | ..... | 19.05 | ..... | 22.20 | ..... | ..... | ..... | 29.50 | 30.05 | 31.55 | 32.20 | ..... | ..... | 40.40 | 41.65 | 43.00 | 44.90 | 45.55 | ..... | 54.50 | ..... | 57.50 | ..... | ..... |
| N. Y. City | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 39.05 | ..... | ..... | ..... | ..... | 49.65 | 50.90 | 52.30 | ..... | ..... | 55.75 | 57.40 | 59.00 | 60.30 | 61.75 | ..... | 73.20 | ..... | 76.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| (5000 miles) | R.T. | 2.90 | 3.00 | ..... | 3.55 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.40 | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| Amazon Rubber Co., | N.S. | c16.30 | c17.25 | ..... | c22.25 | ..... | d26.30 | ..... | ..... | ..... | c32.60 | d33.40 | *35.85 | *36.50 | ..... | ..... | ..... | d47.20 | *48.60 | *50.65 | *51.45 | d53.85 | *60.70 | ..... | *62.75 | ..... | ..... |
| Akron, O. May 15, 1919 | Ribbed | ..... | c16.35 | ..... | c21.25 | ..... | d25.10 | ..... | ..... | ..... | ..... | d31.85 | *34.05 | *34.65 | ..... | ..... | ..... | ..... | *46.15 | *48.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (5000 miles) | Cord. N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.10 | *52.40 | *53.90 | ..... | ..... | d57.55 | ..... | *60.60 | *62.10 | *63.50 | d74.25 | *75.25 | ..... | *78.90 | ..... | ..... |
| | Tubes | 3.10 | 3.50 | ..... | 4.05 | ..... | 4.25 | ..... | ..... | ..... | 5.35 | 5.55 | 5.75 | 5.85 | 6.00 | 6.10 | 6.50 | 6.75 | 6.85 | 7.00 | 7.15 | 7.45 | 8.00 | 8.45 | 8.50 | 8.65 | 9.85 |
| American Rubber & | Ribbed T. | ..... | 15.40 | ..... | 19.70 | 21.25 | 24.00 | ..... | ..... | ..... | 30.00 | 30.85 | 32.45 | 33.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tire Co., Akron, O. | N.S. | 15.30 | 16.20 | ..... | 20.55 | 22.25 | 24.85 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| May 12, 1919 | G.T. | 2.85 | 2.95 | ..... | 3.60 | 3.65 | 3.70 | 3.80 | ..... | ..... | 4.55 | 4.65 | 4.80 | 4.95 | 5.05 | 5.20 | 5.80 | 5.95 | 6.10 | 6.15 | 6.40 | 6.60 | 7.50 | 7.60 | 7.75 | 8.85 | 9.05 |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | 4.00 | 4.25 | 4.50 | ..... | ..... | 5.00 | 5.10 | 5.30 | 5.45 | 5.60 | 5.80 | 6.35 | 6.55 | 6.70 | 6.90 | 7.20 | 7.40 | 8.30 | 8.45 | 8.60 | 9.80 | 9.95 |
| | Cord P. | ..... | ..... | ..... | c34.60 | ..... | d37.00 | ..... | ..... | ..... | ..... | d47.05 | d48.25 | d49.55 | ..... | ..... | d52.95 | d54.35 | d55.75 | d57.15 | d58.50 | ..... | *69.30 | ..... | *72.65 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c36.45 | ..... | d38.95 | ..... | ..... | ..... | ..... | d49.50 | d50.15 | d52.15 | ..... | ..... | d55.75 | d57.20 | d58.70 | d60.15 | d61.55 | ..... | *73.00 | ..... | *76.50 | ..... | ..... |
| | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.85 | 7.20 | ..... | ..... | 8.25 | 8.45 | 8.60 | 8.80 | 9.00 | ..... | 10.15 | ..... | 10.35 | ..... | ..... |
| Anderson | Ex-ply Ribbed Tread | 19.80 | 20.60 | 23.85 | 26.90 | 28.45 | 29.85 | 35.00 | ..... | 33.50 | 34.00 | 44.90 | 46.30 | 47.50 | 49.50 | 52.00 | 61.00 | 62.00 | 63.00 | 65.50 | 68.00 | 70.50 | 66.10 | 71.40 | 71.90 | ..... | ..... |
| Rubber Works | Ex-ply Cog Tread | 19.80 | 20.60 | ..... | 26.90 | ..... | 28.95 | ..... | ..... | ..... | 34.00 | 44.90 | 46.30 | 47.50 | 55.70 | 58.50 | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 71.90 | ..... | ..... |
| Anderson, Ind. | Cord Ribbed Tread | 23.75 | 24.80 | 29.75 | 34.25 | 34.75 | 42.00 | ..... | 40.30 | 40.80 | 60.55 | 52.10 | 53.45 | ..... | ..... | ..... | ..... | ..... | ..... | 5.75 | 6.85 | 9.60 | d67.05 | *67.05 | 22.00 | ..... | ..... |
| (Chas. E. | Cord Ribbed Cog Tread | 23.75 | 24.80 | ..... | 32.25 | ..... | 34.75 | ..... | ..... | ..... | 40.80 | 50.55 | 52.10 | 53.45 | ..... | ..... | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 79.10 | ..... | ..... |
| Miller. Aug. 1, 1919 | G.T. | 3.35 | 3.50 | 3.75 | 4.00 | 4.25 | 4.90 | 5.60 | ..... | 5.15 | 5.25 | 5.50 | 5.75 | 6.00 | 6.25 | 6.50 | 7.00 | 7.25 | 7.50 | 7.85 | 8.10 | 8.40 | 9.00 | 9.30 | 9.60 | ..... | ..... |
| (5000 miles) | R.T. | 3.60 | 4.00 | 4.50 | 4.80 | 5.00 | 5.25 | 5.90 | ..... | 6.30 | 6.50 | 6.80 | 7.10 | 7.40 | 7.85 | 8.10 | 8.25 | 8.50 | 8.75 | 9.00 | 9.30 | 9.60 | 10.25 | 10.60 | 10.90 | ..... | ..... |
| Archer Cord Tire Sept. 1 | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | ..... | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| & Rubber Co., | Pyramid Tread | ..... | ..... | ..... | ..... | ..... | 37.00 | ..... | ..... | ..... | ..... | 47.90 | 48.10 | 49.50 | ..... | ..... | ..... | ..... | 55.80 | 57.10 | 58.40 | ..... | 69.25 | ..... | 72.50 | ..... | ..... |
| Minneapolis, Minn. | Fabric Casings P. | ..... | ..... | ..... | c16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Fabric Casings N.S. | ..... | c12.90 | ..... | c18.70 | ..... | 21.85 | ..... | ..... | ..... | c29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | ..... | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | Tubes | ..... | c14.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tubes | ..... | 2.75 | ..... | 6.10 | ..... | 6.15 | ..... | ..... | ..... | 6.45 | 7.15 | 7.45 | 7.60 | ..... | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | ..... | 5.95 | ..... | | | | | | | | | | | | | | | | | | | | | | | |
| Armstrong Rubber Co., | Ribbed Tread | ..... | c26.35 | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | ..... | d51.00 | ..... | ..... | ..... | ..... | ..... | d61.80 | ..... | ..... | ..... | d80.90 | ..... | ..... | ..... | ..... |
| 2 W. 61st St., N. Y. | N.S. | ..... | ..... | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | d49.50 | d51.00 | *52.75 | ..... | ..... | d57.40 | d59.65 | *61.80 | d65.50 | *71.10 | ..... | *80.90 | ..... | *86.05 | ..... | ..... |
| | R.T. | ..... | 4.01 | ..... | 4.20 | ..... | 5.37 | ..... | ..... | ..... | 5.71 | 5.80 | 6.04 | 6.27 | ..... | ..... | 7.35 | 7.60 | 7.83 | 7.97 | 8.30 | ..... | 9.38 | ..... | 9.95 | ..... | ..... |
| (6000 miles) | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | ..... | d4 .30 | ..... | ..... | ..... | ..... | ..... | d57.00 | ..... | ..... | ..... | d70.80 | ..... | ..... | ..... | ..... |
| July 15, 1919 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | *50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | *58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| Arrow—see Hood | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bailey—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Rubber Tire | Concord | 16.97 | 17.37 | ..... | 21.10 | 23.39 | 24.82 | 26.99 | ..... | ..... | 29.01 | 29.82 | 30 90 | 31.99 | 33.22 | 34.30 | ..... | 38.47 | 39.74 | 40.97 | 43.23 | 44.41 | 50.15 | 52.56 | 54.80 | 72.55 | 78.69 |
| Mfg. Co. | Box Tread | 18.67 | 19.58 | ..... | 24.49 | 25.27 | 27.95 | 30.37 | ..... | ..... | 33.79 | 34.90 | 35.92 | 37.21 | 38.42 | 39.71 | ..... | 42.07 | 43.60 | 46.19 | 50.17 | 51.18 | 57.02 | 59.24 | 60.62 | 75.45 | 87.75 |
| Orangeville, Maryland | Tubes | 3.25 | 3.34 | ..... | 4.30 | 4.45 | 4.60 | 4.95 | ..... | ..... | 5.45 | 5.55 | 5.75 | 5.95 | 6.05 | 6.20 | ..... | 7.25 | 7.45 | 7.60 | 7.85 | 8.10 | 8.90 | 9.15 | 9.45 | 10.80 | 11.05 |
| Aug. 1, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# High Mileage Assured

DEPENDABLE tire service is something more than mileage records. It must have quality as well as quantity—give you same confidence in your tires as you have in your motor.

That is exactly the service a McGraw Tire yields. Its mileage is not only high, it is *assured*, as far as humanly possible. There are no weak spots in construction to bring the McGraw to an untimely end. The Duplex Method, a McGraw process of vulcanization, safeguards a flawless build of the tire. Each fabric layer "sets" smooth and even. Mold pinches and fabric buckles are avoided. The tire comes out of the curing molds a perfect structure.

The McGraw Dealers' Franchise Offers an exceptional opportunity for profitable business. Write for details.

***Cords, 8000 Miles*** ***Fabrics, 6000 Miles***

THE McGRAW TIRE & RUBBER CO.
CLEVELAND, OHIO
Factories: East Palestine, Ohio

McGRAW

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bar-Circle—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Batavia Rubber Co., | P | | c15.80 | | c20.05 | | d23.50 | | | | | d31.95 | d33.50 | d34.30 | | | | | | | | | | | | | | | |
| 1928 Broadway, N.Y. | Ribbed Tread | | | | | | *26.05 | *29.60 | | | | d35.55 | *37.30 | *38.05 | d39.80 | q40.40 | q47.45 | d49.00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | | *65.80 | | | | |
| (4000 miles) | Security N.S. | c15.85 | c18.50 | | c23.50 | c25.30 | *27.45 | *31.20 | | | c36.65 | *37.40 | *39.25 | *40.10 | *41.90 | *42.55 | q50.00 | d51 60 | *53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.95 | q108.90 | | |
| May 1 | G.T. | 3.25 | 3.35 | | 3.80 | 4.00 | 4.20 | 4.50 | | | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9.25 | 10.10 | 10.40 | | |
| Beacon Tire Co., | "Rib Skid" | c14.50 | c14.75 | | c18.70 | | d21.85 | | | | c29.20 | d29.70 | d31.20 | d31.85 | | d35.50 | | | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | | d55.60 | | | | |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | | 3.90 | | 4.35 | | | | 4.95 | 5.10 | 5.35 | 5.55 | | 6.60 | | | 6.85 | 6.90 | 7.25 | 8.35 | 8.45 | | 8.70 | | | | |
| | Cord Ribbed | | | | | | d37.00 | | | | | d46.90 | d48.10 | d49.50 | | | | | d55.80 | d57.10 | | | d69.25 | | d72.50 | | | | |
| Beeaw—see Cleveland Rubber Works | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P. | 16.75 | 17.60 | | 21.75 | | 25.40 | 28.85 | | | 31.75 | 34.00 | 34.80 | 36.15 | 37.90 | 39.65 | 40.95 | 41.75 | 43.60 | 46.15 | 48.90 | 51.80 | 56.80 | 58.80 | 60.45 | 73.80 | 79.70 | | |
| 49 West 64th St., N.Y. City | N.S. | 18.40 | 19.35 | | 23.90 | | 27.95 | 31.75 | | | 34.90 | 37.40 | 38.30 | 39.75 | 41.70 | 43.60 | 45.05 | 45.90 | 47.95 | 50.75 | 53.80 | 57.00 | 62.50 | 64.70 | 66.50 | 81.20 | 87.75 | | |
| | Cord Ribbed | | | | 33.00 | | 40.00 | | | | | 49.60 | 51.30 | 53.00 | | | 58.40 | 60.00 | 61.60 | 63.20 | 64.80 | | | 77.75 | | 81.00 | | | | |
| Aug. 11, 1919 | R.T. | 3.40 | 3.55 | | 4.05 | | 4.35 | 4.75 | | | 5.25 | 5.45 | 5.65 | 5.85 | 6.05 | 6.25 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.85 | 8.50 | 8.70 | 8.95 | 10.00 | 10.25 | | |
| Bilt-On Tire Co., Cleveland, O. | N.S. | | 10.50 | | 12.70 | 12.50 | 14.75 | | | | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | | | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 20.95 | | | | |
| Biltwell Tire & Rubber Co., | Ribbed | | c17.99 | | c22.12 | | d25.89 | | | | c32.73 | d34.92 | d35.97 | d37.02 | | | d42.37 | d43.93 | *45.49 | d47.43 | *50.14 | | *57.15 | | *60.27 | | | | |
| Akron, O. | N.S. | | | | c26.90 | | d30.99 | | | | c37.18 | d39.98 | d41.04 | d42.57 | | | d48.93 | d50.87 | *52.82 | d53.79 | *56.75 | | *65.53 | | *68.74 | | | | |
| June 10, 1919 | G.T. | 3.55 | 3.70 | | 4.75 | 4.95 | 5.10 | | | | 6.00 | 6.20 | 6.35 | 6.60 | 6.70 | 6.85 | 7.80 | 8.00 | 8.30 | 8.40 | 8.65 | 9.10 | 9.75 | 10.15 | 10.45 | | | | |
| Black Oak—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bonner—see Story | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | | c14.40 | | c18.40 | d19.65 | d20.90 | | | | c28.00 | d28.65 | d29.85 | d30.65 | | d32.75 | d38.50 | | d40.95 | d42.90 | d43.50 | | d50.25 | | d53.30 | | | | |
| Rubber Co., | Rib Tread | | c15.80 | | c20.20 | c21.60 | d23.00 | | | | c30.80 | d31.55 | d32.85 | d33.70 | | d36.05 | d42.25 | | d45.05 | d47.10 | d48.00 | | d55.25 | | d58.75 | | | | |
| Sycamore, Ill. | (5000 miles) N.S. | | c18.75 | | c23.80 | c25.60 | d27.20 | | | | c36.30 | d37.05 | d38.90 | d39.70 | | d42.10 | d49.50 | | d52.75 | d55.05 | d55.95 | | d64.70 | | d68.60 | | | | |
| June 1, 1919 | R.T. | | 3.90 | | 4.45 | 4.70 | 4.90 | | | | 6.35 | 6.55 | 6.70 | 6.90 | | 7.15 | 8.35 | | 8.55 | 8.75 | 8.85 | | 10.40 | | 10.85 | | | | |
| | B.T. | | 3.40 | | 3.80 | 4.00 | 4.20 | | | | 5.35 | 5.50 | 5.70 | 5.85 | | 6.10 | 7.05 | | 7.25 | 7.35 | 7.50 | | 8.85 | | 9.20 | | | | |
| ‡Braender Rubber & Tire Co., | P. | | c14.30 | | §18.65 | | §21.60 | | | | §28.45 | §29.10 | §30.40 | §31.20 | | | §39.45 | §40.65 | 41.95 | 43.90 | 44.50 | | 50.05 | | 60.50 | | | | |
| Rutherford, N.J. | N.S. | c17.15 | c17.50 | | §22.20 | | §25.90 | | | | §34.70 | §35.35 | §37.00 | §37.85 | | | §47.20 | §48.65 | 50.25 | 52.50 | 53.30 | | 61.65 | | 65.30 | | | | |
| May 12, 1919 | R.T. | 3.50 | 3.55 | | 4.10 | | 4.45 | | | | 5.05 | 5.35 | 5.50 | 5.80 | | | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | | 8.75 | | 9.20 | | | | |
| | G.T. | 2.80 | 2.90 | | 3.40 | | 3.90 | | | | 4.60 | 4.80 | 5.00 | 5.20 | | | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | | 7.80 | | 8.15 | | | | |
| | Cord N.S. | | | | | | d41.95 | | | | o40.00 | d54.35 | d54.70 | d56.20 | | | d60.00 | d61.60 | d63.25 | d64.90 | d66.30 | | d78.60 | | d82.20 | | | | |
| Brasilian Tubes—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 | | |
| May 1 (10,000 m.) | Tubes | 4.25 | 4.40 | | 5.25 | 5.40 | 5.45 | 5.75 | | | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 | | |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | | 18.05 | | 21.15 | | | | 28.15 | 28.75 | 30.15 | 30.85 | | | 38.50 | 39.65 | 40.95 | 42.90 | | | | | | | | | |
| Chicago, Ill. | Ribbed Tread | | 16.20 | | 20.60 | | 24.00 | | | | 32.10 | 32.80 | 34.40 | 35.10 | | | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | | 57.15 | | 60.55 | | | | |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | | 21.15 | | 24.70 | | | | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | | 58.80 | 59.70 | 62.35 | | | | |
| | Cord Driving Tread | | | | | | 37.20 | | | | | 47.40 | 48.60 | 49.95 | | | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | | 69.90 | | 73.15 | | | | |
| | Cord N.S. | | | | | | 40.05 | | | | | 50.90 | 52.20 | 53.65 | | | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | | 74.05 | | 78.65 | | | | |
| | G.T. | 2.80 | 2.85 | | 3.30 | | 3.55 | | | | 4.60 | 4.75 | 4.90 | 5.00 | | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | | 7.65 | 7.80 | 7.90 | | | | |
| | R.T. | 3.20 | 3.30 | | 3.90 | | 4.15 | | | | 5.25 | 5.40 | 5.60 | 5.85 | | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | | 8.20 | 8.40 | 8.50 | | | | |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | | 20.65 | 21.80 | 24.25 | 28.15 | | | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | | | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | | | | |
| Bucyrus, O. | G.T. | 3.50 | 3.45 | | 4.20 | 4.30 | 4.35 | 5.10 | | | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | | | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | | | | |
| Apr. 22 | R.T. | 3.85 | 3.80 | | 4.60 | 4.75 | 4.80 | 5.60 | | | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | | | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | | | | |
| | "Henderson" Cord | | | | 41.65 | | 44.50 | | | | 54.60 | 56.55 | 58.00 | 59.60 | | | | | 67.05 | 68.75 | 70.35 | | 79.55 | | 87.40 | | | | |
| Bull—see Kansas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | | c22.20 | | c24.00 | | d32.00 | | | | o39.00 | d42.25 | d43.35 | d44.65 | | | d48.05 | d50.10 | d51.65 | d53.50 | d56.80 | | d65.80 | | †70.00 | | | | |
| Noblesville, Ind. | N.S. | | c23.75 | | c28.15 | | d36.55 | | | | o43.70 | d47.00 | d47.80 | d49.30 | | | d53.10 | 54.85 | d56.55 | d58.85 | d62.00 | | d72.60 | | †76.00 | | | | |
| (7500 miles) | R.T. | | 4.25 | | 4.45 | | 5.70 | | | | 6.05 | 6.15 | 6.40 | 6.85 | | | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | | 9.50 | | 10.55 | | | | |
| Butler Bros., | Ribbed | | c16.45 | | c21.20 | | d25.55 | | | | c32.90 | d34.85 | c36.30 | c38.40 | | | | d47.30 | d49.00 | d51.05 | d52.20 | | *59.00 | | *64.15 | | | | |
| 426 Randolph St., Chicago | N.S. | | c16.85 | | c21.75 | | d26.35 | | | | c33.75 | d35.75 | d37.25 | d39.40 | | | | d48.50 | d50.25 | d52.35 | d53.55 | | *61.35 | | *65.80 | | | | |
| May 12 (5000 miles) | "Sheridon" Tubes | | 2.75 | | 3.35 | | 3.85 | | | | 4.60 | 4.75 | 4.85 | 4.95 | | | | 5.90 | 6.10 | 6.20 | 6.45 | | 7.45 | | 7.75 | | | | |
| Canton-Blackstone Co., | Knight N.S. | | c23.50 | | c29.40 | | d33.60 | | | | o40.55 | d44.20 | d45.50 | d47.15 | | | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | | †72.25 | | q76.80 | | | | |
| Youngstown, O. | Knight Ribbed T. | | c22.35 | | d27.95 | | d31.90 | | | | d38.50 | d42.00 | d43.25 | d44.80 | | | c48.70 | d50.60 | c52.45 | d55.55 | | | d68.65 | | | | | | |
| May 12, 1919 | Knight R.T. | | 3.85 | | 4.80 | 4.95 | 5.10 | | | | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 | | |
| | Canton Cord | | | | | | d46.30 | | | | | d59.45 | d60.95 | d62.55 | | | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | | *87.45 | | *88.95 | | | | |
| | Canton Tubes | | | | | | 5.60 | | | | | 7.20 | 7.30 | 7.40 | | | 8.50 | 8.65 | 8.75 | 9.00 | 9.15 | | 9.55 | | 9.95 | | | | |
| Capitol—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlisle Cord Tire Co., Lightning Tread | | | | | | | d38.00 | | | | | d49.00 | d49.50 | d50.75 | | | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | | d71.00 | | d74.00 | | | | |
| Andover, Mass. May 20, 1919 | R.T. | | 4.00 | | 4.50 | | 4.75 | | | | 5.20 | 5.50 | 5.65 | 5.90 | | | 6.80 | 7.00 | 7.20 | 7.40 | 7.75 | | 8.75 | | 9.00 | | 11.00 | | |
| Carspring—see New Jersey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | | 19.15 | | 23.35 | | 26.50 | | | | 34.75 | 36.05 | 37.60 | 38.50 | | | 45.90 | 47.15 | 48.45 | 50.15 | 51.40 | | 59.50 | 61.60 | 62.05 | | | | |
| Plainfield, N.J. | N.S. | 18.90 | 19.95 | | 24.25 | | | | | | 35.70 | 37.90 | 39.10 | 39.50 | | | 47.60 | 49.30 | 51.00 | 52.70 | 54.40 | | 61.20 | 64.60 | 65.45 | 82.65 | 84.55 | | |
| July 5, 1919 | Tubes | 3.30 | 3.50 | | 4.25 | 4.35 | 4.50 | 5.00 | | | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 | | |

Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

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# FEDERAL

## Accessories and Repair Materials

*Ford Fan Belt*

*Repair Gum*

*Safety Step Mat*

THE Federal line of automobile accessories and repair materials is unusual for its high quality, completeness and long service.

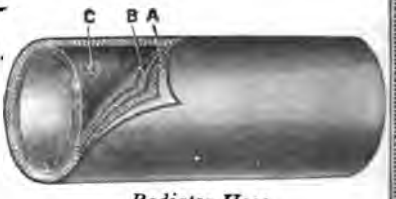
It is, therefore, a representative, highly desirable and profitable line for dealers to handle.

Only a few of the items comprising the entire line are shown here, but we shall be pleased to send complete catalog, prices and discounts to the trade on application.

*Combination Hook-On-Lace-On Boot*

*Retiner*

*Inside Sleeve*




*Radiator Hose*

*Ford Mat*

*Para-tite Repair Material*

*Sealtite Repair Material*

**THE FEDERAL RUBBER COMPANY**
**OF ILLINOIS**
**Factories, Cudahy, Wisconsin**

Manufacturers of Federal Automobile Tires, Tubes and Sundries, Motorcycle, Bicycle and Carriage Tires, Rubber Heels, Fibre Soles, Horse Shoe Pads, Rubber Matting and Mechanical Rubber Goods

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May 12, 1919 | Cord Rib Tread | | | | | | d39.80 | | | | | | d51.50 | d51.90 | d53.30 | | | *56.90 | d58.40 | *60.00 | d61.50 | *62.90 | | | *74.50 | | *77.95 | | |
| | Cord N.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G.T. | 2.95 | 3.00 | | 3.60 | 3.90 | 4.20 | 4.50 | | | 4.80 | 4.95 | 5.15 | 5.35 | 5.60 | 5.95 | 6.70 | 6.80 | 6.90 | 7.05 | 7.25 | 7.55 | 8.14 | 8.35 | 8.50 | | | | |
| | R.T. | 3.55 | 3.60 | | 4.30 | 4.50 | 4.80 | 5.00 | | | 6.00 | 6.10 | 6.20 | 6.35 | 6.60 | 6.90 | 7.35 | 7.45 | 7.60 | 7.75 | 7.90 | 8.15 | 9.35 | 9.60 | 9.75 | | | | |
| Giant Tire & Rubber Co., Findlay, O. Sept. 1, 1919 | Ribbed Tread | c11.45 | c11.95 | | c14.95 | c15.60 | 17.15 | | | | c20.35 | d20.95 | 21.60 | 2.220 | | | | | | | | | 34.40 | | | | | | |
| | N.S. "Grant" | | c11.95 | | c14.95 | | 17.15 | | | | c20.35 | d20.95 | 21.60 | 22.20 | | 23.30 | | | 27.40 | 28.40 | 30.60 | | | | 36.65 | | | | |
| Giant—see also Porter | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gillette Rubber Co., 1834 Broadway, New York City May 12, 1919 | P. | 14.00 | 13.10 | | 17.25 | | 20.00 | | | | 25.65 | 26.20 | 27.40 | 28.10 | | 30.20 | 35.55 | 36.60 | 37.80 | 39.55 | | | 45.10 | 49.95 | 50.50 | | | | |
| | Ribbed Tread N.S. | 14.75 | 15.75 | | 20.00 | | 23.35 | 25.35 | | | 31.00 | 31.65 | 33.25 | 34.10 | 35.95 | 34.50 | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | | 55.55 | 56.40 | 58.85 | | | | |
| | G.T. | 2.70 | 3.00 | | 3.70 | | 3.95 | 4.25 | | | 4.80 | 4.95 | 5.10 | 5.15 | 5.40 | 5.60 | 5.85 | 6.10 | 6.40 | 6.55 | 6.85 | | 7.90 | 8.05 | 8.25 | | | | |
| | R.T. | 3.30 | 3.35 | | 4.20 | | 4.40 | 4.80 | | | 5.40 | 5.45 | 5.55 | 5.65 | 5.90 | 5.90 | 6.10 | 6.65 | 7.30 | 7.40 | 7.65 | | 8.70 | 8.90 | 9.00 | | | | |
| | Cord P. | | | | | | 35.20 | | | | | 44.65 | 45.85 | 47.20 | | | 50.40 | 51.65 | 53.10 | 54.30 | 55.60 | | 66.00 | | 69.00 | | | | |
| | Cord N.S. | | | | | | 37.80 | | | | | 48.95 | 49.30 | 50.65 | | | 54.05 | 55.50 | 57.00 | 58.45 | 59.75 | | 70.80 | | 74.05 | | | | |
| Gladiator Tire & Rubber Co., Auburn, Ind. (4000 miles) Jan. 1, 1919 | P. | 16.50 | 15.50 | | 19.80 | 21.25 | 23.20 | 26.30 | | 30.35 | 31.00 | 31.65 | 33.20 | 34.00 | 35.55 | 36.1 | 42.45 | 43.50 | 44.90 | 47.05 | 47.80 | 49.80 | 55.25 | 56.15 | 58.65 | | | | |
| | N.S. | 18.15 | 17.05 | | 21.80 | 23.35 | 25.50 | 28.90 | | 34.90 | 35.55 | 36.30 | 37.95 | 38.80 | 44.35 | 45.50 | 46.70 | 47.85 | 49.40 | 51.75 | 52.60 | 54.75 | 60.75 | 61.75 | 64.50 | | | | |
| | G.T. | 3.00 | 3.05 | | 3.75 | 3.80 | 3.85 | 3.95 | | 4.65 | 4.75 | 4.85 | 5.00 | 5.15 | 5.35 | 5.50 | 5.85 | 6.05 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 7.90 | 8.10 | | | | |
| | R.T. | 3.25 | 3.35 | | 4.20 | 4.25 | 4.30 | 4.40 | | 5.20 | 5.30 | 5.40 | 5.55 | 5.70 | 5.90 | 6.10 | 6.60 | 6.80 | 7.00 | 7.15 | 7.35 | 7.65 | 8.70 | 8.85 | 8.95 | | | | |
| Globe Rubber Tire Mfg. Co., Good Grip Trenton, N. J. Sept. 15, 1919 | (5000 miles) P. | c17.40 | | | $19.90 | c26.50 | $27.20 | $29.65 | | | $30.25 | $33.75 | $35.85 | $36.95 | $37.50 | $38.35 | $40.90 | d42.70 | $44.20 | $45.55 | $46.85 | $48.20 | $54.10 | $55.85 | $57.15 | c72.65 | c74.15 | | |
| | (6000 miles) N.S. | c18.80 | | | $22.40 | c28.95 | $29.95 | $34.10 | | | $33 0 | $37.75 | $39.35 | $39.95 | $41.50 | $41.85 | $46.45 | d47.65 | $49.65 | $52.50 | $55.65 | $57.60 | $62.20 | $63.50 | $67.90 | c82.85 | c88.90 | | |
| | (8000) Cord N.S. | | | | c28.95 | | d37.50 | | | | | d53.40 | d54.70 | d56.15 | | | d60.10 | c61.55 | d62.95 | d64.75 | d66.30 | | $78.10 | | $80.95 | | | | |
| | R.T. | 3.25 | 3.45 | 3.65 | 3.95 | 4.15 | 4.40 | 4.65 | | 5.55 | 5.65 | 5.80 | 6.10 | 6.15 | 6.25 | 6.50 | 7.10 | 7.20 | 7.30 | 7.40 | 7.60 | 7.80 | 8.65 | 8.95 | 9.10 | 9.85 | 9.95 | | |
| | G.T. | 2.80 | 2.95 | 3.25 | 3.60 | 3.65 | 3.95 | 4.05 | | 4.90 | 5.10 | 5.15 | 5.35 | 5.45 | 5.60 | 5.75 | 6.30 | 6.35 | 6.50 | 6.60 | 6.80 | 6.90 | 7.80 | 7.90 | 8.10 | 8.75 | 8.95 | | |
| Goodrich Co., B. F., Akron, O. May 12, 1919 | P. | | c12.90 | | c16.80 | | $19.45 | | | | c25.65 | d26.20 | *27.40 | *28.10 | | | d35.55 | d36.60 | *37.80 | *39.55 | *40.10 | | *45.10 | | *47.75 | | | | |
| | "Safety" N.S. | | c14.75 | | c18.70 | | $21.85 | | | | c29.20 | d29.70 | *31.20 | *31.85 | | | d40.15 | d41.45 | *42.75 | *44.70 | *45.35 | | *52.50 | | *55.60 | | | | |
| | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | 9.10 | | |
| | R.T. | | 3.30 | | 3.90 | | 4.35 | | | | 4.95 | 5.10 | 5.35 | 5.55 | | | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | | 8.40 | | 8.70 | | 10.25 | | |
| | Silvertown Ribbed Tread | | | | c24.55 | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | *50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | q83 70 | | |
| | Silvertown Safety Tread | | | | c26.00 | | d37.00 | | | | | d46.90 | d48.10 | d49.50 | | | *52.70 | d54.25 | *55.80 | d57.10 | *58.35 | | *69.25 | | *72.50 | | q88.00 | | |
| Goodyear Tire & Rubber Co., Akron, O. May 12, 1919 | P. | | c12.90 | | c16.80 | c17.65 | 19.45 | | | | c25.65 | d26.20 | d27.40 | 28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | *49.95 | | | | | |
| | All Weather, N.S | | c15.75 | | c20.00 | c21.50 | 23.35 | d26.50 | | | $31.25 | *31.85 | *33.35 | 34.10 | d35.60 | *36.15 | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | d50.15 | *55.55 | *56.40 | *58.85 | | | | |
| | Regular Tubes | | 2.75 | | 3.25 | 3.40 | 3.70 | 3.90 | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | | | | |
| | Heavy Tourist Tubes | | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | 8.55 | 8.75 | | 10.60 | | |
| | Cord Ribbed | | | | c24.55 | | d35.20 | | | | d43.25 | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | *83.70 | | |
| | Cord N.S. | | | | c26.45 | | d37.80 | | | | d46.40 | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.50 | *57.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | *89.90 | | |
| | Cord Ribbed | | | | d32.75 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cord N.S. | | | | d35.35 | | | | | | | | | | | | | | | | | | | | | | | | |
| Gordon Tire & Rubber Co., Canton, O. July 1, 1919 (5000 miles) | P. | | c16.90 | | c21.05 | | d25.00 | | | | c30.65 | d34.25 | d34.90 | d36.75 | | | | | d46.80 | d47.25 | d48.95 | | c55.25 | | c58.65 | | | | |
| | N.S. | c15.75 | c17.80 | | c22.90 | c24.30 | d26.25 | | | | c31.95 | *35.95 | *36.70 | *38.70 | *39.60 | *41.00 | d46.75 | d47.50 | *49.25 | *49.65 | *51.50 | *54.75 | *58.15 | q64.75 | *61.70 | | | | |
| | G.T. | 3.05 | 3.20 | | 3.75 | 3.90 | 3.95 | | | | 4.80 | 5.05 | 5.20 | 5.30 | 5.40 | 5.55 | 6.40 | 6.55 | 6.65 | 6.70 | 6.85 | 7.05 | 8.05 | 8.25 | 8.40 | | | | |
| | R.T. | 3.40 | 3.55 | | 4.15 | 4.35 | 4.40 | | | | 5.35 | 5.60 | 5.80 | 5.90 | 6.00 | 6.15 | 7.10 | 7.25 | 7.40 | 7.45 | 7.60 | 7.85 | 8.95 | 9.15 | 9.35 | | | | |
| | Cord N.S. | | | | | | d41.00 | | | | | d48.95 | d49.80 | d50.65 | | | | d57.85 | d62.25 | d64.35 | d66.55 | | d77.40 | | d87.35 | | | | |
| Grafinite—see Savage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Granite—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grant—see Giant Tire | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Great Eastern Rubber Co., Allentown, Pa., "Crown" April 2 | P. | 15.85 | 13.65 | | 20.30 | 22.45 | 23.10 | 25.15 | | | 27.50 | 28.85 | 30.20 | 30.60 | 31.00 | 32.00 | | d38.40 | 38.95 | 40.00 | 41.00 | 42.05 | 47.10 | 48.65 | 49.75 | | | | |
| | N.S. | 17.85 | 17.75 | | 22.45 | 24.55 | 25.90 | 28.95 | | | 32.80 | 33.95 | 34.30 | 35.35 | 36.20 | 36.95 | | d44.50 | 46.30 | 47.60 | 48.50 | 49.90 | 55.65 | 57.90 | 59.95 | | | | |
| | G.T. | 2.85 | 2.90 | | 3.45 | 3.60 | 3.75 | 3.95 | | | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | | 6.40 | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | 7.90 | 8.15 | | | | |
| | R.T. | 3.30 | 3.40 | | 4.15 | 4.25 | 4.40 | 4.65 | | | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | | 7.15 | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | 8.85 | 9.50 | | | | |
| Great Republic Tire & Rubber Mfg. Co., Muskogee, Okla. June, 1919 | Ribbed | c16.50 | 18.90 | | 24.75 | 26.05 | 28.00 | 30.50 | | | 36.40 | 37.20 | 38.30 | 39.50 | 40.55 | 41.75 | | | 53.20 | 54.85 | 56.10 | | 64.50 | 65.80 | 58.15 | | | | |
| | N.S. | 17.60 | 20.20 | | 26.30 | 27.90 | 30.25 | 32.15 | | | 40.20 | 40.75 | 42.10 | 43.00 | 45.35 | 46.00 | | | 57.20 | 58.80 | 60.45 | | 68.95 | 70.85 | 72.40 | | | | |
| | "Sequoyah" R.T. | 3.75 | 4.05 | | 4.90 | 5.10 | 5.45 | 5.65 | | | 6.55 | 6.70 | 6.90 | 7.40 | 7.45 | 7.90 | | | 9.20 | 9.35 | 9.55 | | 10.25 | 10.90 | 11.45 | | 13.75 | | |
| Green Bay—see Peerless. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greensburg Tire & Rubber Co., Greensburg, Pa. Getthere Pure Gum T. | | 3.40 | 3.50 | 4.00 | 4.25 | 4.35 | 4.50 | 4.75 | | 5.00 | 5.25 | 5.75 | 5.90 | 6.00 | 6.25 | 6.50 | 7.25 | | 7.75 | 8.00 | 8.25 | 8.75 | 9.00 | 9.75 | 10.00 | 11.50 | | | |
| Gripwell—see Channon Co.: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hamilton Rubber Mfg. Co., Trenton, N.J. May 15, 1919 | R.T. | 3.95 | 4.05 | 4.25 | 4.85 | 4.90 | 5.05 | 5.35 | 5.55 | 6.25 | 6.30 | 6.40 | 6.50 | 6.80 | 7.00 | 7.15 | 7.90 | 8.00 | 8.10 | 8.30 | 8.55 | 8.70 | 9.60 | 9.85 | 10.00 | 10.85 | 12.00 | | |
| Hardman Tire & Rubber Co., Belleville, N.J. Senior (5000 m.) Feb. 1 | P. | | 17.20 | | 20.20 | | 23.50 | | | | 31.50 | 32.60 | 33.50 | 34.90 | 35.80 | | 45.00 | 46.10 | 47.30 | 48.50 | 49.90 | 51.20 | 56.30 | | 61.00 | | | | |
| | N.S. | d17.80 | d19.20 | | d24.70 | | d28.50 | | | | d37.90 | d38.60 | d40.60 | d41.50 | | | d54.70 | d55.30 | d56.20 | d57.70 | d58.70 | | 66.50 | | 69.80 | | | | |
| | R.T. | 3.90 | 4.05 | | 4.45 | | 4.85 | | | | 6.05 | 6.20 | 6.55 | 6.70 | | | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | | 10.05 | | 10.35 | | | | |
| Hartford—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hawkeye Tire & Rubber Co., Des Moines, Ia. May 12, 1919 | (3500 m.) Santa Fe P | | 14.50 | | 17.80 | | 20.50 | | | | 25.65 | 26.20 | 27.40 | 28.40 | | 30.00 | | 36.60 | 37.80 | 39.55 | 41.55 | 43.00 | 45.10 | 49.95 | 52.00 | | | | |
| | Santa Fe N.S. | | 15.50 | | 19.75 | | 23.00 | | | | 31.00 | 31.50 | 33.00 | 34.00 | | 36.00 | 42.00 | 43.50 | 45.00 | 47.00 | 47.50 | 48.50 | 55.00 | 56.00 | 58.00 | | | | |
| | 6000 m. Hawkeye P. | 17.50 | 19.00 | | 23.50 | | 27.50 | | | | 35.00 | 38.75 | 40.50 | 41.50 | | 46.00 | 45.50 | 46.90 | 48.75 | 50.30 | 52.00 | 57.00 | 62.00 | 64.00 | 65.00 | | | | |
| | Hawkeye N.S. | 18.00 | | | 24.00 | | 28.40 | | | | 35.50 | 41.00 | 42.10 | 43.40 | | 48.00 | | 49.10 | 50.70 | 53.00 | 55.50 | 58.50 | 65.00 | 66.50 | 69.00 | | | | |
| | R. & G.T. | 3.30 | 3.40 | | 3.90 | 4.10 | 4.25 | 4.50 | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 5.90 | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.50 | 8.35 | 8.55 | 8.75 | | | | |

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THERE is about as much metal in a nickel as there is in a five-dollar gold piece—and there is about the same amount of material in the ordinary tire as there is in a Kelly. But when it comes to spending the nickel, or trying to get Kelly mileage out of low-priced tires, the difference becomes apparent.

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| | | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hewitt Rubber Co., Buffalo, N.Y. May 12, 1919 | Ribbed | | c15.75 | c16.75 | ..... | c20.85 | ..... | c26.50 | ..... | ..... | ..... | c32.60 | c33.15 | c34.85 | c35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| | N.S. | | c16.50 | c17.60 | ..... | c21.90 | ..... | c27.90 | ..... | ..... | ..... | c34.20 | c34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.65 | ..... | *66.30 | ..... | ..... |
| | G.T. | | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.20 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T. | | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | 6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S. | | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |
| Highway—see National Tire & R. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hold-Tite—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hood Tire Co., Watertown, Mass. May 12, 1919 | P. | | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| | Ribbed Tread | | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| | Arrow | | 23.90 | 24.50 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| Horse Shoe—see Racine | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe Rubber Co., New Brunswick, N. J. May 12, 1919 (5000 miles) | Ribbed | | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| | R.T. | | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| Ideal Tire & Rubber Co., Cleveland, O. May 19, 1919 | Ribbed | | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| | "Greyhound" N.S. | | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| | (6000 miles) G.T. | | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| | R.T. | | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| "Greyhound" Cord | Ribbed | | ..... | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | ..... | 50.25 | 51.80 | 52.65 | ..... | ..... | 55.70 | 57.00 | 59.85 | 62.50 | 63.65 | ..... | 71.85 | ..... | 77.55 | ..... | ..... |
| July 1, 1919 | N.S. | | ..... | ..... | ..... | 32.25 | ..... | 42.80 | ..... | ..... | ..... | ..... | 54.00 | 55.10 | 56.75 | ..... | ..... | 60.50 | 62.10 | 64.75 | 66.25 | 68.50 | ..... | 76.35 | ..... | 83.85 | ..... | ..... |
| India Tire & Rubber Co., Akron, O. June 1, 1919 | Ribbed | | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| | Cord N.S. | | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | d65.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T. | | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| Indiana Rubber & Ins. Wire Co., Jonesboro, Ind. Button & Trac. April 22 (3500 miles) | P. | | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| | N.S. | | c16.90 | §18.00 | ..... | §23.00 | §24.60 | §27.15 | 29.65 | ..... | ..... | 36.20 | §37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| | G.T. | | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| Indian Tubes—see Vulcan | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International India Rubber Corp., So. Bend, Ind. (7000 m.) May 12, 1919 South Bend | Ribbed | | a16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| | Rough | | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| | R.T. | | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| Iowa Cord Tire Co., (5000 miles) Des Moines, Iowa April 1 (7500 miles) | P. | | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| | N.S. | | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| Cord | P. | | ..... | c19.50 | ..... | c20.50 | ..... | d34.50 | ..... | ..... | ..... | §42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | d68.50 | ..... | ..... |
| Cord | N.S. | | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | §44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | d55.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.10 | ..... | ..... |
| Jaco—see Johnstown | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J. & D. Tire Co., Charlotte, N. C. May 12, 1919 | Ribbed Tread | | ..... | 16.20 | ..... | 19.70 | ..... | 23.20 | ..... | ..... | ..... | 30.40 | 31.05 | 32.55 | 33.20 | ..... | ..... | ..... | ..... | 43.65 | 45.90 | 46.70 | ..... | 55.80 | ..... | 58.50 | ..... | ..... |
| | N.S. | | ..... | ..... | ..... | 21.15 | ..... | 24.75 | ..... | ..... | ..... | 32.85 | 33.75 | 35.35 | 36.00 | ..... | ..... | ..... | ..... | 47.70 | 49.95 | 50.85 | ..... | 58.95 | ..... | 62.10 | ..... | ..... |
| | G.T. | | 2.95 | 3.05 | ..... | 3.50 | 3.60 | 3.80 | 4.15 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.30 | 5.40 | 5.55 | ..... | 6.50 | 6.55 | 6.70 | 6.95 | 7.05 | 7.80 | 7.95 | 8.10 | ..... | 8.65 |
| | R.T. | | 3.20 | 3.30 | ..... | 4.05 | 4.15 | 4.30 | 4.40 | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | 5.95 | 6.10 | ..... | 7.00 | 7.15 | 7.30 | 7.45 | 7.55 | 8.50 | 8.70 | 8.80 | ..... | 9.35 |
| Johnstown Automobile Co., "Jaco" Johnstown, Pa. April 1 | T. | | 2.95 | 3.05 | ..... | 3.45 | 3.65 | 3.80 | 4.10 | ..... | ..... | 4.90 | 5.05 | 5.25 | 5.35 | 5.45 | 5.55 | 6.50 | 6.60 | 6.65 | 6.75 | 6.90 | 7.10 | 8.10 | 8.25 | 8.40 | ..... | ..... |
| Johnstone Tire & Rubber Co., La Porte, Ind. June 2, 1919 | N.S. | | ..... | c15.75 | ..... | c20.00 | ..... | *23.35 | ..... | ..... | ..... | c31.25 | d31.85 | *33.35 | *34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 | *47.30 | *48.00 | ..... | q55.55 | ..... | *58.85 | ..... | ..... |
| | G.T. | | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | RT. | | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Kant Slip—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Keaton—see Mohawk | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Keaton Tire & Rubber Co., San Francisco, Cal. June 16, 1919 (5000 miles) | Ribbed | | ..... | 15.70 | ..... | 20.00 | ..... | 23.00 | ..... | ..... | ..... | 31.20 | 31.80 | 33.30 | 34.10 | ..... | ..... | 42.50 | 43.80 | 45.20 | 47.30 | 48.00 | ..... | 55.50 | ..... | 58.80 | ..... | ..... |
| | N.S. | | ..... | ..... | ..... | 22.00 | ..... | 25.65 | ..... | ..... | ..... | 34.40 | 35.00 | 36.70 | 37.50 | ..... | ..... | 46.75 | 48.25 | 49.75 | 51.90 | 52.90 | ..... | 51.10 | ..... | 64.70 | ..... | 79.80 |
| | R.T. | | ..... | 3.75 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.30 | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | 10.90 |
| Cord | Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49.10 | 50.45 | 51.90 | ..... | ..... | 55.45 | 56.80 | 58.40 | 59.75 | 61.15 | ..... | 72.60 | ..... | 75.90 | ..... | ..... |
| Cord | N.S. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58.85 | 54.25 | 55.70 | ..... | ..... | 59.45 | 61.00 | 62.70 | 64.30 | 65.75 | ..... | 77.90 | ..... | 81.40 | ..... | ..... |
| | R.T. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.60 | 5.80 | 6.05 | ..... | ..... | 7.05 | 7.25 | 7.50 | 7.70 | 8.10 | ..... | 9.20 | ..... | 9.65 | ..... | ..... |
| Kelly Springfield Tire (5000 miles) Co., New York (6000 m.) May 15, 1919 (6000 m.) | P. | | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ..... | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Bailey T. | | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | †44.60 | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | d43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| | Kant Slip T | | c25.10 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q10205 | q10580 |
| | R.T. | | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| | Grooved Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| | Block & Button Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |

Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rubber Co., Akron, O. (6000 miles) | N.S. | ..... | c27.40 | ..... | c31.90 | ..... | q35.30 | ..... | ..... | ..... | $41.25 $43.65 | d43.10 d45.10 | d44.55 d46.50 g44.55 | *45.90 *48.10 *45.90 | ..... | *51.00 | *55.45 | d57.00 | *58.85 | *60.50 | *62.25 | q64.00 | *72.60 | d75.00 | *77.45 g75.10 | q97.35 | g103.04 | |
| | Wrapped Tread | ..... | ..... | ..... | ..... | ..... | q33.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Nov. 20 | R.T. | ..... | 3.65 | ..... | 4.70 | 4.90 | 5.10 | 5.40 | ..... | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 | |
| Keystone Rubber Mfg. Co. | G.T. | 3.15 | 2.90 | 3.50 | 3.50 | 4.10 | 3.70 | 4.35 | 4.50 | 5.00 | 4.55 | 4.65 | 4.75 | 4.85 | 5.55 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.10 | 7.00 | 7.00 | 8.10 | 7.40 | 9.00 | 9.25 | |
| Erie, Pa. May 15, 1919 | R.T. | 3.50 | 3.25 | 3.85 | 3.90 | 4.55 | 4.10 | 4.80 | 5.00 | 5.55 | 5.05 | 5.20 | 5.25 | 5.40 | 6.25 | 6.35 | 6.10 | 6.25 | 6.45 | 6.60 | 6.80 | 7.80 | 7.75 | 8.95 | 8.15 | 9.95 | 10.20 | |
| "Moomy" Extra Heavy | T. | 3.75 | 3.75 | 4.20 | 4.60 | 5.00 | 4.80 | 5.25 | 5.50 | 6.20 | 5.95 | 6.10 | 6.25 | 6.45 | 6.95 | 7.15 | 7.25 | 7.45 | 7.65 | 7.95 | 8.10 | 8.80 | 9.35 | 10.20 | 9.85 | 11.30 | 11.55 | |
| Keystone Tire & Rubber Co., | N.S. | ..... | *17.68 | ..... | *22.79 | ..... | †26.27 | ..... | ..... | ..... | *35.20 | d35.73 | †37.49 | †38.50 | ..... | ..... | ..... | ..... | †51.13 | d53.46 | d54.21 | ..... | †60.98 | ..... | †64.46 | ..... | ..... | |
| New York City, N. Y. | R.T. | ..... | 3.48 | ..... | 4.05 | ..... | 4.40 | ..... | ..... | ..... | 5.50 | 5.63 | 5.85 | 5.98 | ..... | ..... | ..... | ..... | 7.70 | 7.92 | 8.14 | ..... | 8.71 | ..... | 9.11 | ..... | ..... | |
| May 12, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kimball Tire & Rubber Co. Ribbed | N.S. | ..... | §15.20 | ..... | §19.74 | §20.95 | §23.84 | §27.06 | ..... | ..... | §31.75 | §30.91 | §32.45 | §33.16 | §34.65 | §35.20 | ..... | ..... | †44.00 | §45.95 | §46.70 | §48.75 | ..... | §55.70 | §58.25 | ..... | ..... | |
| Chicago, Ill. Feb. 1 | G.T. | ..... | 2.85 | ..... | 3.25 | 3.35 | 3.40 | 3.60 | ..... | ..... | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.05 | ..... | ..... | 6.05 | 6.15 | 6.25 | 6.45 | ..... | .750 | 7.65 | ..... | ..... | |
| Kokomo Rubber Co., | P. | c14.75 | c14.95 | ..... | c19.00 | ..... | d22.20 | ..... | ..... | ..... | c29.70 | d30.25 | d31.70 | d32.40 | ..... | ..... | ..... | ..... | d53.00 | d44.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Kokomo, Ind. | N.S. | c15.10 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | d45.25 | *47.30 | d48.00 | ..... | d55.55 | ..... | *58.85 | ..... | ..... | |
| May 12, 1919 Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | ..... | ..... | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | ..... | |
| Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | ..... | ..... | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | ..... | |
| The Krohn Co., Inc., 227 W. 51st | N.S. | ..... | c12 90 | ..... | c16.90 | ..... | §19.40 | ..... | ..... | ..... | c24.70 | d25.30 | *26.00 | *26.50 | ..... | ..... | ..... | ..... | *35.50 | *38.00 | *38.50 | ..... | *46.00 | ..... | *48.00 | ..... | ..... | |
| St., N.Y.C., June 5, "Clipper" | R.T. | ..... | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.35 | 4.50 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.65 | ..... | 7.90 | ..... | 8.20 | ..... | ..... | |
| Lambert Tire & Rubber Co., Cord Rib. | | ..... | ..... | ..... | 40.00 | ..... | 52.00 | ..... | ..... | ..... | 54.50 | 58.00 | ..... | 62.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Akron O., (7000 m.) Jly. 31 Cord | N.S. | ..... | ..... | ..... | 42.00 | ..... | 55.00 | ..... | ..... | ..... | 57.50 | 62.00 | ..... | 66.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Lancaster Tire (3500 m.) Crescent | N.S. | 12.55 | 13.70 | ..... | 17.95 | 18.45 | 20.65 | ..... | ..... | ..... | 27.00 | 27.50 | 28.65 | 29.40 | ..... | ..... | ..... | ..... | 39.60 | 41.35 | 42.00 | ..... | 47.25 | ..... | 50.00 | ..... | ..... | |
| & Rubber (6000 m.) Wiregrip | N.S. | ..... | 22.35 | ..... | 27.95 | 28.80 | 31.90 | ..... | ..... | ..... | 38.50 | 39.80 | 41.00 | 42.45 | ..... | ..... | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | ..... | 65.00 | ..... | 69.15 | ..... | ..... | |
| Co., Columbus, O. May 12, 1919 | T. | 2.60 | 2.95 | ..... | 3.20 | 3.50 | 3.60 | ..... | ..... | ..... | 4.40 | 4.50 | 4.70 | 4.80 | ..... | ..... | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | ..... | 7.30 | ..... | 7.50 | ..... | ..... | |
| Lee Tire & Rubber Co., Ribbed Tread | | ..... | 13.75 | ..... | c17.45 | ..... | d21.00 | ..... | ..... | ..... | c26.65 | d27.55 | d28.59 | d29.60 | ..... | ..... | ..... | d38.40 | d39.65 | d41.55 | d42.20 | ..... | d48.90 | ..... | d51.80 | ..... | ..... | |
| Conshohocken, Pa. | N.S. | c15.15 | ..... | ..... | c20.15 | ..... | d23.10 | ..... | ..... | ..... | c30.45 | d31.45 | d32.45 | d33.20 | ..... | d37.05 | d44.10 | d43.35 | d44.80 | d46.90 | d48.00 | ..... | d54.95 | d58.10 | d58.10 | ..... | ..... | |
| May 12, 1919 Puncture | P. | ..... | c25.25 | ..... | c31.65 | ..... | d33.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Proof | N.S. | ..... | c27.75 | ..... | c34.65 | ..... | d36.90 | ..... | ..... | ..... | c44.15 | d48.25 | d49.95 | d51.60 | ..... | ..... | d61.65 | d61.70 | d64.35 | d66.80 | d68.15 | ..... | d73.75 | ..... | d75.80 | ..... | ..... | |
| Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... | |
| Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.55 | ..... | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... | |
| | G.T. | 3.00 | 3.00 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 4.95 | 5.00 | 5.15 | 5.35 | ..... | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... | |
| L. & M. Rubber Co., | P. | †13.35 | †14.00 | ..... | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | ..... | ..... | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 | |
| Carrollton, Ohio | N.S. | †15.20 | †16.20 | ..... | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | †32.60 | 33.30 | 35.10 | 36.00 | 37.15 | 38.25 | ..... | d46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.35 | 62.10 | †79.95 | †81.70 | |
| May 15, 1919 | G.T. | 3.25 | 3.35 | ..... | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | ..... | ..... | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 |
| "L. & M. Buckskin" | R.T. | 3.95 | 4.10 | ..... | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | ..... | ..... | 8.80 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 |
| Lewis Tire Co., May 12, 1919, | N.S. | ..... | 16.05 | ..... | 20.10 | ..... | 24.05 | ..... | ..... | ..... | 32.20 | 33.00 | 34.45 | 35.15 | 36.40 | 37.90 | ..... | ..... | 46.80 | 47.95 | 48.95 | ..... | 56.10 | 58.40 | 59.95 | ..... | ..... | |
| Allentown, Pa. (5000 m.) "Mack" | R.T. | ..... | 3.15 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 5.10 | 5.20 | 5.30 | 5.60 | 6.20 | 6.50 | ..... | ..... | 6.95 | 7.10 | 7.25 | ..... | 8.40 | 8.50 | 8.65 | ..... | ..... | |
| Liberty Tire & Rubber Co., | P. | ..... | c19.50 | ..... | c25.00 | ..... | *29.50 | ..... | ..... | ..... | c39.25 | *40.00 | *42.00 | *42.70 | ..... | ..... | ..... | ..... | *57.50 | *60.25 | *61.25 | ..... | ..... | ..... | *73.00 | ..... | ..... | |
| Green Bay, Wisc. | N.S. | ..... | c22.50 | ..... | c28.50 | ..... | *36.25 | ..... | ..... | ..... | c45.00 | *45.75 | *48.20 | *49.25 | ..... | ..... | ..... | ..... | *65.20 | *68.50 | *69.60 | ..... | ..... | ..... | *85.40 | ..... | ..... | |
| June 1 | G.T. | ..... | 3.35 | ..... | 3.90 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.40 | 7.50 | 7.65 | ..... | ..... | ..... | 9.30 | ..... | ..... | |
| (5000 miles) | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.75 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... | |
| Lion Tire & Rubber Corp., | Ribbed | ..... | c19.60 | ..... | c24.20 | ..... | d27.45 | ..... | ..... | ..... | c36.55 | d38.00 | d39.15 | d40.05 | ..... | ..... | ..... | ..... | d53.20 | d55.50 | d56.40 | ..... | d66.30 | ..... | c71.45 | ..... | ..... | |
| Lafayette, Ind. | N.S. | ..... | ..... | ..... | ..... | ..... | *28.90 | ..... | ..... | ..... | ..... | d39.30 | *41.25 | *42.10 | d44.00 | ..... | ..... | d54.20 | *55.90 | *58.45 | q59.50 | *62.00 | *69.85 | ..... | *75.20 | ..... | ..... | |
| July 1, 1918 (5000 miles) | G.T. | ..... | 4.00 | ..... | 4.40 | 4.65 | 4.90 | ..... | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.85 | 6.95 | ..... | ..... | 8.10 | 8.40 | 8.65 | 8.95 | 9.25 | 10.30 | ..... | 10.70 | ..... | ..... | |
| Long-Wear Rubber Co., Ribbed Tread | | ..... | c18.00 | ..... | c21.50 | ..... | d26.50 | ..... | ..... | ..... | c32.50 | d33.50 | d34.60 | d35.60 | ..... | ..... | d44.00 | d45.00 | d46.00 | d48.50 | d49.50 | ..... | *57.50 | ..... | *61.40 | ..... | ..... | |
| Sept. 1, 1919. | N.S. | ..... | ..... | ..... | c21.80 | ..... | d26.80 | ..... | ..... | ..... | c32.90 | d33.90 | d35.00 | d35.85 | ..... | ..... | d44.40 | d45.50 | d46.50 | d49.00 | d50.00 | ..... | *58.00 | ..... | *62.00 | ..... | ..... | |
| | R.T. | 3.00 | 3.50 | ..... | 4.15 | ..... | 4.50 | ..... | ..... | ..... | 5.20 | 5.30 | 5.40 | 5.60 | ..... | ..... | 6.60 | 6.85 | 7.15 | 7.45 | 7.60 | ..... | 9.00 | ..... | 9.20 | ..... | ..... | |
| | G.T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d50.00 | d51.00 | d52.50 | ..... | ..... | d55.40 | d57.70 | d59.00 | d60.50 | d61.45 | ..... | d73.20 | ..... | *76.10 | ..... | ..... | |
| 7500 miles | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.50 | d51.90 | d53.30 | ..... | ..... | d56.90 | d58.45 | d60.00 | d61.50 | d62.90 | ..... | d74.50 | ..... | *77.95 | ..... | ..... | |
| Special | R.T. | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.00 | 7.15 | 7.50 | ..... | ..... | 7.85 | 8.00 | 8.40 | 8.65 | 8.90 | ..... | 10.00 | ..... | 12.00 | ..... | ..... | |
| McCreary Tire & Rubber Co., | P | 17.65 | 18.75 | ..... | 22.45 | ..... | 28.25 | ..... | ..... | ..... | 35.65 | 37.30 | 38.20 | 39.25 | ..... | 40.20 | ..... | 50.50 | ..... | 55.05 | 56.50 | 57.00 | 65.85 | ..... | 67.20 | ..... | ..... | |
| Indiana, Pa. (6000 miles) | N.S. | 17.90 | 19.00 | ..... | 23.50 | ..... | 29.75 | ..... | ..... | ..... | 36.90 | 39.30 | 40.30 | 41.25 | ..... | 42.20 | 50.15 | 52.00 | 54.00 | 57.25 | 58.75 | 59.35 | 69.15 | ..... | 70.55 | ..... | ..... | |
| May 20, 1919 | R.T. | 3.40 | 3.50 | ..... | 4.25 | ..... | 4.50 | ..... | ..... | ..... | 5.35 | 5.45 | 5.80 | 6.00 | ..... | 6.30 | 6.75 | 6.95 | 7.15 | 7.35 | 7.55 | 7.80 | 8.45 | ..... | 9.35 | ..... | ..... | |
| McGraw Tire & Rubber Co., | Ribbed | c15.20 | c15.65 | ..... | c20.75 | ..... | d24.15 | ..... | ..... | ..... | c31.40 | d32.50 | d34.00 | d35.50 | ..... | ..... | d42.75 | d44.25 | d46.15 | d48.10 | d49.20 | ..... | *57.50 | ..... | *60.70 | ..... | ..... | |
| Cleveland, O. | N.S. | c16.00 | c16.45 | ..... | c21.85 | ..... | d25.45 | ..... | ..... | ..... | c33.10 | d34.20 | d35.80 | d37.35 | ..... | ..... | d45.00 | d46.60 | d48.60 | d50.65 | d51.75 | ..... | *60.55 | ..... | *63.90 | ..... | ..... | |
| May 12, 1919 | R.T. | 3.50 | 3.60 | ..... | 4.30 | ..... | 4.65 | ..... | ..... | ..... | 5.40 | 5.60 | 5.70 | 5.85 | ..... | ..... | 7.10 | 7.25 | 7.40 | 7.50 | 7.60 | ..... | 8.90 | ..... | 9.50 | ..... | ..... | |
| | G.T. | 2.75 | 2.85 | ..... | 3.50 | ..... | 3.90 | ..... | ..... | ..... | 4.80 | 4.95 | 5.05 | 5.15 | ..... | ..... | 6.00 | 6.25 | 6.35 | 6.45 | 6.55 | ..... | 7.80 | ..... | 8.25 | ..... | ..... | |
| Cord | Ribbed | ..... | ..... | ..... | c26.50 | ..... | ..... | ..... | ..... | ..... | ..... | d44.65 | d45.85 | d47.20 | ..... | ..... | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | ..... | *66.00 | ..... | *69.00 | ..... | ..... | |
| | N.S. | ..... | ..... | ..... | c28.50 | ..... | ..... | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.50 | d57.00 | d58.45 | d59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... | |
| McLean Tire & Rubber Co., | N.S. | ..... | c17.50 | ..... | c23.00 | ..... | d27.00 | ..... | ..... | ..... | c36.00 | d37.00 | d38.00 | d39.00 | ..... | ..... | ..... | d47.00 | d49.00 | d51.00 | d53.00 | ..... | *59.00 | ..... | *63.00 | ..... | ..... | |
| East Liverpool, O. | G.T. | ..... | 3.45 | ..... | 4.20 | ..... | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | ..... | ..... | ..... | 6.90 | 7.05 | 7.25 | 7.50 | ..... | 8.80 | ..... | 9.10 | ..... | ..... | |
| May 12, 1919 | R.T. | ..... | 3.80 | ..... | 4.60 | ..... | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | ..... | ..... | ..... | 7.60 | 7.75 | 8.00 | 8.25 | ..... | 9.70 | ..... | 10.00 | ..... | ..... | |
| McNaull Tire Co., Toledo, O. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| May 1 (6000 miles) | Heavy Duty | ..... | ..... | ..... | 44.50 | ..... | 45.50 | ..... | ..... | ..... | ..... | 51.10 | ..... | 54.95 | ..... | 56.25 | ..... | ..... | 67.55 | ..... | 72.65 | ..... | ..... | ..... | ..... | ..... | 84.75 | |
| McTal Rubber Co., | G.T. | ..... | 3.35 | ..... | 4.15 | 4.25 | 4.40 | 5.20 | ..... | ..... | 5.40 | 5.55 | 5.70 | 5.85 | 6.25 | 6.30 | ..... | 7.10 | 7.20 | 7.35 | 7.55 | 7.85 | 8.90 | 9.05 | 9.20 | 10.55 | 10.75 | |
| West Haven, Conn. Apr. 22 | R.T. | ..... | 3.70 | ..... | 4.60 | 4.65 | 4.80 | 5.75 | ..... | ..... | 5.95 | 6.15 | 6.30 | 6.45 | 6.90 | 6.95 | ..... | 7.75 | 7.95 | 8.10 | 8.35 | 8.65 | 9.80 | 10.10 | 10.15 | 11.60 | 11.85 | |
| Mansfield Tire & Rubber Co., | P. | ..... | 14.15 | ..... | 18.40 | ..... | 21.45 | ..... | ..... | ..... | 28.15 | 28.75 | 30.00 | 30.65 | ..... | ..... | ..... | ..... | ..... | 43.25 | 43.90 | ..... | 49.40 | ..... | ..... | ..... | ..... | |
| Mansfield, O. | N.S. | ..... | 14.90 | ..... | 19.20 | ..... | 22.40 | ..... | ..... | ..... | 29.65 | 30.15 | 31.60 | 32.35 | ..... | ..... | ..... | ..... | 43.45 | 45.45 | 6.20 | ..... | 51.90 | ..... | 55.00 | ..... | ..... | |
| May 02, 0909. | G.T. | 2.93 | 2.93 | ..... | 3.31 | ..... | 3.95 | ..... | ..... | ..... | 4.74 | 4.87 | 5.13 | 5.32 | ..... | ..... | ..... | ..... | 6.53 | 6.70 | 6.90 | ..... | 8.06 | ..... | 8.45 | ..... | ..... | |
| | R.T. | ..... | 3.48 | ..... | 3.95 | ..... | 4.58 | ..... | ..... | ..... | 5.37 | 5.52 | 5.76 | 6.08 | ..... | ..... | ..... | ..... | 7.26 | 7.41 | 7.74 | ..... | 8.84 | ..... | 9.32 | ..... | ..... | |

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# BILTWELL TIRES

## "MASTER OF THE ROAD"

### LONG SERVICE
of
### BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

Digitized by Google

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Marathon Tire & Rubber Co.,** | Runner | ..... | c21.50 | ..... | c24.40 | c25.35 | †28.80 | *30.55 | ..... | ..... | c35.30 | *36.70 | *37.90 | *39.00 | *41.20 | *42.15 | d47.90 | ..... | *50.85 | *52.25 | *53.90 | *56.60 | *63.30 | *65.00 | *66.80 | ..... | ..... | | |
| Cuyahoga Falls, O. | Angle N.S. | c21.00 | c22.00 | ..... | c25.00 | c26.00 | †29.50 | *31.35 | ..... | ..... | c36.20 | *37.65 | *38.85 | *40.00 | *42.25 | *43.30 | d49.15 | *50.60 | *52.20 | *53.65 | *55.25 | *58.05 | *64.80 | *66.70 | *68.50 | ..... | ..... | | |
| May 15, 1919 | R.T. | 3.30 | 3.50 | ..... | 4.30 | 4.45 | 4.60 | 4.90 | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.00 | 6.20 | 6.40 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.90 | 8.90 | 9.15 | 9.40 | 10.60 | 10.95 | | |
| | G.T. | 2.85 | 3.05 | ..... | 3.80 | 3.95 | 4.05 | 4.35 | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | 5.45 | 5.65 | 6.05 | 6.20 | 6.40 | 6.60 | 6.80 | 7.00 | 8.00 | 8.25 | 8.45 | 9.60 | 9.90 | | |
| | Angle Tread Cord | ..... | ..... | ..... | ..... | ..... | d43.20 | ..... | ..... | ..... | ..... | d54.50 | d56.25 | d57.95 | ..... | ..... | d61.30 | ..... | d65.05 | d67.00 | d68.80 | ..... | *81.00 | ..... | *85.60 | ..... | ..... | | |
| **Marion Tire & Rubber Co.,** | P. | c13.20 | c14.20 | ..... | c18.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| Marion, O. (4000 miles) | N.S. | c16.25 | c17.35 | ..... | c22.00 | ..... | *25.70 | ..... | ..... | ..... | c34.40 | *35.05 | *36.70 | *37.50 | *39.60 | *41.80 | ..... | ..... | *49.75 | *52.05 | *52.80 | *57.20 | *61.10 | ..... | *64.75 | ..... | ..... | | |
| May 12, 1919 | G.T. | 2.95 | 3.05 | ..... | 3.60 | 3.85 | 4.10 | ..... | ..... | ..... | 4.85 | 5.00 | 5.25 | 5.45 | 6.05 | 6.20 | ..... | ..... | 6.70 | 6.80 | 7.10 | 7.55 | 8.20 | ..... | 8.50 | ..... | ..... | | |
| | R.T. | ..... | 4.05 | ..... | 4.70 | 5.15 | 5.40 | ..... | ..... | ..... | 6.40 | 6.55 | 6.85 | 7.00 | 7.35 | 7.55 | ..... | ..... | 8.40 | 9.15 | 9.35 | 10.15 | 10.45 | ..... | 10.95 | ..... | ..... | | |
| | Ribbed Tread | ..... | c16.50 | ..... | c21.20 | *22.00 | *24.20 | ..... | ..... | ..... | c32.45 | *33.00 | d34.65 | d35.75 | ..... | ..... | ..... | ..... | d47.85 | d50.40 | d51.15 | ..... | d59.40 | ..... | d62.70 | ..... | ..... | | |
| **Mason Tire & Rubber Co.,** | P. | 16.25 | 17.20 | ..... | 21.65 | ..... | 26.40 | ..... | ..... | ..... | 33.45 | 34.05 | 36.05 | 36.65 | ..... | ..... | ..... | 44.95 | 45.95 | 47.60 | 48.35 | ..... | 56.00 | ..... | 59.00 | ..... | ..... | | |
| Kent, O. | Ribbed | 17.20 | 18.50 | ..... | 22.40 | ..... | 27.15 | ..... | ..... | ..... | 34.75 | 35.30 | 37.50 | 38.05 | ..... | ..... | 46.95 | 48.95 | 49.55 | 52.50 | 53.20 | ..... | 61.70 | ..... | 65.95 | ..... | ..... | | |
| | N.S. | ..... | 20.20 | ..... | 24.65 | ..... | 29.20 | ..... | ..... | ..... | 36.25 | 36.85 | 39.00 | 39.70 | ..... | ..... | 49.00 | 51.00 | 52.45 | 54.45 | 55.05 | ..... | 64.95 | ..... | 68.85 | ..... | ..... | | |
| May 12, 1919 | G.T. | 3.10 | 3.40 | ..... | 3.80 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.10 | 6.25 | 6.45 | 6.55 | 6.80 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | | |
| | R.T. | 3.25 | 3.70 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.10 | 7.35 | ..... | 8.10 | ..... | 8.45 | ..... | ..... | | |
| | Cord | ..... | ..... | ..... | c32.80 | ..... | d39.80 | ..... | ..... | ..... | ..... | d51.50 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.40 | *60.00 | d61.55 | *62.90 | ..... | *74.55 | ..... | *77.95 | ..... | ..... | | |
| **Meyer Rubber Co.,** | N.S. | ..... | ..... | ..... | 18.45 | ..... | 21.50 | ..... | ..... | ..... | 28.95 | 29.45 | 29.95 | 31.60 | ..... | ..... | ..... | ..... | ..... | 44.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| Columbiana, O. | Runner Tread | ..... | 14.75 | ..... | 18.70 | ..... | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| **Michelin Tire Co.,** | P. | ..... | ..... | ..... | c21.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| Milltown, N.J. | Universal | ..... | c15.60 | ..... | c19.90 | c22.80 | d24.50 | ..... | ..... | ..... | c27.90 | d33.25 | d34.50 | d35.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| May 12, 1919 | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d48.25 | d49.50 | d51.25 | ..... | ..... | d55.25 | ..... | d58.00 | ..... | d60.75 | ..... | d68.00 | ..... | d72.00 | ..... | ..... | | |
| | Tube | 3.30 | 3.35 | ..... | 3.95 | 3.35 | 4.20 | 4.60 | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | 8.50 | 8.80 | 9.75 | 9.75 | | |
| **Mid-ContitentTireMfg.Co.,** | Ribbed C'd | ..... | c21.15 | ..... | c26.45 | ..... | d30.25 | ..... | ..... | ..... | c37.95 | d39.00 | d40.10 | d41.25 | ..... | ..... | *45.60 | d48.15 | d49.50 | d51.80 | *53.15 | ..... | *64.45 | ..... | *68.65 | ..... | ..... | | |
| Wichita,Kan."Mdico" (2500 m.) | N.S. | ..... | c23.50 | ..... | c27.95 | ..... | d33.60 | ..... | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.50 | ..... | ..... | *51.25 | d53.25 | *55.15 | d58.50 | *59.10 | ..... | *72.20 | ..... | *76.80 | ..... | ..... | | |
| June 2 Ford sizes (10000 m.) | Cord | ..... | ..... | ..... | c39.85 | ..... | d45.50 | ..... | ..... | ..... | ..... | d57.96 | d58.90 | d60.90 | ..... | ..... | 65.25 | d66.40 | d68.65 | d70.40 | d71.90 | ..... | d84.15 | ..... | d85.50 | ..... | ..... | | |
| | Tubes | ..... | 3.80 | ..... | 4.90 | ..... | 5.10 | ..... | ..... | ..... | 6.00 | 6.15 | 6.35 | 6.60 | ..... | ..... | 7.70 | 8.00 | 8.25 | 8.40 | 8.70 | ..... | 9.85 | ..... | 10.45 | ..... | ..... | | |
| | Midco G.T. | ..... | 2.85 | ..... | 3.35 | ..... | 3.80 | ..... | ..... | ..... | 4.50 | 4.75 | 4.95 | 5.10 | ..... | ..... | 6.00 | 6.20 | 6.35 | 6.45 | 6.65 | ..... | 7.75 | ..... | 7.95 | ..... | ..... | | |
| **Miller Rubber Co.,** | Cord Ribbed | ..... | ..... | ..... | c29.75 | ..... | d37.05 | ..... | ..... | ..... | ..... | d47.00 | d48.25 | d49.75 | ..... | ..... | d53.05 | d54.45 | d55.90 | d57.20 | d58.60 | ..... | *69.50 | ..... | *72.60 | ..... | ..... | | |
| Akron, O. | N.S. | ..... | ..... | ..... | c32.10 | ..... | d39.75 | ..... | ..... | ..... | ..... | d51.55 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.45 | d60.00 | d61.50 | d62.90 | ..... | *74.55 | ..... | 78.00 | ..... | ..... | | |
| May 12, 1919 | Black Tread N.S. | c15.20 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | ..... | d55.55 | ..... | d58.85 | ..... | ..... | | |
| | Wrapped { P. | c15.20 | d16.20 | ..... | c20.60 | ..... | d24.10 | ..... | ..... | ..... | c31.25 | d31.90 | d33.50 | d34.20 | ..... | ..... | d40.65 | d41.85 | d43.25 | d45.30 | ..... | ..... | *53.05 | ..... | ..... | ..... | ..... | | |
| | { N.S. | c17.60 | c18.90 | ..... | c24.10 | ..... | d28.15 | ..... | ..... | ..... | c36.55 | d37.35 | d39.20 | d40.00 | ..... | ..... | d47.50 | d49.05 | d50.60 | d52.90 | d53.70 | ..... | *63.70 | ..... | *67.55 | ..... | ..... | | |
| | C.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | | |
| | R.T. | 3.30 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | | |
| **Midland Tire & Rubber** | McClurg { P. | ..... | 18.80 | ..... | 19.90 | 25.30 | 26.90 | ..... | ..... | ..... | 32.35 | 37.15 | 38.20 | 39.25 | ..... | ..... | ..... | ..... | 47.15 | 49.35 | 54.35 | ..... | 61.40 | 64.20 | 65.40 | ..... | ..... | | |
| Co., Coshocton, O., (6000 mls.) | { N.S | ..... | 23.00 | ..... | 26.00 | ..... | 33.00 | 36.55 | ..... | ..... | ..... | 42.10 | 43.35 | 44.85 | ..... | ..... | 48.80 | ..... | 52.55 | 55.70 | 60.45 | 64.25 | 68.75 | 71.45 | 73.15 | 102.05 | 105.80 | | |
| July 25, 1919 | Peerless { P. | ..... | 12.90 | ..... | 16.80 | 17.90 | 19.45 | 23.30 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 | 39.55 | 40.10 | ..... | 45.10 | 54.80 | 47.75 | ..... | ..... | | |
| | { N.S | 15.25 | 14.75 | ..... | 18.70 | ..... | 21.85 | 26.45 | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | 40.15 | 41.45 | 42.85 | 44.70 | 45.35 | 52.55 | 52.50 | 59.90 | 55.60 | ..... | 74.60 | | |
| | G.T. | 3.00 | 2.75 | ..... | 3.25 | 4.00 | 3.70 | 4.45 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.70 | 6.00 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 7.50 | 7.45 | 8.35 | 7.75 | 8.80 | 10.25 | | |
| | R.T. | 3.50 | 3.00 | ..... | 3.90 | 4.50 | 4.35 | 5.15 | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | 6.35 | 6.50 | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | 8.40 | 8.40 | 9.35 | 8.70 | 10.75 | 11.75 | | |
| **Monarch—see Perfection** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Mohawk Rubber Co.,** | N.S. | c20.80 | c21.85 | ..... | §26.85 | c27.85 | §30.80 | *33.60 | ..... | ..... | c37.40 | 39.80 | 40.85 | 42.40 | *43.85 | 46.35 | *48.90 | *49.95 | 52.15 | 54.40 | 57.15 | *58.50 | *65.00 | †67.80 | 69.30 | q80.35 | q82.90 | | |
| Akron, O. | Ribbed | ..... | c19.45 | ..... | c23.20 | ..... | d27.15 | ..... | ..... | ..... | 34.35 | d36.65 | d37.75 | *38.85 | ..... | ..... | *44.45 | ..... | *47.75 | d49.75 | *52.60 | ..... | *59.95 | ..... | *63.25 | ..... | ..... | | |
| May 12, 1919 | Keaton, N.S. | ..... | ..... | ..... | c28.20 | ..... | d32.50 | ..... | ..... | ..... | c39.00 | d41.95 | d43.05 | d44.65 | ..... | ..... | *51.35 | ..... | *55.40 | d56.45 | *59.55 | ..... | *68.75 | q71.25 | *72.10 | q84.60 | q87.20 | | |
| | Tubes | 3.15 | 3.30 | ..... | 4.20 | 4.35 | 4.50 | 4.80 | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.80 | 7.05 | 7.20 | 7.35 | 7.60 | 7.90 | 8.60 | 8.90 | 9.20 | 10.50 | 10.80 | | |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d58.50 | d59.75 | d61.55 | ..... | ..... | d69.05 | d70.65 | d72.25 | d74.05 | d76.75 | ..... | *88.55 | ..... | *90.00 | ..... | ..... | | |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d55.55 | d56.80 | d58.50 | ..... | ..... | d65.95 | d67.30 | d69.05 | d70.85 | d72.90 | ..... | *83.90 | ..... | *85.50 | ..... | ..... | | |
| **Monarch Rubber Co.,** | N.S. | ..... | 19.00 | ..... | 23.10 | ..... | 29.05 | ..... | ..... | ..... | 36.90 | 38.10 | 39.80 | 41.10 | ..... | ..... | ..... | 49.50 | 51.80 | 54.00 | 57.10 | ..... | 64.10 | ..... | 69.70 | ..... | ..... | | |
| Hartsville, O. (4000 miles) | G.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.55 | ..... | ..... | ..... | 5.40 | 5.50 | 5.65 | 5.85 | ..... | ..... | ..... | 6.80 | 6.95 | 7.15 | 7.40 | ..... | 8.65 | ..... | 8.95 | ..... | ..... | | |
| June 25, 1919 | R.T. | ..... | 3.75 | ..... | 4.40 | ..... | 5.05 | ..... | ..... | ..... | 6.10 | 6.25 | 6.50 | 6.60 | ..... | ..... | ..... | 7.70 | 7.80 | 8.05 | 8.25 | ..... | 9.65 | ..... | 9.95 | ..... | ..... | | |
| **Mutual Tire & Rubber (5500 m.)** | N.S. | 22.80 | 23.05 | ..... | 29.20 | ..... | 34.80 | ..... | ..... | ..... | 43.40 | 44.20 | 46.70 | 47.50 | ..... | ..... | *55.80 | *57.90 | 59.85 | 63.05 | 65.60 | ..... | 75.40 | ..... | 80.15 | ..... | ..... | | |
| Co., N.Y.C. May 15 | R.T. | ..... | 4.50 | ..... | 5.35 | ..... | 5.55 | ..... | ..... | ..... | 7.15 | 7.40 | 7.55 | 7.70 | ..... | ..... | 9.00 | 9.15 | 9.35 | 9.55 | 9.80 | ..... | 11.30 | ..... | 11.55 | ..... | ..... | | |
| **National Rubber Products Co.,** | N.S. | ..... | c17.50 | ..... | c22.75 | ..... | *26.10 | ..... | ..... | ..... | c34.85 | *35.50 | *37.10 | *38.25 | ..... | ..... | *48.60 | d49.50 | *50.40 | *51.30 | *52.20 | ..... | d60.00 | ..... | *63.00 | ..... | ..... | | |
| Phila., Pa., "Speedway" | Tubes | ..... | 4.35 | ..... | 4.95 | ..... | 5.45 | ..... | ..... | ..... | 7.05 | 7.25 | 7.45 | 7.65 | ..... | ..... | 9.30 | 9.45 | 9.60 | 9.75 | 9.85 | ..... | 11.55 | ..... | 12.05 | ..... | ..... | | |
| May 15, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **National Tire&Rubber "Capitol"** | P | 13.30 | 13.05 | ..... | 17.00 | ..... | 19.70 | ..... | ..... | ..... | 26.00 | 26.55 | 27.95 | 28.45 | ..... | ..... | ..... | ..... | 38.30 | 40.05 | 40.60 | ..... | 45.70 | ..... | 48.35 | ..... | ..... | | |
| Co., (5000 miles)"Capitol" | N.S | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | 43.30 | 45.25 | 45.90 | ..... | 53.30 | ..... | 56.30 | ..... | ..... | | |
| East Palestine, O. Olympian & | P. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... | 43.90 | ..... | ..... | 51.70 | ..... | 54.60 | ..... | ..... | | |
| May 12, 1919 { Roamer { | N.S. | ..... | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | ..... | 45.25 | ..... | ..... | 53.30 | ..... | 56.30 | ..... | ..... | | |
| (6000 miles) { Highway | N.S. | 15.00 | 14.75 | ..... | 18.90 | ..... | 22.15 | ..... | ..... | ..... | 29.60 | 30.10 | 31.60 | 32.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| Record | N.S. | ..... | 14.10 | ..... | 18.30 | ..... | 21.50 | ..... | ..... | ..... | 28.70 | 29.20 | 30.65 | 31.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| | G.T. | 2.80 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | | |
| | R.T. | 3.40 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... | | |
| **National Tire Co.,** | P. | ..... | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 | 39.55 | 40.10 | ..... | 45.10 | ..... | 47.75 | ..... | ..... | | |
| Trenton, N.J. | N.S. | ..... | 14.75 | ..... | 18.70 | ..... | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | 45.35 | ..... | 52.50 | ..... | 55.60 | ..... | ..... | | |
| May 12, 1919 | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... | | |
| **Needham Tire Co.,** | P. | c15.85 | c17.15 | ..... | 21.80 | 23.10 | 25.45 | *28.55 | ..... | ..... | 34.00 | *34.80 | *36.50 | *37.15 | *38.70 | *39.30 | ..... | *47.90 | *49.50 | *51.70 | *52.40 | *54.35 | *58.85 | *59.65 | *61.90 | q87.75 | q87.80 | | |
| Charles River, Mass. | N.S. | ..... | ..... | ..... | 25.10 | 26.30 | 29.15 | *32.70 | ..... | ..... | 39.40 | *40.00 | *41.80 | *42.60 | *44.35 | *44.95 | ..... | *55.85 | *57.00 | *59.35 | *60.00 | *62.30 | *67.45 | *68.35 | *71.00 | q98.20 | q100.75 | | |
| May 15 (3500 miles) | T. | 3.00 | 3.10 | ..... | 3.55 | 3.65 | 3.70 | 3.90 | ..... | ..... | 4.90 | 5.10 | 5.20 | 5.35 | 5.50 | 5.50 | ..... | 6.60 | 6.80 | 6.80 | 6.90 | 7.15 | 8.15 | 8.40 | 8.40 | 9.00 | 9.25 | | |

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# GLOBE CORDS

## GUARANTEED 8000 MILES

**FABRIC TIRES 6000 MILES**

# Economy through Quality

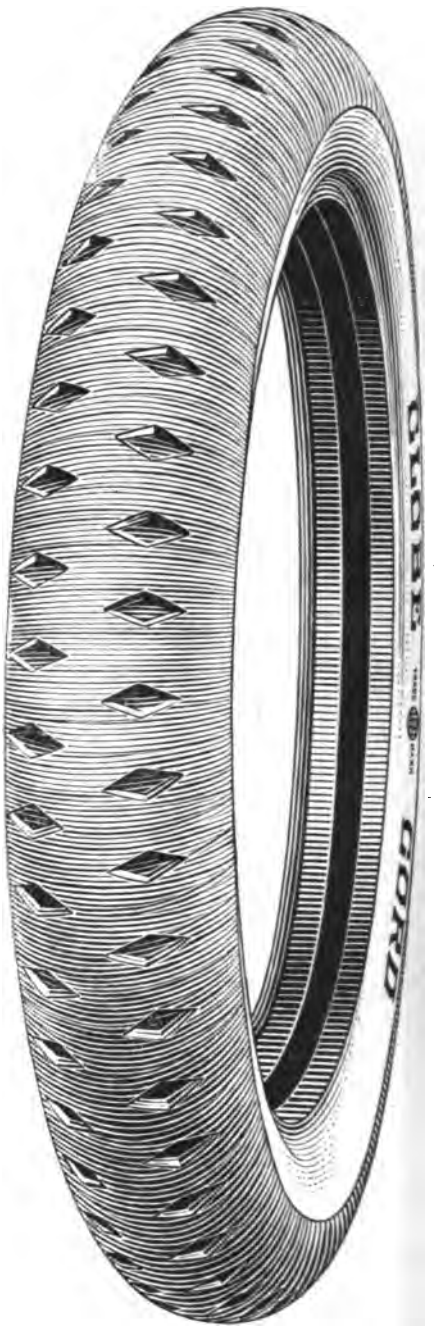
Hand-made Globe Tires—Cord or fabric—cost about 10% more to make than ordinary tires, but they give the user about 50% more miles. Figured on a mileage basis, Globe Tires are the most economical of all.

*To responsible dealers only: If Globe Tires are not represented in your city or town, write us promptly for our exclusive proposition.*

## GLOBE RUBBER TIRE MANUFACTURING CO.

*Executive Offices:* 1851-53 Broadway, New York
*Factories:* Trenton, N. J.

NEW YORK BRANCH: 1851-53 Broadway
CHICAGO BRANCH: 2029 S. Michigan Ave.
PHILADELPHIA BRANCH: 804 N. Broad St.
BOSTON BRANCH: 679 Beacon St.
BROOKLYN BRANCH: 1130 Bedford Ave.




*Globe Tubes in Globe Tires make the ideal combination*

TRADE GLOBE MARK

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Neverslip—see Falls** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Neverskid—see Faure** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **New Castle Tire Co.,** | Ribbed | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... | d46.40 | | | | | | | | | | | |
| **Pittsburgh, May 1, 1919** | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... | d48.60 | | | | | | | | | | | |
| **New Jersey Carspring Co.,** | "Carspring" P. | c14.28 | c14.44 | ..... | c18.77 | ..... | d21.76 | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | d41.04 | d42.23 | d44.08 | d44.75 | ..... | d50.32 | ..... | d53.31 | ..... | ..... | ..... | ..... | ..... | ..... |
| | "Carspring" N.S. | c14.85 | c15.11 | ..... | c19.54 | ..... | d22.79 | ..... | ..... | ..... | c30.21 | d30.73 | d32 12 | d32.89 | ..... | ..... | ..... | d42.95 | d44.29 | d46.30 | d47.02 | ..... | d52.80 | ..... | d55.99 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Jersey City, N. J.** | G.T. | 2.82 | 2.88 | ..... | 3.44 | ..... | 3.80 | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... | ..... | ..... |
| **(5000 miles) May 12, 1919** | R.T. | 3.18 | 3.34 | ..... | 4.00 | ..... | 4.26 | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | ..... | 8.72 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Nobby—see U.S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Norwalk Tire & Rubber Co.,** | P. | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | q54.40 | ..... | ..... | ..... | q65.70 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Norwalk, Conn.** | N.S. | ..... | c19.45 | ..... | c25.95 | c29.15 | *31.75 | ..... | ..... | ..... | c36.70 | *40.00 | *41.45 | *42.60 | ..... | q45.25 | d50.65 | d52.40 | *54.15 | *55.90 | *57.65 | q59.45 | *65.20 | q66.05 | *69.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12, 1919 (5000 m.)** | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.45 | ..... | ..... | ..... | ..... | d49.75 | d51.10 | d52.45 | ..... | ..... | d54.65 | d57.80 | d59.05 | d60.45 | d62.15 | ..... | *73.40 | ..... | d76.90 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d42.25 | ..... | ..... | ..... | ..... | d53.40 | d54.85 | d56.30 | ..... | ..... | d60.20 | d61.75 | d63.30 | d64.85 | d66.45 | ..... | *78.80 | ..... | *82.45 | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.20 | 4.35 | 4.45 | 5.25 | ..... | ..... | 5.15 | 5.30 | 5.45 | 5.55 | ..... | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 | ..... | ..... | ..... | ..... |
| | R.T. | 3.50 | 3.55 | ..... | 4.40 | 4.55 | 4.65 | 5.50 | ..... | ..... | 5.70 | 5.85 | 6.00 | 6.15 | ..... | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 | ..... | ..... | ..... | ..... |
| **Oldfield Tire Co.,** | P. | ..... | c13.60 | ..... | c17.75 | ..... | c21.65 | ..... | ..... | ..... | e28.55 | d29.10 | d30.40 | d31.10 | ..... | ..... | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | ..... | 50.00 | ..... | 55.15 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland, O.** | N.S. | ..... | c16.50 | ..... | c21.10 | ..... | d25.85 | ..... | ..... | ..... | e34.45 | d35.15 | d36.90 | d37.75 | ..... | ..... | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | ..... | 61.55 | ..... | 65.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12, 1919** | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | c28.35 | ..... | d35.30 | ..... | ..... | ..... | ... | d47.20 | d48.50 | d49.60 | ..... | ..... | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | ..... | *69.80 | ..... | *72.90 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c30.60 | ..... | d37.90 | ..... | ..... | ..... | ..... | d50.70 | d52.10 | d53.40 | ..... | ..... | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | ..... | *74.80 | ..... | *78.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Olympian—see Natl. Tire & Rubber Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Owen Tire & Rubber Co.,** | (6000 m.) Ribbed | ..... | c18.50 | ..... | c22.95 | ..... | c29.50 | ..... | ..... | ..... | c31.65 | c35.10 | c36.10 | c37.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Co.,** | (6500 miles) N.S. | ..... | ..... | ..... | c25.00 | ..... | c32.50 | ..... | ..... | ..... | c36.00 | c40.00 | c41.25 | c43.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New Bedford, O.** | Tubes | ..... | 3.05 | ..... | 3.60 | ..... | 3.95 | ..... | ..... | ..... | 4.80 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.20 | 6.40 | 6.55 | 6.70 | 6.90 | ..... | 7.85 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12, 1919** | Owen Cords Ribbed | ..... | ..... | ..... | ..... | ..... | d35.25 | ..... | ..... | ..... | ..... | d44.75 | d45.90 | d47.20 | ..... | ..... | d50.40 | d51.75 | d53.05 | d54.34 | d55.65 | ..... | *66.00 | ..... | *69.10 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Owen Cords N.S. | ..... | ..... | ..... | ..... | ..... | d37.85 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | d54.05 | d55.55 | d57.00 | d58.55 | d59.80 | ..... | *70.90 | ..... | *74.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Palmer Tire &** | Molded Gum Tubes | ..... | 3.80 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | ..... | 9.50 | 10.00 | 10.15 | ..... | 11.25 | ..... | ..... | ..... | ..... |
| **Rubber Co.,** | Safety Cord Tubes | ..... | 4.20 | ..... | 4.40 | ..... | 4.70 | ..... | ..... | ..... | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6,90 | 7.05 | 7.35 | 7.50 | 7.75 | ..... | 8.95 | 9.45 | 9.55 | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Joseph, Mich., June 2, 1919** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Para-Bell Rubber Co.,** | P. | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Columbiana, O.** | (4000 miles) N.S. | ..... | c15.11 | d22.79 | c19.54 | ..... | ..... | ..... | ..... | ..... | g30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12, 1919** | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Peerless Tire &** | Ribbed Tread | ..... | c16.60 | ..... | c21.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Rubber Co.,** | N.S. | ..... | c18.50 | ..... | c23.50 | ..... | d27.45 | ..... | ..... | ..... | c36.65 | d37.40 | d39.25 | d40.10 | ..... | ..... | ..... | ..... | d53.25 | d55.65 | d56.50 | ..... | ..... | ..... | d69.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Green Bay, Wisc.** | G.T. | ..... | 3.35 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.30 | 7.40 | 7.60 | ..... | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 1 "Green Bay Peerless"** | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.25 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Pennsylvania** | Vacuum Cup | ..... | c18.45 | ..... | c23.70 | ..... | d27.90 | ..... | ..... | ..... | c37.30 | d37.95 | d40.05 | d40.85 | ..... | ..... | d52.75 | d54.90 | d55.35 | d57.60 | *58.20 | ..... | *70.95 | ..... | *74.60 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Rubber Co.,** | Bar Circle | ..... | c14.85 | ..... | c19.35 | ..... | d22.70 | ..... | ..... | ..... | c29.70 | d30.20 | d31.60 | d32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Jeanette, Pa.** | Vacuum Cup Cd. | ..... | ..... | ..... | c38.55 | ..... | d42.95 | ..... | ..... | ..... | ..... | d54.45 | d56.00 | d57.49 | ..... | ..... | d61.35 | d63.00 | d64.65 | d76.15 | *67.80 | ..... | *80.35 | ..... | *84.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oct. 1, 1919** | Channel Td. Cd. | ..... | ..... | ..... | c35.85 | ..... | d39.95 | ..... | ..... | ..... | ..... | d49.05 | d50.45 | d51.65 | ..... | ..... | d53.75 | d55.20 | d58.20 | d59.60 | *61.00 | ..... | *72.35 | ..... | *75.90 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Ton Tested G.T. | ..... | 3.00 | ..... | 3.50 | ..... | 3.80 | ..... | ..... | ..... | 5.20 | 5.25 | 5.50 | 5.65 | ..... | ..... | 6.80 | 6.95 | 7.00 | 7.10 | 7.30 | ..... | 8.50 | ..... | 8.85 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Ex. Heavy G.T. | ..... | 3.75 | ..... | 4.40 | ..... | 4.75 | ..... | ..... | ..... | 6.50 | 6.55 | 6.90 | 7.05 | ..... | ..... | 8.50 | 8.70 | 8.75 | 8.90 | 9.15 | ..... | 10.65 | ..... | 11.05 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Perfection Tire &** | (6000 miles) P. | ..... | 19.95 | ..... | 24.05 | ..... | 27.35 | ..... | ..... | ..... | 34.15 | 35.35 | 36.50 | 37.80 | ..... | ..... | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | ..... | 58.55 | ..... | 62.95 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Rubber Co.,** | (6000 miles) N.S. | ..... | 22.00 | ..... | 25.75 | ..... | 31.35 | ..... | ..... | ..... | 37.15 | 38.95 | 40.80 | 42.60 | ..... | ..... | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | ..... | 64.85 | ..... | 69.50 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Fort Madison, Ia.** | (3500 miles) N.S. | ..... | 15.65 | ..... | 19.90 | ..... | 23.25 | ..... | ..... | ..... | 31.15 | 31.75 | 33.25 | 34.00 | ..... | ..... | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | ..... | 55.45 | ..... | 58.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| **July 1st, 1919** | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.85 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Perfection Tube Co.,** | April 1 G.T. | 3.15 | 3.35 | ..... | 4.15 | 4.20 | 4.25 | 4.50 | ..... | ..... | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | ..... | 6.80 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | ..... | 9 50 | ..... | ..... | ..... | ..... |
| **Painesville, O.** | "Monarch" R.T. | 3.45 | 3.70 | ..... | 4.65 | 4.70 | 4.75 | 5.00 | ..... | ..... | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | ..... | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | ..... | 10 50 | ..... | ..... | ..... | ..... |
| **Pharis Tire & Rubber Co.,** | P. | 13.7 | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | 36.60 | 37.80 | 39.55 | ..... | ..... | 45.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Newark, O.** | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | 43.85 | 45.25 | 47.30 | 48.00 | ..... | 55.55 | ..... | 58.85 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 12 1919** | R.T. | 3 3 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Portage Rubber Co.,** | P. | ..... | c16.50 | ..... | c19.40 | c21.60 | d25.75 | ..... | ..... | ..... | c29.75 | d31.95 | d33.55 | d34.35 | ..... | ..... | d42.65 | d44.10 | d43.20 | d45.30 | d45.95 | ..... | *51.70 | ..... | *54.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Barberton, O.** | Daisy N.S. | c16.05 | c17.30 | ..... | c22.25 | c23.45 | d28.20 | ..... | ..... | ..... | c34.10 | d34.80 | d36.60 | d37.40 | ..... | ..... | 47.80 | d49.10 | d49.50 | d51.50 | d52.05 | ..... | *62.30 | ..... | *65.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **July 1, 1919** | Tubes | 2.85 | 3.10 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 5.00 | 5.25 | 5.45 | 5.60 | ..... | ..... | 6.55 | 6.70 | 6.80 | 6.95 | 7.20 | ..... | 8.00 | ..... | 8.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord Daisy Tread | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Porter Rubber Co.,** | Giant | ..... | c15.75 | ..... | c22.25 | ..... | d26.50 | ..... | ..... | ..... | c33.50 | d34.25 | *35.00 | d36.00 | ..... | ..... | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | ..... | *61.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Salem, O.** | N.S. | ..... | c18.80 | ..... | c23.50 | ..... | d27.75 | ..... | ..... | ..... | c35.00 | d35.75 | d36.60 | d37.40 | ..... | ..... | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | ..... | *62.95 | ..... | ..... | ..... | ..... | ..... | ..... |
| **May 15, 1919 (5000 miles)** | G.T. | ..... | 3.10 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.90 | 5.15 | 5.20 | 5.45 | ..... | ..... | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | ..... | 8.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.05 | ..... | ..... | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | ..... | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Pyramid—see Pharis** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Powertown—see RochesterTire & R.Co.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Quaker City Rubber Co.,** | P. | †15.65 | †16.50 | †17.80 | 20.60 | †21.60 | 24.60 | 26.45 | ..... | ..... | †30.85 | 31.25 | 32.60 | 33.10 | *34.60 | 35.10 | e42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 | ..... | ..... | ..... | ..... |
| **Philadelphia, Pa.** | "T.T.T" N.S. | †17.60 | †19.10 | †20.70 | 23.95 | †24.90 | 28.90 | 30.90 | ..... | ..... | †35.80 | 36.40 | 37.85 | 38.60 | *40.25 | 40.85 | e46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.90 | *58.55 | 59.30 | *61.60 | q80.10 | q83.35 | ..... | ..... | ..... | ..... |
| **May 14, 1919 (5000 miles)** | G.T. | 3.20 | 3.35 | 3.50 | 3.75 | 3.95 | 4.00 | 4.20 | 4.35 | 5.00 | 5.10 | 5.40 | 5.50 | 5.60 | 5.80 | 5.90 | 6.80 | 7.00 | 7.05 | 7.15 | 7.25 | 7.45 | 8.55 | 8.65 | 8.90 | 9 45 | 9.85 | ..... | ..... | ..... | ..... |
| | R.T. | 3.50 | 3.70 | 3.90 | 4.15 | 4.35 | 4.40 | 4.60 | 4.85 | 5.50 | 5.55 | 5.95 | 6.05 | 6.15 | 6.40 | 6.50 | 7.55 | 7.70 | 7.75 | 7.85 | 8.00 | 8.20 | 9.40 | 9.50 | 9.80 | 10 40 | 10.90 | ..... | ..... | ..... | ..... |

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Racine Auto Tire Co., Racine, Wis. May 12, 1919 | P. | $15.05 | $15.25 | ..... | $19.35 | ..... | $23.40 | ..... | ..... | ..... | $28.80 | $29.70 | $30.15 | $30.60 | ..... | ..... | d38.25 | d39.60 | $40.95 | $42.75 | $43.65 | ..... | $49.95 | $50.00 | $50.40 | ..... | ..... |
| | N.B. | $16.65 | c16.85 | ..... | c21.15 | ..... | $26.10 | ..... | ..... | ..... | $32.85 | $33.75 | $35.10 | $36.00 | ..... | ..... | d44.55 | d46.35 | $47.70 | $49.95 | $50.85 | ..... | $58.50 | $59.50 | $62.10 | ..... | ..... |
| | G.T. | 2.80 | 2.85 | ..... | 3.40 | ..... | 3.85 | ..... | ..... | ..... | 4.55 | 4.75 | 4.95 | 5.15 | ..... | ..... | 6.05 | 6.20 | 6.35 | 6.40 | 6.70 | ..... | 7.75 | 7.90 | 8.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *56.70 | *58.05 | *58.95 | ..... | *69.30 | ..... | *72.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d50.85 | d52.20 | d53.55 | ..... | ..... | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | ..... | d75.15 | ..... | d78.75 | ..... | ..... |
| | Brown Re-Cord Tubes | ..... | 3.90 | ..... | 4.45 | ..... | 4.90 | ..... | ..... | ..... | 5.50 | 5.85 | 6.00 | 6.30 | ..... | ..... | 7.30 | 7.55 | 7.75 | 8.03 | 8.40 | ..... | 9.55 | 9.80 | 10.00 | ..... | ..... |
| Racine Rubber Co., Racine, Wis. May 12, 1919 | P. | 13.70 | 14.00 | ..... | 17.30 | 18.15 | 20.10 | 24.55 | ..... | ..... | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.30 | 36.55 | 37.60 | 38.90 | 40.60 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 64.50 | 66.65 |
| | Country Road N.S. | 16.85 | 17.05 | ..... | 20.55 | 22.05 | 23.95 | 27.15 | ..... | ..... | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 |
| | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | 36.20 | ..... | ..... | ..... | 44.50 | 45.95 | 47.15 | 48.25 | ..... | ..... | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | ..... | 67.90 | 69.70 | 70.95 | ..... | ..... |
| | N.S. Cord | ..... | ..... | ..... | ..... | ..... | 38.00 | ..... | ..... | ..... | 46.50 | 48.25 | 49.50 | 50.85 | ..... | ..... | 54.20 | 55.80 | 57.35 | 58.85 | 60.05 | ..... | 71.15 | 73.00 | 74.00 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | ..... | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 |
| | R.T. | 3.40 | 3.55 | 3.75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | ..... | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 |
| Record—See National Tire & Rub. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Redskin Tube—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Red Top—see Supertread | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reliance Tire & Rubber Corp., Keyport, N. J. May 12, 1919, | G.T. | 3.05 | 3.15 | ..... | 3.75 | 4.00 | 3.85 | 4.25 | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.80 | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.60 | 6.90 | 7.85 | 7.95 | 8.05 | ..... | ..... |
| | R.T | 3.30 | 3.35 | ..... | 3.95 | 4.35 | 4.20 | 4.6 | ..... | ..... | 5.00 | 5.25 | 5.50 | 5.70 | 5.90 | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | 7.80 | 8.30 | 8.55 | 8.80 | ..... | ..... |
| Republic Rubber Co., Youngstown, O. May 12, 1919 | Ribbed Tread | ..... | c16.20 | ..... | c20.60 | ..... | d24.05 | ..... | ..... | ..... | c32.05 | d32.75 | d34.40 | d35.15 | ..... | ..... | d43.80 | d45.15 | d46.75 | d48.90 | d49.55 | ..... | d57.25 | ..... | ..... | ..... | ..... |
| | Staggard Tread | c16.85 | c17.95 | ..... | c22.90 | c24.80 | d26.80 | d30.45 | ..... | ..... | c35.75 | d36.50 | d38.35 | d39.15 | d41.00 | d41.60 | d48.90 | d50.35 | d52.00 | d54.50 | d55.25 | d57.55 | *63.80 | d64.75 | *67.70 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | ..... | 3.50 | 3.65 | 3.75 | 4.20 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.60 | 5.75 | 5.95 | 6.65 | 6.80 | 6.90 | 7.05 | 7.15 | 7.45 | 8.35 | 8.55 | 8.60 | ..... | ..... |
| | R.T. | 3.40 | 3.60 | ..... | 4.20 | 4.40 | 4.45 | 4.70 | ..... | ..... | 5.65 | 5.75 | 6.05 | 6.25 | 6.50 | 6.60 | 7.30 | 7.45 | 7.70 | 7.80 | 8.00 | 8.25 | 9.25 | 9.45 | 9.65 | ..... | ..... |
| | Grande Cord { Ribbed | ..... | ..... | ..... | ..... | ..... | d40.55 | ..... | ..... | ..... | ..... | d51.40 | d52.80 | d54.20 | ..... | ..... | d57.95 | d59.35 | d61.05 | d62.45 | d63.95 | ..... | *75.85 | ..... | ..... | ..... | ..... |
| | { Staggard | ..... | ..... | ..... | ..... | ..... | d43.45 | ..... | ..... | ..... | ..... | d55.20 | d56.70 | d58.15 | ..... | ..... | d62.20 | d63.80 | d65.50 | d67.05 | d68.70 | ..... | *81.40 | *85.20 | ..... | ..... | ..... |
| | Grand Tube | ..... | ..... | ..... | ..... | ..... | 6.00 | ..... | ..... | ..... | ..... | 7.75 | 7.85 | 8.00 | ..... | ..... | 9.20 | 9.35 | 9.45 | 9.65 | 9.85 | ..... | 10.35 | 10.75 | ..... | ..... | ..... |
| Revere—see U.S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reynolds, W. C., 129 W. 37th St., N. Y. City (5000 m.) "Para" tubes May, 1919 | N.S. | ..... | c25.95 | ..... | c31.90 | ..... | d33.75 | ..... | ..... | ..... | c43.85 | $45.90 | d46.90 | $48.60 | ..... | ..... | $62.75 | d63.75 | 64.95 | *65.80 | 67.90 | ..... | 76.75 | c77.55 | 78.85 | c99.85 | q10670 |
| | | ..... | 4.80 | ..... | 6.00 | ..... | 6.35 | ..... | ..... | ..... | 7.65 | 8.20 | 8.65 | 9.20 | ..... | ..... | 11.50 | 11.70 | 11.90 | 12.10 | 12.70 | ..... | 12.10 | 12.90 | 13.75 | 16.60 | 17.80 |
| | Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d63.40 | $64.70 | ..... | ..... | $73.10 | d74.15 | 75.65 | *76.80 | 78.50 | ..... | 85.75 | ..... | 87.90 | ..... | ..... |
| Roamer—See National Tire Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rochester Tire & Rubber Co., Buffalo, N. Y. "Powertown" | Cord Ribbed | ..... | ..... | ..... | c34.40 | ..... | d42.85 | ..... | ..... | ..... | ..... | 52.65 | d54.00 | d55.50 | ..... | ..... | ..... | d60.85 | d62.40 | d63.95 | d65.45 | ..... | d77.65 | ..... | d81.30 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | c36.80 | ..... | d45.70 | ..... | ..... | ..... | ..... | 56.55 | d58.00 | d59.60 | ..... | ..... | ..... | d65.35 | d67.05 | d68.75 | d70.35 | ..... | d82.00 | ..... | d87.40 | ..... | ..... |
| | R.T. | ..... | ..... | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | ..... | 6.15 | 6.40 | 6.65 | ..... | ..... | ..... | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |
| Royal Cord—see U. S. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rubber City Clearing House Co., Akron, O. May 12, 1919 "Blackford" | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | ..... | ..... | 47.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | ..... | 6.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rubber Products Co., Barberton, O. May 12, 1919 (6000 miles) | P. | ..... | 17.30 | ..... | 22.45 | 25.90 | 26.80 | ..... | ..... | ..... | 31.80 | 34.20 | 35.55 | 37.50 | ..... | 38.75 | ..... | ..... | 45.50 | 46.35 | 48.60 | 49.40 | ..... | ..... | 63.50 | ..... | ..... |
| | Stronghold N.S. | ..... | 19.00 | ..... | 24.30 | 28.90 | 28.50 | q32.05 | ..... | ..... | 34.85 | 37.20 | 39.00 | 39.70 | q41.70 | 42.30 | d46.55 | 48.40 | 49.95 | 51.75 | 55.65 | 58.05 | 62.30 | q63.10 | 68.95 | ..... | ..... |
| | G.T. | ..... | 3.00 | ..... | 3.40 | 3.55 | 3.75 | 3.90 | ..... | ..... | 4.70 | 4.95 | 5.15 | 5.25 | 5.45 | 5.55 | 6.45 | 6.50 | 6.60 | 6.75 | 7.05 | 7.20 | 7.90 | 8.05 | 8.30 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d51.35 | d52.65 | ..... | ..... | ..... | d57.80 | ..... | d60.80 | ..... | ..... | ..... | 75.50 | ..... | 79.10 | ..... | ..... |
| Runner—see Marathon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Santa Fe—see Hawkeye | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Tubes—see U. & G. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Samson—see Zee-Zee | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Savage Tire Co., San Diego, Ca. May 15, 1919 | P. | ..... | 13.90 | ..... | 17.70 | ..... | 20.70 | ..... | ..... | ..... | 27.60 | 28.20 | 29.55 | 30.30 | ..... | ..... | ..... | 38.90 | 40.15 | 42.05 | 42.70 | ..... | 49.30 | ..... | 52.25 | ..... | ..... |
| | N.S. | ..... | 15.90 | ..... | 20.15 | ..... | 23.60 | ..... | ..... | ..... | 31.45 | 32.15 | 33.75 | 34.45 | ..... | ..... | 42.95 | 44.35 | 45.70 | 47.85 | 48.50 | ..... | 56.10 | ..... | 59.50 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.90 | 6.00 | 6.10 | 6.25 | 6.50 | ..... | 7.50 | ..... | 7.80 | ..... | ..... |
| | Grafinite T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 5.00 | 5.35 | 5.50 | 5.75 | ..... | ..... | 6.65 | 6.75 | 6.90 | 7.10 | 7.50 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Schavoir Rubber Co., Stamford, Conn. April 22 | G.T. | 3.35 | 3.40 | 3.65 | 4.10 | 4.15 | 4.20 | 4.40 | 4.60 | 5.10 | 5.20 | 5.30 | 5.50 | 5.65 | 5.85 | 6.05 | 6.65 | 6.75 | 6.85 | 7.05 | 7.30 | 7.55 | 8.55 | 8.80 | 8.90 | 10.30 | 10.35 |
| | R.T. | 3.40 | 3.55 | 3.95 | 4.60 | 4.65 | 4.70 | 5.00 | 5.15 | 5.65 | 5.80 | 5.90 | 6.05 | 6.25 | 6.50 | 6.70 | 7.25 | 7.45 | 7.65 | 7.85 | 8.05 | 8.40 | 9.30 | 9.55 | 9.80 | 11.25 | 11.50 |
| Sebring Tire & Rubber Co., Sebring, O. June 15 (5000 miles) | N.S. | ..... | c15.10 | ..... | c19.30 | ..... | 21.90 | 23.25 | ..... | ..... | c31.65 | 32.10 | 32.80 | 33.65 | 34.65 | 35.95 | ..... | 40.15 | 41.05 | 42.10 | 43.80 | 44.95 | 49.80 | 51.70 | 53.05 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.20 | ..... | 3.35 | 3.55 | ..... | ..... | 4.40 | 4.55 | 4.70 | 4.80 | 4.90 | 5.00 | ..... | ..... | 6.00 | 6.10 | 6.20 | 6.40 | 7.30 | 7.45 | 7.60 | ..... | ..... |
| Semple Rubber Co., Trenton, N.J. Jan. 15 | Semco R.T. | 3.60 | 3.75 | ..... | 4.50 | 4.60 | 4.75 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.40 | 6.60 | 6.75 | 6.95 | 7.95 | 8.20 | 8.35 | 8.50 | 8.70 | 8.90 | 9.85 | 10.05 | 10.35 | 11.00 | 11.30 |
| Sheridon—see Butler | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Silvertown—see Goodrich | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sioux City Tire & Mfg. Co., Sioux City, Iowa May 15, 1919 | P. | 14.90 | 15.45 | ..... | 19.60 | ..... | 23.20 | ..... | ..... | ..... | 31.00 | 31.50 | 33.35 | 33.90 | ..... | 42.65 | ..... | 43.30 | 43.65 | 45.40 | 45.90 | ..... | 53.10 | ..... | 56.25 | ..... | ..... |
| | N.S. | 15.70 | 16.25 | ..... | 20.65 | ..... | 24.45 | ..... | ..... | ..... | 32.60 | 33.15 | 35.10 | 35.70 | ..... | 44.90 | ..... | 45.55 | 45.95 | 47.80 | 48.35 | ..... | 55.85 | ..... | 59.20 | ..... | ..... |
| | G.T. | 3.15 | 3.20 | ..... | 3.80 | ..... | 4.15 | ..... | ..... | ..... | 5.15 | 5.35 | 5.55 | 5.65 | ..... | 6.20 | ..... | 7.05 | 7.15 | 7.35 | 7.65 | 8.05 | 8.75 | ..... | 9.10 | ..... | ..... |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Smith Canvas Trea dTire Co., Utica, N. Y. May17 (5000 m.) | Tires | 20.99 | 21.79 | ..... | 28.22 | ..... | 31.30 | 38.40 | ..... | ..... | 36.95 | 37.90 | 39.30 | 40.40 | ..... | 43.15 | 49.80 | 50.10 | 51.00 | 54.00 | 55.25 | 57.00 | 63.00 | ..... | 68.00 | ..... | ..... |
| | Tubes | 3.75 | 3.90 | ..... | 4.50 | ..... | 5.35 | 5.70 | ..... | ..... | 6.65 | 6.80 | 7.00 | 7.20 | ..... | 7.60 | 7.75 | 8.15 | 8.70 | 8.95 | 9.35 | 9.60 | 10.50 | ..... | 10.95 | ..... | ..... |
| Southern Tire & Rubber Co., | P. | c14.75 | c15.70 | ..... | §19.95 | c21.30 | 23.25 | *27.05 | ..... | ..... | c31.00 | d31.70 | *33.25 | *34.00 | *36.00 | *36.55 | ..... | ..... | ..... | *47.40 | *48.10 | *51.70 | ..... | d60.00 | *62.05 | ..... | ..... |
| Augusta, Ga. "S-Tread" | N.S. | ..... | c17.50 | ..... | §23.00 | ..... | 26.25 | ..... | ..... | ..... | c34.45 | d35.10 | *36.80 | *37.85 | ..... | *40.40 | q47.50 | ..... | d50.00 | *53.40 | *53.95 | *56.00 | d62.80 | ..... | *66.15 | ..... | ..... |
| June 1 (4000 miles) | R.T. | 3.80 | 4.05 | ..... | 4.66 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.40 | 6.60 | 6.80 | 6.90 | 7.10 | 7.30 | 8.30 | ..... | 8.50 | 8.70 | 8.80 | 9.00 | 10.95 | 10.20 | 10.40 | ..... | ..... |
| South Bend—see International | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speedway—see National | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprague Tire & Rubber Co., | P. | ..... | 16.00 | ..... | 20.75 | ..... | 24.40 | ..... | ..... | ..... | 32.10 | 32.50 | 34.15 | 34.65 | ..... | ..... | ..... | 45.20 | 47.20 | 48.65 | 52.00 | ..... | 56.10 | ..... | 59.15 | ..... | ..... |
| Omaha, Nebr. | N.S. | 17.60 | 19.15 | ..... | 24.85 | ..... | 29.10 | ..... | ..... | ..... | 38.05 | 38.65 | 40.40 | 41.40 | ..... | ..... | ..... | 51.65 | 53.45 | 55.20 | 56.50 | ..... | 64.85 | ..... | 70.20 | ..... | ..... |
| May 12, 1919 | Cord N.S. | ..... | 25.18 | ..... | 30.50 | ..... | 36.15 | ..... | ..... | ..... | 47.12 | 47.85 | 49.30 | 50.50 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | Tubes | 3.10 | 3.65 | ..... | 4.20 | ..... | 4.65 | ..... | ..... | ..... | 5.10 | 5.60 | 5.80 | 6.10 | ..... | ..... | ..... | 7.20 | 7.50 | 7.75 | 8.00 | ..... | 9.00 | ..... | 10.00 | ..... | ..... |
| Squeegee—see Diamond | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stalwart—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Four Tire Co., | Super Tread | c15.50 | c16.15 | ..... | c20.55 | c22.50 | *24.30 | ..... | ..... | ..... | c32.00 | *32.60 | *34.50 | *35.05 | ..... | ..... | ..... | d47.20 | *48.00 | *49.70 | *50.55 | *52.60 | *58.50 | ..... | *61.65 | ..... | ..... |
| Keokuk, Iowa | N.S. | c16.60 | c17.25 | ..... | c22.00 | ..... | *25.95 | ..... | ..... | ..... | c34.70 | *35.30 | *37.30 | *37.95 | ..... | *40.60 | ..... | d51.00 | *51.45 | *53.45 | *54.10 | *56.15 | *65.95 | ..... | *69.40 | ..... | ..... |
| July 1st, 1919 | G.T. | 2.70 | 2.75 | ..... | 3.25 | 3.35 | 3.75 | 3.85 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | ..... | 6.00 | 6.10 | 6.25 | 6.50 | 6.70 | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.35 | ..... | 3.90 | 4.05 | 4.25 | 4.50 | ..... | ..... | 5.30 | 5.45 | 5.65 | 5.80 | 5.90 | 6.15 | ..... | 7.25 | 7.45 | 7.65 | 7.85 | 8.10 | 8.40 | ..... | 8.80 | ..... | ..... |
| Standard Tire Co., Cleveland | Ribbed | 16.50 | 19.50 | ..... | 23.00 | 25.00 | 26.50 | 29.50 | ..... | ..... | 33.50 | 39.00 | 37.00 | 38.00 | 40.00 | 42.00 | 47.00 | 48.20 | 49.30 | 51.00 | 53.00 | 55.55 | 60.00 | 63.75 | 64.50 | ..... | ..... |
| Willoughby, O. | Standard N.S. | 19.50 | 20.80 | ..... | 26.00 | 27.75 | 30.00 | 33.25 | ..... | ..... | 38.00 | 35.00 | 41.00 | 42.50 | 44.25 | 46.00 | 49.60 | 51.50 | 53.75 | 55.00 | 57.00 | 60.00 | 64.00 | 69.00 | 72.50 | 80.75 | 83.30 |
| May 12, 1919 (6000 miles) | Tubes | 3.20 | 3.25 | ..... | 4.00 | 4.25 | 4.45 | 4.70 | ..... | ..... | 5.30 | 5.45 | 5.70 | 5.95 | 6.15 | 6.40 | 6.95 | 7.10 | 7.25 | 7.40 | 7.75 | 8.00 | 8.75 | 9.00 | 9.30 | 10.50 | 11.00 |
| | "Tiger-Foot" Cord N.S. | ..... | ..... | ..... | ..... | ..... | d46.50 | ..... | ..... | ..... | ..... | d58.00 | d59.75 | d60.80 | ..... | ..... | d65.50 | d67.00 | *58.80 | d70.75 | *71.50 | ..... | *83.40 | ..... | d89.00 | ..... | ..... |
| Staggard—see Republic | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Star Rubber Co., | Ribbed | ..... | c21.05 | ..... | c24.90 | c27.05 | *30.20 | ..... | ..... | ..... | §37.35 | d38.45 | d39.60 | *40.70 | ..... | ..... | *49.85 | d51.35 | *52.95 | *54.50 | *56.05 | ..... | *65.25 | q67.95 | *69.50 | q85.95 | ..... |
| Akron, O. | All-Star Tread | ..... | c23.10 | ..... | c26.75 | ..... | *31.80 | ..... | ..... | ..... | §39.10 | d40.20 | d41.35 | *42.45 | ..... | *45.45 | *51.10 | d52.65 | *54.20 | *55.80 | *57.35 | q58.95 | *67.05 | q69.10 | *71.30 | q88.85 | q92.90 |
| May 15, 1919 | R.T. | ..... | 3.65 | ..... | 4.40 | 4.60 | 4.70 | ..... | ..... | ..... | 5.60 | 5.75 | 5.90 | 6.10 | ..... | 6.35 | 7.00 | 7.20 | 7.30 | 7.45 | 7.60 | 7.80 | 8.75 | 9.00 | 9.25 | 11.00 | 11.20 |
| | G.T. | ..... | 3.25 | ..... | 3.80 | ..... | 4.00 | ..... | ..... | ..... | 5.05 | 5.15 | 5.30 | 5.50 | ..... | ..... | 6.05 | 6.30 | 6.45 | 6.75 | 6.90 | ..... | 7.65 | ..... | 7.85 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.05 | d53.45 | *54.85 | ..... | ..... | *60.90 | d62.50 | *64.05 | *65.60 | *67.15 | ..... | *78.65 | ..... | *82.05 | ..... | ..... |
| | Cord All Star | ..... | ..... | ..... | ..... | ..... | *44.05 | ..... | ..... | ..... | ..... | d55.95 | d57.40 | *58.95 | ..... | ..... | *64.15 | d65.80 | *67.40 | *69.00 | *70.65 | ..... | *82.80 | ..... | *86.20 | ..... | ..... |
| Sterling Tire Corp., Vacuum Bar | N.S. | ..... | ..... | ..... | c27.90 | ..... | *31.05 | ..... | ..... | ..... | ..... | *41.25 | *42.60 | *44.00 | ..... | ..... | *55.00 | *56.40 | *57.75 | *59.15 | *60.50 | ..... | *68.75 | *70.15 | *72.85 | ..... | ..... |
| Rutherford, N.J. | Cord | ..... | ..... | ..... | ..... | ..... | *41.95 | ..... | ..... | ..... | ..... | *53.35 | *54.75 | *56.20 | ..... | ..... | *60.05 | *61.60 | *63.25 | *64.75 | *66.35 | ..... | *78.60 | *80.50 | *82.40 | ..... | ..... |
| May 12, 1919 (5000 miles) | R.T. | 3.30 | 3.55 | ..... | 4.80 | ..... | 5.05 | ..... | ..... | ..... | ..... | 5.90 | ..... | 6.25 | ..... | ..... | 7.25 | ..... | 7.70 | ..... | 8.15 | ..... | ..... | ..... | ..... | ..... | ..... |
| Stronghold—see Rubber Products | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Story Rubber Corp., "Bonner" Tubes | | 10.60 | 10.80 | ..... | 11.70 | 11.95 | 12.15 | ..... | ..... | ..... | 13.25 | 13.50 | 13.75 | 14.00 | 14.30 | 14.60 | 15.70 | 16.00 | 16.45 | 16.85 | 17.25 | 17.65 | 19.20 | 19.65 | 20.10 | ..... | 22.65 |
| June 15, 1919 1328 Broadway, N. Y. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Summit—see United Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Super Tread Tire Co., So. Bend, Ind. | P. | ..... | c19.65 | ..... | 20.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8000 miles | N.S. | ..... | c21.90 | ..... | 23.10 | ..... | 27.50 | ..... | ..... | ..... | 35.00 | 35.70 | 38.50 | 42.50 | ..... | ..... | ..... | ..... | 47.80 | 55.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Cord | ..... | 24.50 | ..... | 28.10 | ..... | 32.50 | ..... | ..... | ..... | 40.00 | 40.70 | 43.50 | 47.50 | ..... | ..... | ..... | ..... | 52.80 | 61.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | P. | ..... | c10.90 | ..... | c13.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c12.10 | ..... | c14.85 | ..... | d18.50 | ..... | ..... | ..... | c21.00 | d22.00 | d23.15 | d26.85 | ..... | ..... | ..... | ..... | d29.60 | d33.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| not guaranteed | Cord | ..... | c16.00 | ..... | c17.50 | ..... | d21.50 | ..... | ..... | ..... | c24.00 | d26.50 | d28.15 | d31.85 | ..... | ..... | ..... | ..... | d34.60 | d38.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Swinehart Tire & Rubber Co., | P. | c15.30 | c16.65 | ..... | †20.25 | c21.55 | *23.15 | ..... | ..... | ..... | c29.50 | d30.20 | *31.70 | *32.35 | ..... | ..... | q40.25 | *41.65 | *43.00 | *44.80 | *45.65 | ..... | *53.10 | q54.20 | *55.35 | ..... | ..... |
| Akron, O. | Ribbed | c17.30 | c18.45 | ..... | †22.30 | c24.05 | *25.85 | ..... | ..... | ..... | c33.00 | d33.65 | *35.35 | *36.10 | ..... | ..... | q45.20 | *46.70 | *48.10 | *50.25 | *51.20 | ..... | *59.20 | q60.15 | *62.20 | ..... | ..... |
| May 15, 1919 (5000 miles) | N.S. | ..... | ..... | ..... | †23.40 | c25.20 | *27.20 | ..... | ..... | ..... | c34.45 | d35.35 | *37.10 | *37.95 | ..... | ..... | q47.25 | *48.85 | *50.25 | *52.50 | *53.40 | ..... | *61.65 | q62.65 | *65.25 | ..... | ..... |
| | Tubes | 3.20 | 3.35 | ..... | 3.85 | 4.05 | 4.10 | ..... | ..... | ..... | 5.10 | 5.30 | 5.45 | 5.55 | ..... | ..... | 6.75 | 6.90 | 6.95 | 7.05 | 7.15 | ..... | 8.40 | 8.60 | 8.75 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d38.35 | ..... | ..... | ..... | ..... | d48.80 | d50.05 | d51.45 | ..... | ..... | d55.00 | ..... | d57.80 | d59.25 | *60.65 | ..... | *72.00 | ..... | *75.35 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.25 | ..... | ..... | ..... | ..... | d52.40 | d53.75 | d55.25 | ..... | ..... | d59.05 | d60.55 | d62.15 | d63.70 | ..... | ..... | *77.30 | ..... | *81.00 | ..... | ..... |
| T.T.T.—see Quaker City | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ten Broeck Tire Co., | P. | 14.40 | 15.25 | ..... | 19.50 | 20.85 | 22.70 | 25.05 | ..... | ..... | 28.75 | 29.25 | 31.55 | 32.55 | 34.20 | 35.65 | ..... | ..... | 43.50 | 45.05 | 46.50 | 48.05 | 53.55 | 54.55 | 55.80 | ..... | ..... |
| Louisville, Ky. | Ribbed | ..... | 16.05 | ..... | 20.40 | 21.35 | 23.30 | ..... | ..... | ..... | 31.50 | 32.45 | 34.10 | 34.90 | ..... | ..... | ..... | ..... | 45.10 | 47.25 | ..... | ..... | 53.50 | 54.35 | ..... | ..... | ..... |
| May 12, 1919 | N.S. | 16.05 | 16.50 | ..... | 20.85 | 21.90 | 24.25 | 28.40 | ..... | ..... | 32.10 | 33.95 | 34.95 | 35.90 | 36.95 | 38.10 | ..... | ..... | 47.10 | 49.30 | 50.15 | 51.10 | 56.30 | 57.25 | 58.15 | ..... | ..... |
| | R.T. | 3.75 | 3.80 | ..... | 4.70 | 4.80 | 4.85 | 5.00 | ..... | ..... | 6.00 | 6.20 | 6.45 | 6.65 | 6.80 | 7.00 | ..... | ..... | 8.10 | 8.25 | 8.35 | 8.60 | 9.80 | 10.10 | 10.30 | ..... | ..... |
| | G.T. | 3.35 | 3.40 | ..... | 4.15 | 4.35 | 4.45 | 4.65 | ..... | ..... | 5.15 | 5.40 | 5.55 | 5.70 | 5.90 | 6.15 | ..... | ..... | 7.20 | 7.30 | 7.45 | 7.70 | 8.85 | 9.10 | 9.30 | ..... | ..... |
| Thermoid Rubber Co., | Ribbed Tread | c23.25 | c19.45 | ..... | c24.40 | c31.10 | 28.05 | 36 25 | ..... | c44.65 | c34.30 | 38.85 | 40.00 | 41.45 | 46.90 | 50.15 | 45.30 | d47.40 | 48.45 | 50.95 | 53.60 | 64.30 | 60.45 | q64.35 | 64.65 | ..... | ..... |
| Trenton, N. J. | N.S. | c25.50 | c21.35 | ..... | c25.95 | c34.20 | 30.85 | 37.50 | ..... | c46.95 | c38.40 | 41.85 | 42.90 | 44.55 | 52.33 | 53.10 | 48.05 | d50.15 | 52.65 | 55.95 | 58.65 | 68.05 | 67.20 | q69.75 | 71.00 | ..... | ..... |
| May 12, 1919 | R.T. | 3.25 | 3.20 | ..... | 4.05 | 3.55 | 4.40 | 4.65 | ..... | 5.20 | 5.10 | 5.20 | 5.30 | 5.45 | 6.10 | 6.30 | 6.60 | 6.70 | 6.85 | 6.95 | 7.45 | 8.20 | 8.50 | 8.65 | 8.95 | ..... | ..... |
| | G.T. | 3.00 | 2.75 | ..... | 3.40 | 4.25 | 3.65 | 4.25 | ..... | 4.45 | 4.35 | 4.55 | 4.70 | 4.85 | 5.50 | 5.65 | 5.85 | 5.95 | 6.00 | 6.10 | 6.40 | 7.00 | 7.40 | 7.55 | 7.75 | ..... | ..... |
| Tiger-Foot Cords—see Standard Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Toliver Tube & Tire Co., | P. | ..... | 17.55 | ..... | 22.50 | ..... | 26.55 | ..... | ..... | ..... | 35.33 | 36.00 | 37.80 | 38.43 | ..... | ..... | ..... | ..... | 51.75 | 54.23 | 55.13 | ..... | ..... | ..... | 65.70 | ..... | ..... |
| Denver, Colo. | N.S. | ..... | ..... | ..... | 25.65 | ..... | 32.63 | ..... | ..... | ..... | 40.50 | 41.18 | 43.38 | 44.33 | ..... | ..... | ..... | ..... | 58.68 | 61.65 | 62.64 | ..... | ..... | ..... | 76.86 | ..... | ..... |
| June 23, 1919 (6000 miles) | T. | 5.35 | 5.30 | 5.50 | 6.50 | 6.60 | 6.65 | 7.85 | ..... | 8.60 | 8.25 | 8.40 | 8.65 | 8.90 | 10.05 | 10.40 | ..... | 10.70 | 10.85 | 11.10 | 11.50 | 13.20 | 13.45 | ..... | 14.00 | ..... | ..... |
| | G.T. | 3.20 | 3.15 | 3.50 | 3.85 | 3.90 | 3.95 | 4.70 | ..... | 5.10 | 4.90 | 5.00 | 5.15 | 5.30 | 5.95 | 6.15 | ..... | 6.30 | 6.40 | 6.65 | 6.85 | 7.80 | 8.00 | 8.85 | 8.30 | ..... | ..... |
| Ton-Tested—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffik—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transit—see Universal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Name | Trade Name and Tread | | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tropical Tire & Rubber Co., 1 Leonard St., N.Y. City May 10, 1919 (5000 miles) | | P. | 14.45 | 15.95 | ..... | 20.45 | 21.40 | 24.65 | 28.05 | ..... | ..... | 33.00 | 33.65 | 35.20 | 35.75 | 37.40 | 37.95 | ..... | 46.75 | 49.50 | 50.75 | 51.80 | 52.70 | 56.55 | 57.75 | 59.95 | 85.75 | 92.55 |
| | | N.S | 17.45 | 18.95 | ..... | 22.80 | 24.05 | 28.00 | 30.20 | ..... | ..... | 35.00 | 36.00 | 37.30 | 38.15 | 40.60 | 41.25 | ..... | 50.25 | 53.35 | 54.45 | 55.25 | 57.20 | 62.15 | 63.25 | 64.85 | 90.90 | 100.80 |
| | | R.T. | 3.55 | 3.70 | ..... | 4.15 | 4.40 | 4.65 | 5.00 | ..... | ..... | 5.50 | 5.75 | 6.10 | 6.35 | 6.60 | 6.85 | ..... | 8.15 | 8.40 | 8.70 | 8.95 | 9.30 | 9.80 | 10.15 | 10.40 | 11.00 | 11.60 |
| Traveler Tire & Rubber Co., Philadelphia, Pa. (6000 miles) May 20, 1919 | | P. | 20.00 | 21.00 | ..... | 25.00 | ..... | 28.50 | ..... | ..... | ..... | 33.80 | 35.15 | 35.90 | 37.50 | ..... | ..... | 44.40 | 46.55 | 48.15 | 49.55 | 52.70 | 53.00 | 61.60 | ..... | 62.70 | ..... | ..... |
| | | N.S. | 22.55 | 23.50 | ..... | 28.50 | ..... | 32.10 | ..... | ..... | ..... | 39.10 | 41.50 | 42.90 | 44.20 | ..... | ..... | 49.00 | 52.00 | 53.59 | 55.70 | 59.75 | 61.20 | 68.45 | ..... | 72.79 | ..... | ..... |
| | | R.T. | 3.63 | 3.81 | ..... | 4.33 | ..... | 4.77 | ..... | ..... | ..... | 6.04 | 6.17 | 6.30 | 6.52 | ..... | ..... | 7.61 | 7.70 | 8.05 | 8.18 | 8.36 | 8.62 | 9.63 | ..... | 10.11 | ..... | ..... |
| | | G.T. | 3.19 | 3.37 | ..... | 3.81 | ..... | 3.94 | ..... | ..... | ..... | 5.08 | 5.25 | 5.34 | 5.56 | ..... | ..... | 6.61 | 6.74 | 7.09 | 7.22 | 7.48 | 7.53 | 8.66 | ..... | 8.93 | ..... | ..... |
| Twin Tube & Rubber Co., Chicago Hghts., Ill. May 15, 1919 | "Tredwel" | Ribbed | ..... | c13.85 | ..... | c17.85 | ..... | d20.80 | ..... | ..... | ..... | c27.85 | d28.15 | d29.50 | d30.30 | ..... | ..... | ..... | d39.25 | d40.50 | d42.40 | ..... | ..... | d49.10 | ..... | d51.70 | ..... | ..... |
| | | N.S. | ..... | c15.45 | ..... | c19.80 | c21.25 | d23.15 | ..... | ..... | ..... | c30.70 | d31.10 | d32.75 | d33.50 | ..... | ..... | ..... | d43.40 | d44.75 | d46.80 | ..... | ..... | d54.65 | ..... | d57.45 | ..... | ..... |
| | | C.T. | 2.85 | 2.85 | ..... | 3.40 | 3.55 | 3.60 | 4.00 | ..... | ..... | 4.45 | 4.60 | 4.80 | 4.95 | 5.15 | 5.30 | ..... | 6.00 | 6.15 | 6.25 | 6.45 | 6.80 | 7.55 | 7.85 | 7.85 | ..... | ..... |
| | | R.T. | 3.30 | 3.30 | ..... | 3.90 | 4.05 | 4.20 | 4.65 | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.65 | 6.05 | 6.25 | ..... | 6.85 | 7.00 | 7.25 | 7.45 | 8.05 | 8.35 | 8.80 | 8.80 | ..... | ..... |
| Tyrian—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyer Rubber Co., Andover, "Tyrian" Extra Heavy Mass. May 12, 1919 (4000 miles) | | Tires | ..... | 16.60 | ..... | 21.20 | ..... | 24.00 | ..... | ..... | ..... | 31.90 | 32.55 | 34.10 | 34.70 | ..... | ..... | 42.15 | 44.15 | 46.05 | 47.95 | 48.55 | ..... | 53.10 | ..... | 56.10 | ..... | ..... |
| | | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| U. & G. Rubber Mfg. Co., Trenton, N.J. June 2, 1919 | | P. | c13.90 | 12.90 | c18.30 | 16.80 | 18.35 | 19.45 | 22.75 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 30.55 | 31.15 | ..... | 36.60 | 37.80 | 39.55 | 41.10 | 43.15 | 45.10 | 49.95 | 50.60 | ..... | ..... |
| | | N.S. | c16.20 | 15.75 | c21.30 | 20.00 | 21.50 | 23.35 | 26.55 | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | 35.65 | 36.20 | ..... | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| | | Cord | ..... | ..... | ..... | 26.45 | ..... | 34.40 | 36.60 | ..... | ..... | 42.20 | 48.95 | 49.30 | 50.65 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | | R.T. | 3.50 | 3.40 | ..... | 4.15 | 4.25 | 4.30 | ..... | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.75 | ..... | 6.70 | ..... | 6.85 | 7.00 | 7.20 | 7.45 | 8.45 | 8.75 | 9.60 | 9.00 | ..... | ..... |
| United Rubber Co., Akron, O. July 1, 1919 | "Summit" | P. | ..... | c13.20 | ..... | c17.20 | c18.60 | *19.95 | ..... | ..... | ..... | c26.30 | *26.85 | *28.10 | *28.80 | ..... | ..... | ..... | ..... | *38.75 | *40.55 | *41.10 | ..... | ..... | ..... | *48.95 | ..... | ..... |
| | | N.S. | ..... | c15.10 | ..... | c19.15 | c20.80 | *22.40 | ..... | ..... | ..... | c29.95 | *30.45 | *32.00 | *32.65 | ..... | ..... | ..... | ..... | *43.80 | *45.80 | *46.50 | ..... | d53.80 | ..... | *57.00 | ..... | ..... |
| | | G.T. | ..... | 2.80 | ..... | 3.35 | 3.60 | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.60 | ..... | 7.65 | ..... | 7.95 | ..... | ..... |
| United States Tire Co., 1790 Broadway, N. Y. City April 23 | "Stalwart" | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 40.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| | | N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| | | Tread | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| "Granite," "G. & J." "Revere," "Hartford" | | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| | | G.T. | 2.60 | 2.80 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | 5.10 | 5.25 | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | 6.65 | 7.50 | 7.60 | 7.70 | ..... | ..... |
| | | R.T. | 3.40 | 3.55 | ..... | 4.25 | 4.35 | 4.55 | 5.00 | ..... | ..... | 5.25 | 5.45 | 5.55 | 5.75 | 6.15 | 6.30 | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | 7.85 | 8.75 | 8.90 | 9.10 | ..... | ..... |
| Universal—see Michelin | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Universal Rubber Co., Broad and Wood Sts., Phila., Pa. Mar. 1 (4000 miles) | "Transit" | N.S. | 13.75 | 14.25 | ..... | 18.15 | ..... | 21.45 | 24.50 | ..... | ..... | ..... | 29.15 | 30.80 | 31.35 | 33.00 | 33.55 | ..... | ..... | 42.50 | 44.20 | 44.70 | 46.40 | 54.50 | ..... | 57.35 | ..... | ..... |
| | | G.T | 2.85 | 2.90 | ..... | 3.45 | ..... | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5 05 | 5.20 | 5.35 | 5.45 | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | ..... | 8.15 | ..... | ..... |
| | | R.T. | 3.30 | 3.40 | ..... | 4.15 | ..... | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | ..... | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | ..... | 9.00 | ..... | ..... |
| Vaulry Tire Co., 250 W. 54th St., N.Y. City. (5000 miles) Jan. 1 | | N.S. | ..... | 22.10 | ..... | 30.60 | ..... | 33.70 | ..... | ..... | ..... | ..... | 47.20 | 47.40 | 50.70 | ..... | 53.10 | 66.35 | 66.45 | 67.10 | 70.00 | 71.30 | 72.80 | 77.40 | 79.80 | 83.40 | 100.30 | 108.60 |
| | | R.T. | ..... | 5.10 | ..... | 6.15 | ..... | 6.25 | ..... | ..... | ..... | ..... | 8.30 | 8.55 | 9.05 | ..... | 9.35 | 10.70 | 10.75 | 11.20 | 11.30 | 11.95 | 12.40 | 13.35 | 13.55 | 13.95 | 14.30 | 14.70 |
| Vacuum—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Velvettread—see Standard Tire & Rubbe | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Victor Rubber Springfield, O. May 12, 1919 (5000 miles) | | P. | 13.00 | 14.00 | ..... | 17.75 | ..... | 20.30 | ..... | ..... | ..... | 27.70 | 28.00 | 29.75 | 30.15 | 31.30 | 34.40 | ..... | ..... | 41.00 | 42.00 | 43.20 | 46.50 | ..... | 50.75 | 54.25 | ..... | ..... |
| | | Ribbed | ..... | 14.85 | ..... | 18.90 | ..... | 22.00 | ..... | ..... | ..... | 29.65 | 30.15 | 31.90 | 32.60 | ..... | ..... | ..... | ..... | 43.70 | 45.05 | 46.35 | ..... | 52.65 | 54.45 | 57.70 | ..... | ..... |
| | | N.S. | 14.70 | 15.65 | ..... | 19.90 | 21.50 | 23.40 | ..... | ..... | ..... | 31.00 | 31.65 | 33.15 | 34.00 | 36.10 | 38.50 | 42.25 | 43.65 | 45.20 | 47.10 | 48.00 | 51.60 | 54.85 | 58.00 | 58.25 | 77.90 | 78.40 |
| | | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d42.00 | ..... | ..... | ..... | ..... | d49.60 | d50.95 | d52.45 | ..... | ..... | d56.00 | ..... | d59.00 | d60.35 | ..... | ..... | d73.35 | ..... | ..... | ..... | ..... |
| | | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d44.00 | ..... | ..... | ..... | ..... | d54.40 | d54.80 | d56.30 | ..... | ..... | d60.05 | d61.65 | d63.35 | d64.95 | d66.40 | ..... | d78.65 | ..... | d82.30 | ..... | ..... |
| | | G.T. | 3.05 | 3.30 | ..... | 3.80 | 4.10 | 4.25 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.55 | 5.80 | 5.95 | 6.75 | 6.90 | 7.00 | 7.20 | 7.40 | 7.50 | 8.40 | 8.55 | 8.75 | 9.25 | 9.55 |
| | | R.T. | 3.35 | 3.55 | ..... | 4.20 | 4.75 | 4.85 | ..... | ..... | ..... | 5.70 | 5.90 | 6.05 | 6.25 | 6.40 | 6.50 | 7.60 | 7.70 | 7.85 | 8.05 | 8.25 | 8.35 | 9.30 | 9.50 | 9.70 | 10.50 | 10.65 |
| Victory—see Dry Climate Tire M. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viking—see Combination also Voorhees | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viltalic—see Continental Rubber Wks. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Voorhees Rubber Mfg. Co., Viking Jersey City, N.J. June 10 Ideal | | G.T. | 3.00 | 3.10 | ..... | 3.60 | ..... | 3.85 | 4.15 | ..... | ..... | 4.95 | 5.05 | 5.20 | 5.35 | 5.50 | 5.65 | 6.40 | 6.55 | 6.70 | 6.85 | 7.00 | ..... | 8.10 | ..... | 8.55 | ..... | ..... |
| | | R.T. | 3.35 | 3.55 | ..... | 4.25 | ..... | 4.50 | 4.80 | ..... | ..... | 5.60 | 5.75 | 5.95 | 6.15 | 6.35 | 6.50 | 7.15 | 7.35 | 7.55 | 7.75 | 7.95 | ..... | 9.25 | ..... | 9.75 | ..... | ..... |
| Vulcan Rubber Co., Erie, Pa. May 13, 1919 | Loco-Tred | | ..... | †18.85 | ..... | †22.85 | ..... | d26.00 | ..... | ..... | ..... | †33.05 | d33.50 | d35.55 | d36.40 | ..... | ..... | d44.75 | ..... | d46.50 | d48.35 | d48.90 | ..... | *59.25 | ..... | *62.15 | ..... | ..... |
| | Vulco-Tred | | c19.15 | c20.25 | ..... | c24.55 | ..... | d27.95 | ..... | ..... | ..... | c36.30 | d36.80 | d39.05 | d40.00 | ..... | ..... | d49.15 | d50.25 | d51.15 | d53.20 | d53.80 | ..... | *64.05 | ..... | *66.25 | ..... | ..... |
| | | G.T. | 2.80 | 3.00 | ..... | 3.55 | 3.65 | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | 5.50 | 6.00 | 6.15 | 6.30 | 6.45 | 6.65 | 6.95 | 7.65 | 7.80 | 8.00 | 9.15 | 9.35 |
| | | R.T. | 3.45 | 3.70 | ..... | 4.35 | 4.40 | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | 6.20 | 6.60 | 6.80 | 7.00 | 7.20 | 7.55 | 7.80 | 8.60 | 8.90 | 9.00 | 10.20 | 10.45 |
| Wearwell—see Wilson | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wilson Tire & Rubber Co., Springfield, Ill. May 29 | Wearwell | P. | §15.60 | §15.20 | ..... | §19.60 | ..... | §23.05 | ..... | ..... | ..... | ..... | §30.80 | §32.15 | §32.95 | ..... | ..... | ..... | ..... | ..... | §48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | §16.40 | §15.85 | ..... | §20.65 | §21.80 | §24.25 | ..... | ..... | ..... | §31.75 | §32.30 | §33.70 | §34.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| | | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| Woodworth Mfg. Corp., Niagara Falls, N.Y. May 7, 1919 (5000 miles) | | P. | ..... | c21.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | N.S. | ..... | c24.90 | ..... | c31.00 | ..... | d35.90 | ..... | ..... | ..... | c44.80 | d46.50 | d48.00 | d49.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.35 | 5.55 | 5.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Zee-Zee Rubber Co., Vandville, N.J. July 18, 1919 | Z Z White Tread Brazilian R.T. "Hayward" | | ..... | 20.00 | ..... | 23.00 | ..... | 26.00 | ..... | ..... | ..... | 33.00 | 34.00 | 35.00 | 36.00 | ..... | ..... | ..... | ..... | 47.00 | 48.00 | 49.00 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| | | | ..... | 3.40 | ..... | 3.90 | ..... | 4.20 | ..... | ..... | ..... | 4.85 | 5.20 | 5.40 | 5.60 | ..... | ..... | ..... | ..... | 6.70 | 7.00 | 7.30 | ..... | 8.00 | ..... | 8.40 | ..... | ..... |
| | | | ..... | ..... | ..... | 15.00 | ..... | 21.50 | ..... | ..... | ..... | 28.75 | 29.25 | 30.50 | 31.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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### Special Motor-Driven Drag for Hauling Paper

One solution of the trucking problem has been made by the Drayage Corporation, 324 Pearl St., New York City. This corporation was organized in March, 1918, and shortly following, trucks were built after the plans formulated by E. O. Dorman, who is secretary-treasurer of this organization.

These trucks are constructed differently from the usual truck to meet the specific requirements of the paper merchants. According to Mr. Dorman, the advantages of these trucks are as follows:—

"Because of the fact that the trailers of the trucks are built near the ground, there is no danger of breakage when the paper is being unloaded. Moreover, because of this same fact, that the trailers are only three feet from the ground, it is possible to pull the truck up to a warehouse door and unload easily and quickly. The trucks are of 10-ton capacity, and we have found that our trucking costs are cheaper than that done by any trucking company in this city.

"Moreover," Mr. Dorman continued, "the traffic condition in New York City is such that there is no advantage of having a light truck, as far as speed in transportation is concerned, because the delays are due chiefly to congestion of traffic which hold up a small truck as long as a large one."

These trucks are thirty feet long, of the trailer type. There are two wheels in front which are driven by electricity by a controller like a trolley car. This electric control does not entail a change of gears as is needed in ordinary trucks, which prolongs the life of the tires. The trailer wheels are forty-two inches in diameter and ten inches wide. The body of the truck was built by the Shadbolt Manufacturing Company of Brooklyn.

According to Mr. H. J. Wareing of the Drayage Corporation, it is possible to clean up the average car of forty tons within two or three hours with these trucks. Three such trucks are owned by the corporation at present, and at the July meeting of the directors of the company it was decided to build three more, which is an excellent proof of the efficiency of these vehicles.—From *The Paper Mill.*

### Northern Wheel Factory

The Northern Wheel Co., Alma, Mich., has let the contract for the first unit of its $1,000,000 factory and work will start at once. The plant will be in operation December 1. It will be constructed of brick and concrete and will be 80 x 304 ft.

### McCord Issues New Catalog

The McCord Manufacturing Company of Detroit has published a catalog completely describing and giving the specifications for all the various copper-asbestos gaskets which it manufactures. Included are spark plug gaskets, exhaust and flange type gaskets, exhaust manifold gaskets, cylinder head gaskets for passenger cars, cylinder head gaskets for trucks, valve plate gaskets and Ford gaskets. An assortment of shim stock is also shown as well as miscellaneous gaskets of open and closed types.

### Will Test Storage Battery of Ex-German Submarine

Under advice from the Navy Department, Bureau of Steam Engineering, the Prest-O-Lite laboratories at Indianapolis are making a series of tests on German submarine batteries.

### Stutz Sales Pass $3,000,000

Net sales of the Stutz Motor Co. of Indianapolis for the first six months ending June 30, 1919, are reported to have been $3,674,848. On this basis it is estimated that the total for this year will exceed $7,000,000.

### Knox Motors Plant Sold

Announcement is made of the sale of the plant of the Knox Motors Co., Springfield, Mass., to Neil R. Sinclair of New York, president of the Militor Motors Corp.

In disposing of the plant, the Knox Motors Co. reserves the right to use a part of the buildings for its needs for a period of two years.

The Knox Motors Co. has been identified with the motor industry since its infancy, and will continue the manufacture of its present products, as well as parts for its former models at the Springfield plant. It is understood that the company has plans under consideration which will increase and round out its present lines.

### Puritan Machine Company Takes Over Weston-Mott Axle Service

The Puritan Machine Co., Lafayette Blvd. and Tenth Street, Detroit, has acquired from the General Motors Corp. the axle business of the Weston-Mott Co., Flint, Mich.,—one of the General Motors subsidiary plants.

The Puritan Co. is moving the stock to its main plant at Detroit, from which point they will distribute service repair parts for Weston-Mott axles.

The Victor Rubber Co., Springfield, Ohio, is erecting a plant which will permit double production. The first building of the new program was completed early in the year. The cord tire department is just being moved into the second building, and a vulcanizing addition is under construction. For the past several months the plant has been operating at capacity of 23 hours per day, with three shifts.

Edward V. Hartford, Inc., is moving to a new factory at Jersey City, N. J., with increased facilities which will permit the company to double production. The company will open offices at 35 Warren Street, New York City.

Work is being rushed on the new plant of the Kelly-Springfield Tire Co. at Cumberland, Md., and operation will get under way early in 1920. This plant will treble the present capacity.

The Kardell Tractor & Truck Co., St. Louis, a $1,000,000 Delaware corporation, has commenced the manufacture of farm tractors, occupying the plant formerly owned by the Whitman Agricultural Co. at 6900 South Broadway, which has 175,000 square feet of floor space.

The Transport Truck Co., Mt. Pleasant, Mich., has moved into its new plant, which covers a 21-acre tract. The company is planning an immediate production of ten trucks daily of its three models, a 1-ton, 1½-ton and a 2-ton job. The selling range is from $1650 to $2585. The company proposes to double its output within six months.

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# Dealers in Parts for Orphan Cars

## Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

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Aerocar .....8-9-118-158
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2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Atlanta, Ga.
9 Auto Parts Co. of Amer., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
21 Boulevard Motor Co., Cambridge,
22 Brown-Lipe Gear Co., Syracuse. Mass.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Columbus Buggy Parts Co., Columbus, O.
42 Corbin Motor Vehicle Co., New Britain, Conn.
43 Crow-Elkhart Motor Co., Elkhart, Ind.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Empire Automobile Co., Indianapolis, Ind.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorev & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Kalamazoo, Mich.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Parts Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pullman Motor Car Co., York, Pa.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha.
146 Wayne Wks., Richmond, Ind.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Tex.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y.
159 Commonwealth Motors Co., 326 W. Madison St., Chicago.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 423 Grand River Ave., Detroit.
170 Chadick, DeLamater Corp., 159 W. 24th St., N. Y. City.
171 Premier Motor Corp., Indianapolis, Ind.
172 Clyde Cars Co., Clyde, O.
173 Florence Motor Rep. Co., 250 W. 54th St., N. Y. City.
174 Campbell Motor Car Co., Kingston. N. Y.
175 Enger Motor Car Co., Indianapolis, Ind.
176 Zimmerman Mfg. Co., Auburn, Ind.
177 L. & D. Motors, Inc., 237 W. 58th St., N. Y. City.
178 Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
179 Wyckoff Auto Salvage Co., Sioux City, Iowa.
180 Knox Motors Associates, Springfield, Mass.
181 Hal Motor Car Co., Cleveland, O.
182 Newton Co., J. E., Fall River, Mass.
183 Rothschild, Maurice, Detroit.
184 Abbott Motor Car Co., Cleveland.
185 Wilco Co., Detroit.
186 Atlantic Refining Co., Phila., Pa.
187 Staver Co., Chicago.
188 Lozier Motor Car Co., Detroit.

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### Tax on Tractors in Illinois

According to the new automobile laws passed recently in Illinois, which becomes effective Jan. 1, 1920, a tax of $25 a year will be imposed on tractors, traction engines or similar devices.

### Waterloo Has New General Manager

Allen H. Head has been appointed general manager of the Waterloo Gasoline Engine Co., Waterloo, Iowa. He succeeds J. E. Johnson, who requested relief from his responsibilities some months ago in order that he might give his attention to private interests.

### Deere Factory Makes Changes

The John Deere Plow Works, Moline, Ill., has just announced four important changes in its personnel. H. B. Dinneen, former manager of the Moline plant, has been made assistant to R. W. Lea, vice-president of the Moline Plow Co. He has been succeeded by B. J. Kough, who was manager of the Marseilles plant. Mr. Kough entered the service of the company as a helper in the blacksmith shop in 1904. In 1917 he became manager of the Marseilles plant. C. H. Gamble, formerly superintendent of the plow works, has been made Mr. Kough's successor and is now manager of the Marseilles plant. He began work with the company in the experimental department in 1906 and became superintendent of the plow factory in 1918. L. A. Rowland has been promoted from assistant superintendent of the plow works to superintendent. F. M. Humanson has succeeded to the assistant superintendency of the plow works. He has had seventeen years of service at the factory.

### Enlarge Branch for Fordson Tractor

Plans for the enlargement of the Milwaukee plant of the Ford Motor Co., at an estimated cost of $1,000,000, largely for the purpose of handling the work of assembling and distributing the Fordson tractor in the Wisconsin and upper Michigan territory, have been made public. According to A. W. L. Gilpin, manager of the Milwaukee branch of the Ford, the Fordson organization will undergo a change on August 1, 1920, by which the established local branches will relieve the main works at Detroit of final assembling as well as marketing processes. The present Milwaukee plant will be duplicated in size by construction on adjoining acreage originally acquired.

### M. A. M. A. Sanctions Boston Show

The Motor and Accessories Manufacturers' Association, New York City, has issued a sanction for the Boston Show. This organization participates in the New York and Chicago shows, but does not have anything to do with any others, except the Boston exhibit. In past years Boston used to have a M. A. M. A. sanction, and then for a number of years operated without one, but later secured a sanction, which since then has been consecutively granted.

### Set Limit on Car Sales

Government owned cars which are being sold at public auction cannot be sold to persons who, as officers, or agents of the government, were in any way connected with the purchase of the automobiles, or are connected with their sale, according to a ruling by the secretary of war.

### Case and Wallis Tractors Combine

The J. I. Case Plow Works and the Wallis Tractor Co., both of Racine, Wis., have consolidated under the name of the J. I. Case Plow Works Co., with capitalization of $10,000,000. With the additional capital, factory space will be enlarged and production increased.

H. M. Wallis will head the concern, with H. M. Wallis, Jr., as his assistant. Other officers are: Vice-president, L. N. Burns; treasurer, W. M. LaVenture; secretary, M. E. Erskine; auditor, G. A. Filer; cashier, G. H. Bolton, and assistant secretary, Charles E. Pain, Jr. The officers and C. F. Glore, Henry R. Platt, William A. Tilden and W. C. Quarles complete the board of directors.

### Harris and Armstrong Join Cleveland Rubber

Archer H. Harris, formerly with several of the large rubber and tire factories of Akron and Youngstown, has joined the Cleveland Rubber Corporation Co. Mr. Harris has been connected with the Firestone Tire & Rubber Co., B. F. Goodrich Co., Goodyear Tire & Rubber Co. and Republic Rubber Co. With the Republic Rubber Co. he was director and general superintendent for a number of years. E. A. Armstrong has also joined the company.

### Vim Tractor Expanding

The Vim Tractor Co. at Schleisingerville, Wis., which was organized some time ago out of the former Standard Machinery Co., manufacturer of gas engines, will start work soon on a large machine shop and assembling floor costing about $75,000, to provide an increase of 50 to 75 per cent in the existing capacity.

The Dominion Tire Co., 149 Strange Street, Kitchener, Ont., will erect a $150,000 addition to its factory.

### Lines Manages Gordon Sales

Mr. M. S. Lines, who for the past two years has been special sales representative in the eastern states for the Gordon Tire & Rubber Company, Canton, Ohio, has been moved up to the management of sales for that company, succeeding A. W. Senz, who has resigned to become associated with The L. & M. Rubber Co.

Mr. Lines, previous to his association with the Gordon Tire & Rubber Co., was for seven years connected with the Michelin Tire Co. in the sales department.

### Haynes Company Promotes J. A. Benell

J. A. Benell, formerly special representative of the Haynes Automobile Co., Kokomo, Ind., is now assistant general manager. Soon after Mr. Benell was called from the road to assume duties at the Haynes factory he was made assistant to A. G. Seiberling, vice-president and general manager of the company. Because of his wide experience in the manufacturing business and thorough knowledge of efficient factory and office methods, he was quickly promoted to the office of assistant general manager.

### Issues Bulletin on Single-Phase Motors

A bulletin on single-phase motors has just been issued by the Wagner Electric Mfg. Co., St. Louis, Mo.

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# BEARING DATA SECTION

this section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where Bearings are used by the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

## EQUIVALENT TABLE OF ANNULAR BEARINGS

Annular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the column.

| y ing bers | Hess-Bright | | S. R. B. | Gurney | U. S. | Fafnir | R. I. V. | F. & S. | S. R. O. | Norma | Schafer | B. K. F. | S. K. F. | Rhine- | R. B. F. | New Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Regular | Monarch | Ball | | | | | | | Ball | | | | land | | Radax | S. L. |
| 00 | 200 | 6200 | 200 | 200 | 200 | 200a | 0000A | A 10 | | | 202 | 200 | 1200 | 200a | 200a | 0200 | 120 |
| 01 | 201 | 6201 | 201 | 201 | 201 | 201a | 000A | A 12 | | | 202B | 201 | 1201 | 201a | 201a | 0201 | 120 |
| 02 | 202 | 6202 | 202 | 202 | 202 | 202a | 00A | A 15 | | | 203 | 202 | 1202 | 202a | 202a | 0202 | 1202 |
| 03 | 203 | 6203 | 203 | 203 | 203 | 203a | 0A | A 17 | | | 203B | 203 | 1203 | 203a | 203a | 0203 | 1203 |
| 04 | 204 | 6204 | 204 | 204 | 204 | 204a | 1A | A 20 | 354b | L 20 | 204 | 204 | 1204 | 204a | 204a | 0204 | 1204 |
| 05 | 205 | 6205 | 205 | 205 | 205 | 205a | 2A | A 25 | 355 | L 25 | 205 | 205 | 1205 | 205a | 205a | 0205 | 1205 |
| 06 | 206 | 6206 | 206 | 206 | 206 | 206a | 3A | A 30 | 356 | L 30 | 206 | 206 | 1206 | 206a | 206a | 0206 | 1206 |
| 07 | 207 | 6207 | 207 | 207 | 207 | 207a | 4A | A 35 | 357 | L 35 | 207 | 207 | 1207 | 207a | 207a | 0207 | 1207 |
| 08 | 208 | 6208 | 208 | 208 | 208 | 208a | 5A | A 40 | 358 | L 40 | 208 | 208 | 1208 | 208a | 208a | 0208 | 1208 |
| 09 | 209 | 6209 | 209 | 209 | 209 | 209a | 6A | A 45 | 359 | L 45 | 209 | 209 | 1209 | 209a | 209a | 0209 | 1209 |
| 10 | 210 | 6210 | 210 | 210 | 210 | 210a | 7A | A 50 | 360 | L 50 | 210 | 210 | 1210 | 210a | 210a | 0210 | 1210 |
| 11 | 211 | 6211 | 211 | 211 | 211 | 211a | 8A | A 55 | 361 | L 55 | 211 | 211 | 1211 | 211a | 211a | 0211 | 1211 |
| 12 | 212 | 6212 | 212 | 212 | 212 | 212a | 9A | A 60 | 362 | L 60 | 212 | 212 | 1212 | 212a | 212a | 0212 | 1212 |
| 13 | 213 | 6213 | 213 | 213 | 213 | 213a | 10A | A 65 | 363 | L 65 | 213 | 213 | 1213 | 213a | 213a | 0213 | 1213 |
| 14 | 214 | 6214 | 214 | 214 | 214 | 214a | 11A | A 70 | 364 | L 70 | 214 | 214 | 1214 | 214a | 214a | 0214 | 1214 |
| 15 | 215 | 6215 | 215 | 215 | 215 | 215a | 12A | A 75 | 365 | L 75 | 215 | 215 | 1215 | 215a | 215a | 0215 | 1215 |
| 16 | 216 | 6216 | 216 | 216 | 216 | 216a | 13A | A 80 | 366 | L 80 | 216 | 216 | 1216 | 216a | 216a | 0216 | 1216 |
| 17 | 217 | 6217 | 217 | 217 | 217 | 217a | 14A | A 85 | 367 | L 85 | 217 | 217 | 1217 | 217a | 217a | 0217 | 1217 |
| 18 | 218 | 6218 | 218 | 218 | 218 | 218a | 15A | A 90 | 368 | L 90 | 218 | 218 | 1218 | 218a | 218a | 0218 | 1218 |
| 19 | 219 | 6219 | 219 | 219 | 219 | 219a | 16A | A 95 | 369 | L 95 | 219 | 219 | 1219 | 219a | 219a | 0219 | 1219 |
| 20 | 220 | 6220 | 220 | 220 | 220 | 220a | 17A | A100 | 370 | L100 | 220 | 220 | 1220 | 220a | 220a | 0220 | 1220 |
| 21 | 221 | 6221 | 221 | 221 | 221 | 221a | 18A | A105 | 371 | L105 | 221 | 221 | 1221 | 221a | 221a | 0221 | 1221 |
| 22 | 222 | 6222 | 222 | 222 | 222 | 222a | 19A | A110 | 372 | L110 | 222 | 222 | 1222 | 222a | 222a | 0222 | 1222 |
| 00 | 300 | 6300 | 300 | 300 | 300 | 300a | 1B | B 10 | | M 10 | 302 | 300 | 1300 | 300a | 300a | 0300 | 1300 |
| 01 | 301 | 6301 | 301 | 301 | 301 | 301a | 2B | B 12 | 301b | M 12 | 302b | 301 | 1301 | 301a | 301a | 0301 | 1301 |
| 02 | 302 | 6302 | 302 | 302 | 302 | 302a | 3B | B 15 | 302b | M 15 | 303 | 302 | 1302 | 302a | 302a | 0302 | 1302 |
| 03 | 303 | 6303 | 303 | 303 | 303 | 303a | 4B | B 17 | 302c | M 17 | 303b | 303 | 1303 | 303a | 303a | 0303 | 1303 |
| 04 | 304 | 6304 | 304 | 304 | 304 | 304a | 5B | B 20 | 303 | M 20 | 304 | 304 | 1304 | 304a | 304a | 0304 | 1304 |
| 05 | 305 | 6305 | 305 | 305 | 305 | 305a | 6B | B 25 | 304 | M 25 | 305 | 305 | 1305 | 305a | 305a | 0305 | 1305 |
| 06 | 306 | 6306 | 306 | 306 | 306 | 306a | 7B | B 30 | 305 | M 30 | 306 | 306 | 1306 | 306a | 306a | 0306 | 1306 |
| 07 | 307 | 6307 | 307 | 307 | 307 | 307a | 8B | B 35 | 306 | M 35 | 307 | 307 | 1307 | 307a | 307a | 0307 | 1307 |
| 08 | 308 | 6308 | 308 | 308 | 308 | 308a | 9B | B 40 | 307 | M 40 | 308 | 308 | 1308 | 308a | 308a | 0308 | 1308 |
| 09 | 309 | 6309 | 309 | 309 | 309 | 309a | 10B | B 45 | 308 | M 45 | 309 | 309 | 1309 | 309a | 309a | 0309 | 1309 |
| 10 | 310 | 6310 | 310 | 310 | 310 | 310a | 11B | B 50 | 309 | M 50 | 310 | 310 | 1310 | 310a | 310a | 0310 | 1310 |
| 11 | 311 | 6311 | 311 | 311 | 311 | 311a | 12B | B 55 | 310 | M 55 | 311 | 311 | 1311 | 311a | 311a | 0311 | 1311 |
| 12 | 312 | 6312 | 312 | 312 | 312 | 312a | 13B | B 60 | 311 | M 60 | 312 | 312 | 1312 | 312a | 312a | 0312 | 1312 |
| 13 | 313 | 6313 | 313 | 313 | 313 | 313a | 14B | B 65 | 312 | M 65 | 313 | 313 | 1313 | 313a | 313a | 0313 | 1313 |
| 14 | 314 | 6314 | 314 | 314 | 314 | 314a | 15B | B 70 | 313 | M 70 | 314 | 314 | 1314 | 314a | 314a | 0314 | 1314 |
| 15 | 315 | 6315 | 315 | 315 | 315 | 315a | 16B | B 75 | 314 | M 75 | 315 | 315 | 1315 | 315a | 315a | 0315 | 1315 |
| 16 | 316 | 6316 | 316 | 316 | 316 | 316a | 17B | B 80 | 315 | M 80 | 316 | 316 | 1316 | 316a | 316a | 0316 | 1316 |
| 17 | 317 | 6317 | 317 | 317 | 317 | 317a | 18B | B 85 | 316 | M 85 | 317 | 317 | 1317 | 317a | 317a | 0317 | 1317 |
| 18 | 318 | 6318 | 318 | 318 | 318 | 318a | 19B | B 90 | 317 | M 90 | 318 | 318 | 1318 | 318a | 318a | 0318 | 1318 |
| 19 | 319 | 6319 | 319 | 319 | 319 | 319a | 20B | B 95 | 318 | M 95 | 319 | 319 | 1319 | 319a | 319a | 0319 | 1319 |
| 20 | 320 | 6320 | 320 | 320 | 320 | 320a | 21B | B100 | 319 | M100 | 320 | 320 | 1320 | 320a | 320a | 0320 | 1320 |
| 21 | 321 | 6321 | 321 | 321 | 321 | 321a | 22B | B105 | 320 | | 321 | 321 | 1321 | 321a | 321a | 0321 | 1321 |
| 22 | 322 | 6322 | 322 | 322 | 322 | 322a | 23B | B110 | 321 | | 322 | 322 | 1322 | 322a | 322a | 0322 | 1322 |
| 03 | 403 | 6403 | 403 | 403 | 403 | 403a | 1C | C 17 | 331 | S 17 | 403b | 403 | 403 | 403a | 403a | 0403 | 1403 |
| 04 | 404 | 6404 | 404 | 404 | 404 | 404a | 2C | C 20 | 332 | S 20 | 404 | 404 | 404 | 404a | 404a | 0404 | 1404 |
| 05 | 405 | 6405 | 405 | 405 | 405 | 405a | 3C | C 25 | 333 | S 25 | 405 | 405 | 405 | 405a | 405a | 0405 | 1405 |
| 06 | 406 | 6406 | 406 | 406 | 406 | 406a | 4C | C 30 | 334 | S 30 | 406 | 406 | 406 | 406a | 406a | 0406 | 1406 |
| 07 | 407 | 6407 | 407 | 407 | 407 | 407a | 5C | C 35 | 335 | S 35 | 407 | 407 | 407 | 407a | 407a | 0407 | 1407 |
| 08 | 408 | 6408 | 408 | 408 | 408 | 408a | 6C | C 40 | 336 | S 40 | 408 | 408 | 408 | 408a | 408a | 0408 | 1408 |
| 09 | 409 | 6409 | 409 | 409 | 409 | 409a | 7C | C 45 | 337 | S 45 | 409 | 409 | 409 | 409a | 409a | 0409 | 1409 |
| 10 | 410 | 6410 | 410 | 410 | 410 | 410a | 8C | C 50 | 338 | S 50 | 410 | 410 | 410 | 410a | 410a | 0410 | 1410 |
| 11 | 411 | 6411 | 411 | 411 | 411 | 411a | 9C | C 55 | 339 | S 55 | 411 | 411 | 411 | 411a | 411a | 0411 | 1411 |
| 12 | 412 | 6412 | 412 | 412 | 412 | 412a | 10C | C 60 | 340 | S 60 | 412 | 412 | 412 | 412a | 412a | 0412 | 1412 |
| 13 | 413 | 6413 | 413 | 413 | 413 | 413a | 11C | C 65 | 341 | S 65 | 413 | 413 | 413 | 413a | 413a | 0413 | 1413 |
| 14 | 414 | 6414 | 414 | 414 | 414 | 414a | 12C | C 70 | 342 | S 70 | 414 | 414 | 414 | 414a | 414a | 0414 | 1414 |
| 15 | 415 | 6415 | 415 | 415 | 415 | 415a | | C 75 | | | 415 | 415 | 415 | 415a | | 0415 | 1415 |
| 16 | 416 | 6416 | 416 | 416 | 416 | 416a | 13C | C 80 | 343 | S 80 | 416 | 416 | 416 | 416a | 416a | 0416 | 1416 |
| 17 | 417 | 6417 | 417 | 417 | 417 | 417a | | C 85 | | | 417 | 417 | 417 | 417a | | 0417 | 1417 |
| 18 | 418 | 6418 | 418 | 418 | 418 | 418a | 14C | C 90 | 344 | S 90 | 418 | 418 | 418 | 418a | 418a | 0418 | 1418 |
| 19 | 419 | 6419 | 419 | 419 | 419 | 419a | | C 95 | | | 419 | 419 | 419 | 419a | | 0419 | 1419 |
| 20 | 420 | 6420 | 420 | 420 | 420 | 420a | 15C | C100 | | S100 | 420 | 420 | 420 | 420a | 420a | 0420 | 1420 |

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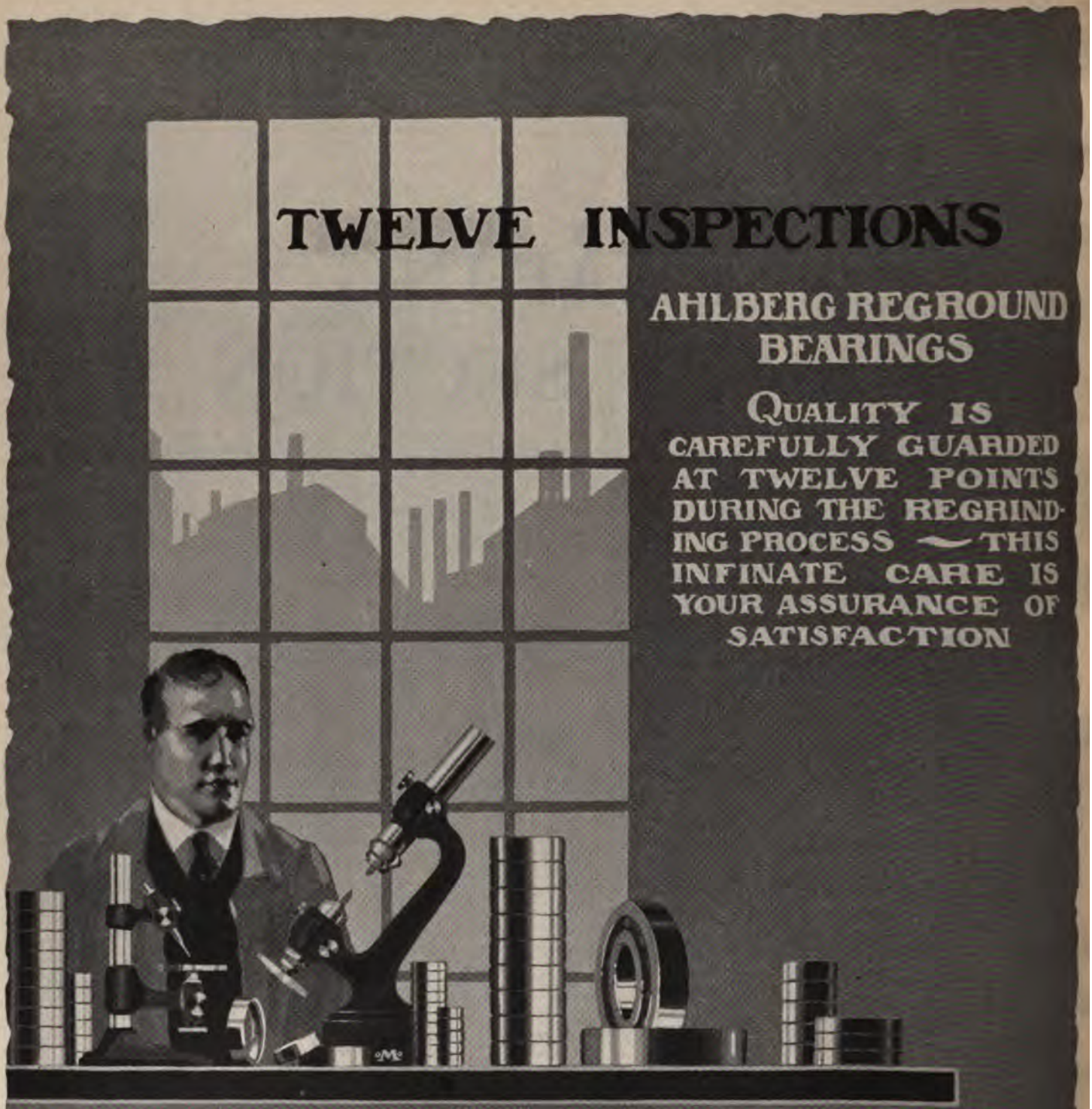

# TWELVE INSPECTIONS

## AHLBERG REGROUND BEARINGS

QUALITY IS CAREFULLY GUARDED AT TWELVE POINTS DURING THE REGRINDING PROCESS — THIS INFINATE CARE IS YOUR ASSURANCE OF SATISFACTION

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# l and Roller Bearing Data for Cars and Trucks from 1909 to 1919.

## KEY

**' AXLE BEARINGS**
Wheel.
Wheel.
ıg Knuckle Thrust.

**WHEEL BEARINGS**

Bearing.

**ENTIAL BEARING**
Hand.
and.

I—Thrust.

**DRIVE BEARINGS**
J—Pinion or Worm Shaft Front.
K—Pinion or Worm Shaft Rear.
L—Worm Spindle Thrust Front.
M—Worm Spindle Thrust Rear.
N—Universal Joint Propeller Shaft.

**CLUTCH BEARINGS**
O—Clutch Shaft Pilot.
P—Clutch Shaft Rear.
Q—Clutch Yoke or Throwout.
R—Clutch Spider.
S—Transmiss. Eng. Clutch Shaft.

**MOTOR BEARINGS**
T—Camshaft Front.
U—Camshaft Rear.
V—Camshaft Center.
W—Crankshaft Front.
X—Crankshaft Center.
Y—Crankshaft Rear.

**TRANSMISSION BEARINGS**
AA—Main Shaft Front.
BB—Main Shaft Rear.
CC—Spline Shaft Pilot.
DD—Counter Shaft Front.
EE—Counter Shaft Rear.
FF—Reverse Idler Gear.

**FAN BEARINGS**
GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
JJ—Air Pump Shaft Bearing.

**STEERING POST**
KK—Thrust Upper.
LL—Thrust Lower.

TO USE THIS TABLE—Look in the key for the particular bearing you desire; note the letters in front of the bearing; find the car the ediately follows the name of the car, follow it until you find the letters shown in the key—the number immediately following is the key the bearing that we have used, turn to the equivalent table at beginning of Bearing Section; the key number is in the first column; by cross you can obtain the type number of any manufacturer you desire. Ball bearings of all makes are interchangeable—we, therefore, give mber. In some instances you will find as follows: 307 x 1 *Y*″; this means, 307 bearing with a special width, namely, 1 *Y*″ wide instead of width employed. Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manu- lesignation number.

ller Bearings, we give the name of the manufacturer, followed by the number, as (Hy. 16727) meaning, Hyatt bearing No. 16727. Timken n be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone and 5320 Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in are Timken Rollers.

## ABBREVIATIONS

-Annular Ball Bearing.
—Double Row.
—Single Row.
—Radial-Thrust Bearings.

Bock—Standard Parts]
Bower—Bower.
D. W. F.—Hess-Bright
F. S.—J. S. Brets.
Gur.—Gurney.

Faf.—Fafnir.
H. B.—Hess-Bright
Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.

Brg. Co. of Amer.—Bearing Co. of America.
S. K. F.—S. K. F. Industries.
S. R. B.—Standard Roller Bearing.
Tim.—Timken Bearing.
U. S.—"U. S. Strom."

912 (30B)—(A) Tim. 259-253; (B) Tim. 235-2320; (D) Tim. 365-363; (E) 309, ) Tim. 365-363; (J) Tim. 337-3320; (K) Tim. 365:363; (O) 206; (AA, BB; E) Tim. 335-3320.
—(A) Tim. 415-412; (B) Tim. 316-312; (F) 311; (G) Tim. 375-3720; (H) 520; (J) Tim. 337-3320; (K) Tim. 436-4320; (Q) 302; (AA & BB) Tim. ; (DD & EE) Tim. 335-3320.
44)—(A) Tim. 415-412; (B) Tim. 316-312; (F) 311; (G) 455-4520; (H) Tim. ; (J) Tim. 337-3320; (K) Tim. 436-4320; (Q) 302; (AA & BB) Tim. 339-333; EE) Tim. 319-313.
44)—(A) Tim. 339-333; (B) 235-2320; (G) Tim. 365-363; (H) Tim. 375-3720; 375-2720; (K) Tim. 436-4320; (AA & BB) Tim. 339-333; (DD & EE) Tim.

)—(A) Bower, 307N; (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, AA) 210: Hy, 27797: (BB) 206: Hy, 27899: (DD)306: Hy, 26972: (EE) 308: 72: (FF) Hy, 26956.
)—(A, B, D & E)—Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407.
)—(A) Bower, 308AL: (B) Bower, 305AL.

916 (2 Ton)—All Timken B'r'g's.; (A) 4558-4520; (B) 3360-3320; (C) 0; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335- B) 357-353; (DD & EE) 339-333.
) (1½ Ton)—(AA) Hy, 97026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320- 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; EE) 319-313.
n)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559c-552; (H) 456c-454; (J & K) 539c-532.

OS.—1914 (A 1 Ton)—(A) 310; (B) 309; (D) 311E-310; (G & H) 1211 ); (BB) 309; (DD) 307; (EE) 308.
Ton)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 211; (AA) 210; (BB) ) 307; (EE) 309.
02)—(O) 205; (AA) 210; (BB) 309; (DD) 307; (EE) 308.

OX & CONTINENTAL—1913 (O)—Tim. Brgs.; (A) 5550-5520; (B) 5351- ) 5354-5320; (D) 5550-5520; (E) 5351-5320.
. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 0; (G & H) 3955-3920; (J & K) 539-532; (AA) 3955-3920; (DD & EE) 0.
-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; -4320; (G & H) 3955-3920; (J) 3459-3420; (K) 539-532.
.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556- ) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.
MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550- —G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532; EE) 415-412.
Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; -5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552- D & EE) 3554-3520.

.)—1910 (12-40, 9-60)—(A) 310; (B) 406; (D) 312; (E) 212; (G & H) 411; (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310.
)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) ) 307; (DD & EE) 307.

k)—1909-10-11 (3 Ton), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550;-5520; -5320; (D) 5550-5520; (E) 5351-5320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 0.
& 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; -6321.
Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-

**ALLEN (Model 33)**—(F) Hy, 16294: (G & H) Hy 26062: (K) 307: (O) 205: (AA) 208: (BB) 207.
1914 (35)—(O) 205; (AA) 208; (BB) 207.
1914 (40)—(A) 0407; (B) 0405; (F) 309; (G) 210; (H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 206.
1915 (37) & 1916 (32)—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20 (BB) 207.
1916-17 (Classic)—(F) Bower, 309ADT: (G & H) Bower, 209AL : (J) Bower, 258T (K) Bower, 307A.
1917 (37)—(F) 310; (G & H) 0210; (J) 307; (K) 407.
1917—(G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.
1917 (32)—(F) 309; (G & H) 209; (K) 307; (AA) 208; (BB) 207.
1916-17-18 (Model 41)—(A) Bower, 307AL: (B) Bower, 305AL: (D & E) 309: (G & H) 209: (J) 207: (K) 307: (O) 205: (AA) 208: (BB) 207: (DD & EE) 304.
1919 (41)—(DD & EE) Hy, 16957.

**ALPENA—1912**—(O) 205; (AA, BB & CC) 307; (DD) 306.
1913 (M-6-50)—(F) 310; (K) 308.

**ALTER—1915**—(F) Hy, 16018 or 16225: (G & H) Hy, 26062 or 26063: (O) 205: (AA) 208: (BB) 307.
1916-17—(F) Hy, 16225 or 16018: (G & H) Hy, 26063: (J) 0306: (K) 307: (O) 205 (AA) 208: (BB) 307.
1918 (All Models)—(F) Hy, 16018: (G & H) 26063.

**AMERICAN LA FRANCE—1914 (Spec.)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320 (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532 (E) 415-413.
1911-12 (10)—Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413.
1910 (Special)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6556-6521; (E) 6354-6321.
1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5755-5720.
1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.
1917 (75-10-12-14-20-34-35-40-41)—Same as 1910 Model 10-11-12-14.

**AMERICAN MOTORS—1912 (Scout 20)**—(A) 305; (B) 307; (D) 308; (E) 208; (G) 209; (H) 209; (K) 406.
1912 (30)—(A) 306; (B) 308; (D & E) 309; (G & H) 211; (K) 309.
1913 (30)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 207 (K) 407 (AA) 209; (BB) 307; (DD & EE) 306.
1913 (Scout)—(A) 306; (B) 308; (D) 310; (E) 210; (G) 209; (H) 209; (K) 406.
1913 (30-6)—(A) 306; (B) 308; (D) 310; (E) 210; (G) 211; (H) 211; (J) 207; (K) 407; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1917 (Model A)—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0307: (K) 0407: (Q) 205: (AA) 209: (BB) 307.
1918-19—(F) Hy, 16779: (G & H) Hy, 26056.

**AMPLEX**—(F) 312, (K) 407; (AA) 309; (BB) 407; (DD & EE) 405.

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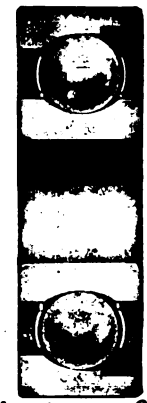
*Single Row Radial (Medium) 200 Series*

*Double Row Radial (Medium) 6300N Series*

*Double Row Radio Thrust (Medium) 8300 Series*



*Magneto or Open Type (Extra Light) 5100 Series*

## Fafnir Single Row Bearings Series 200, 300, 400.

Complete factory stock carried. These interchange with single row series of all standard makes.

## Fafnir Double Row Bearings Series 6200N, 6300N, 6400N.

Stocks carried of all most called for sizes. These bearings interchange with American width double row bearings.

## Fafnir Double Row Angular Contact Bearings 8200, 8300, 8400

These bearings have same dimensions as 6000N Series. They are designed to take exceptionally heavy thrust loads in addition to radial loads.

## Fafnir Magneto Type Bearings 5100, 5200, 5300 Series.

These bearings are largely used in magnetos and starting and lighting units.

### *Largest Assortment of Types and Sizes in America*

*Following is a list of distributors of Fafnir Ball Bearings. Substantial stocks are carried by all distributors and prompt and efficient service will be rendered by them on receipt of orders and inquiries.*

| | |
|---|---|
| Atlanta, Ga. | Ahlberg Bearing Co. |
| Baltimore, Md. | The Tire Mart |
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| Birmingham, Ala. | Burns Bros., 407 So. 21st St. |
| Boston, Mass. | Ahlberg Bearing Co. |
| Bridgeport, Conn. | J. H. Cohen, Co., Inc. |
| Chicago, Ill. | The Bearings Co. of Pennsylvania |
| Chicago, Ill. | Ahlberg Bearing Co. |
| Chicago, Ill. | Reeves Pulley Co. |
| Cincinnati, O. | I. J. Cooper Rubber Co |
| Cleveland, O. | I. J. Cooper Rubber Co |
| Columbia, S. C. | E. A. Jenkins |
| Columbus, O. | I. J. Cooper Rubber Co. |
| Dallas, Texas | The Fisk Co. of Texas |
| Dayton, O. | I. J. Cooper Rubber Co. |
| Denver, Colo. | M. L. Foss, 1725-1729 California St. |
| Des Moines, Iowa | Bernhard & Turner Automobile Co. |
| Detroit, Mich. | Ahlberg Bearing Co. |
| Detroit, Mich. | Auto Electric and Service Corporation |
| Halifax, N. S. | Automotive Supply Co., Ltd. |
| Houston, Tex. | The Fisk Co. of Texas |
| Indianapolis, Ind. | I. J. Cooper Rubber Co. |
| Kansas City, Mo. | The Equipment Co. |
| Knoxville, Tenn. | I. J. Cooper Rubber Co |
| Little Rock, Ark. | Crow-Burlingame Co. |
| Los Angeles, Cal. | The Pacific Ball Bearing Co. |
| Macon, Ga. | A. S. Hatcher Co., successor to S. S. Parmelee Co. |
| Memphis, Tenn. | I. J. Cooper Rubber Co. |
| Milwaukee, Wis. | Fenstermacher Automobile Supply Co. |
| Minneapolis, Minn. | J. J. Dougherty Co. |
| Nashville, Tenn. | I. J. Cooper Rubber Co. |
| New Orleans, La. | Ahlberg Bearing Co. |
| New York, N. Y. | Gill Piston Ring Corp. |
| Oklahoma City, Okla. | Sharp Auto Supply Co. |
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| Pittsburgh, Pa. | Ahlberg Bearing Co. |
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| Providence, R. I. | Ahlberg Bearing Co. |
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| Seattle, Wash. | Sunset Electric Co. |
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| Spokane, Wash. | The Washington Magneto Exchange |
| St. Louis, Mo. | Ahlberg Bearing Co. |
| Toledo, Ohio | I. J. Cooper Rubber Co. |
| Vancouver, B. C. | Maritime Motor Car Co. |
| Washington, D. C. | F. E. Phelps. |

## THE FAFNIR BEARING COMPANY

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—1909 (3)—(F) 406; (G & H) 209.
d. R)—(A) Tim, 2550-2520; (B) Tim. 2357-2320; (D) Tim, 2550-2520; (E) 357-2320; (F) 407; (G & H) 209.
d. S)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) 407; (G & H) 209.
del U)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) 55-3520.
Tim, 342-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) Tim, 355-3520;

Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; ) Tim, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.
(G & H) 213; (J) 307; (K) 309.
6-40)—(A) Bower, 307N: (B) Bower, 305A: (D & E) Bower, 209AL: (G) 209A.
on Tr.)—(A) Tim, 419-412; (B) 3150-3120;D) Tim, 4554—4520; (E) Tim, 20.
n Tr.)—(A & D) Tim, 419-412; (B & E) Tim, 2650-2620.
ton)—(A) Tim, 4554-4520; (B) Tim, 3159-3120; (D) Tim, 5558-5520: (E)

N ELECTRIC—1913 (Mod. 37-40)—(A) Tim, 342-3320; (B) Tim, 235-2320.
d. 45)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D & E) 365-363; (G) 375-H) 456-4520; (J) 317-312; (K) 440-4320.
Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; H) 213; (J) 307; (K) 309.
d. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim ; (G & H) 213; (J) 307; (K) 309.
d. 68-69B)—Tim Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
d. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-E) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
k 4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 20; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
Hy, 16692: (G & H) 26486.

915-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620: ) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

N—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353 07; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) 19-313; Ann, 306.
& H) Hy, 26056: (Q) 1210: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) 06.
Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) 70; (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.
4-40 & 6-8)—Tim. Brgs.: (D) 415T-412: (G & H) Hy, 26056: (J) 256-2530: -412; (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) Hy, 16506.
-(A) Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; , 256-2530: (K) 441-4320: (P) 205: (AA) Hy, 17047: (BB) Hy, 16562: (DD Hy, 16056: (GG) ND. 05.

-1912—(F) 311: Hy, 16032: (G & H) Hy, 26056 (AA) Hy, 27794: (BB) Hy (DD & EE) Hy, 16516.
8—(G & H) Hy, 26056: (AA) Hy, 27794: )BB) Hy, 26733: (DD & EE) Hy

R—1917-18 (2 & 3½ Ton)—(O) 205: (AA) 308: Hy,-17026: (DD & EE) Hy, (FF) Hy, 16820.

:—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552.
d. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553 E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532.

: (Electric)—1913-14 (B-3, C-3)—Tim. Brgs.; (A) 5550-5520; (B) 5351 C) 5354-5320; (D) 6365-6321; (E) 5355-5320.
Mod. A-2 & C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 3-5520; (E) 4365-4320.
Mod. A-5 & C-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-D) 6550-6521; (E) 6354-6321.
Mod. A-1 & C-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-D) 4558-4520; (E) 3360-3320.
on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-E) 3360-3320.
on)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-E) 5355-5320.
d. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-D) 6356-6321; (E) 5355-5320.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-E) 6354-6321.

e Martin Atlas.

RY TRUCK—1909-10-11-12 (Truck L-1 Ton)—Tim. Brgs.; (A & D) 20; (B & E) 3360-3320; (G & H) 3756-3720; (AA) 3756-3720; (BB, DD & EE) 20.
2 (Mod. N, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; H) 3955-3920; (AA) 3955-3920; (BB, DD & EE) 4353-4320.
2 (Mod. M, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; H) 3955-3920: (G & H) Hy, 26592: (J) 3762-3720: (K) 1954-1920: (AA) 3955-BB) 3762-3720: (DD & EE) 3459-3420.
1 Ton)—Tim. Brgs.: (D) 3750-3720: (E) 3360-3320: (G & H) Hy, 16293.
3 Ton)—Tim. Brgs.: (D) 5550-5520: (E) 3351-5320: (AA) 27789: (BB) Hy, (DD & EE) Hy, 16748.
2 Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.
5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
d. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 20; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE)
d. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 20; (G) 559c-552; (H) 456c-454; (J & K)539c-532; (AA & BB) 440-4320; EE) 316-312.
d. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c-A) 277-274; (BB) 339-333.
d. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; ) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
d. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; 39-333; (DD & EE) 319-313.
d. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 20; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; EE) 415-412.
d. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 21; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; 35-4320; (DD & EE) 415-412.
d. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 20; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; EE) 319-313.
d. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-

ATTERBURY TRUCK—Continued
3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H)5756-5720; (J & K) 559c-552; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333 (DD & EE) 319-313.

AUBURN—1913 (Mod. 6-50)—(F) 312; (G & H) 0312; (J) 309; (Q) 209.
1913—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 209.
1913 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 309; (AA) 208; (BB) 207.
1913 (30L, 33M)—(F) Hy, 16705: (G & H Hy, 16293.
1914 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1915 (Mod. 1-36)—(F) Hy, 16691: (G & H) Hy, 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1915 (Mod. 6-40)—(F) 310: Hy, 16675: (G & H) 212: (G) Hy, 26059: (H) Hy, 26232: (J) 0309: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1916 (Mod. 6-40)—(J) 308; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.
1916-17 (Mod. 6-38)—(F) Hy, 16675-16691: (G) Hy, 26056-26486: (H) 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 206.
1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1917 (Mod. 6-39)—(F) Hy, 16692: (G & H) Hy. 26486: (J) 307: (O) 205: (Q) 205: (AA) 309: (BB) 307: (CC) 210: (D) 305: (EE) 306.
1917 (Mod. 6-44)—(O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1919 (Mod. 6-39H)—(F) Hy, 16692: (G & H) Hy, 26486.

AUSTIN—(1912)—(A) 309; (B) 307; (F) 312; (G & H) 212; (K) 408.
1916-17 (Model 12)—(F) 213.
1917 (Model 77)—(F) 313; (G & H) 312; (K) 307.
1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1909-10 (Modl 20-23)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3360-3320; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1909-10 (Mod. 21-21A, 21B)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 395-3920; (J) 316-312; (K) 375-3720; (W) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1910 (Mod. 18C-B)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 375-3720; (J) 3150-3120; (K) 3759-3720; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911 (Mod. 21-C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 316-312; (K) 375-3720; (W) Ann, 410; (Y) 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120
1911-12 (Mod. 21-3)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA 3366-3320; (BB, DD & EE) 3160-3120.
1912-13 (Mod. 21C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3363-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3160-3120.

AVAILABLE—1915 (¼ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 339-333-(BB) 277-274.
1915 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720: (G) 559c-552: (H) 456c-454: (J & K) 539c-532: (AA) 277-274: Hy, 17026-(BB) 339-333: Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA, BB, DD & EE) 335-3320.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c & 552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (5 Ton)—Tim Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (1 & 1½ Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (D & E) 5550-5520: (G & H) 477-473: (J & K) 456-453.
1918-19 (2 Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D & E) 5553-5520: (G & H) 559c-552: (J & K) 539D-532: (AA) 337: (BO) 339: (CC) 306: (DD & EE) 319.
1918-19 (3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443B-4320: (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J) 559c-552: (K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.
1918-19 (5 Ton)—Tim. Brgs.: (A) 5550-5520: (B) 5351-5320: (C) 5354B-5320: (D) 780-772: (E) 6552-6521: (G & H) 780-772: (J & K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.

AVERY—1910-11-12-13 (2-Ton B, 3-Ton A)—Tim. Brgs.; (A) 4554-4520; )B) 4364-4320; (D, E, G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320: (BB, DD & EE) 4357-4320.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D & E) 6452-6420; (G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

BABCOCK—1910 (Mod. 14-16-17)—Tim. Brgs.; (A & D) 337-3320; (B & E) 315-312
1911 (Mod. 5-6-10-12)—Tim. Brgs.; (A & D) 337-3320; (B & E) 235-2320.
1912 (Mod. K, K)—Tim. Brgs.; (AA, BB, DD & EE) 335-3320.
1913—(A) 308; (B) 306; (F) 211; (G & H) 210; (J & K) 208.
1914 (Mod. 30)—(AA) 307; (BB) 307; (DD) 306; (EE) 307.

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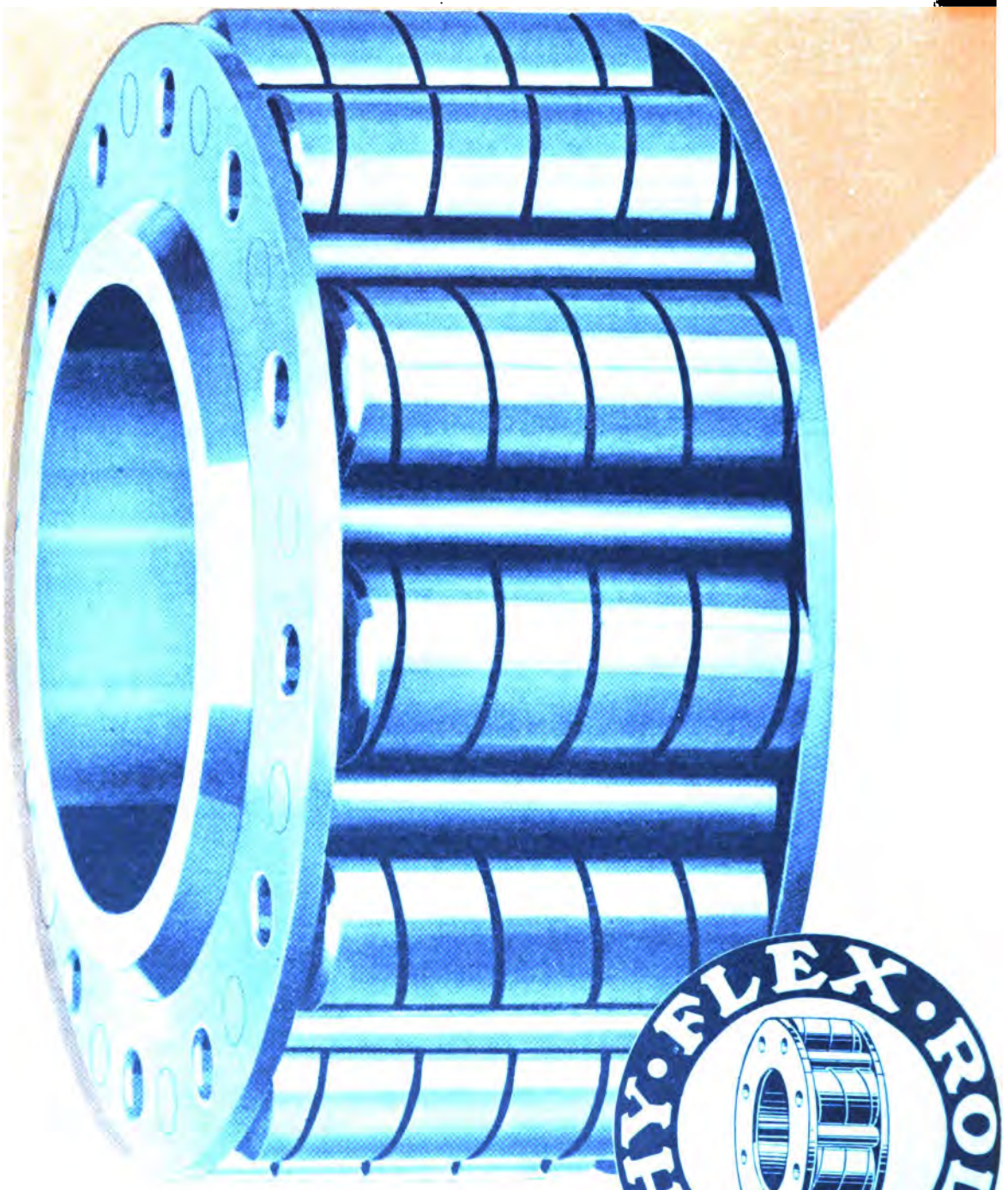


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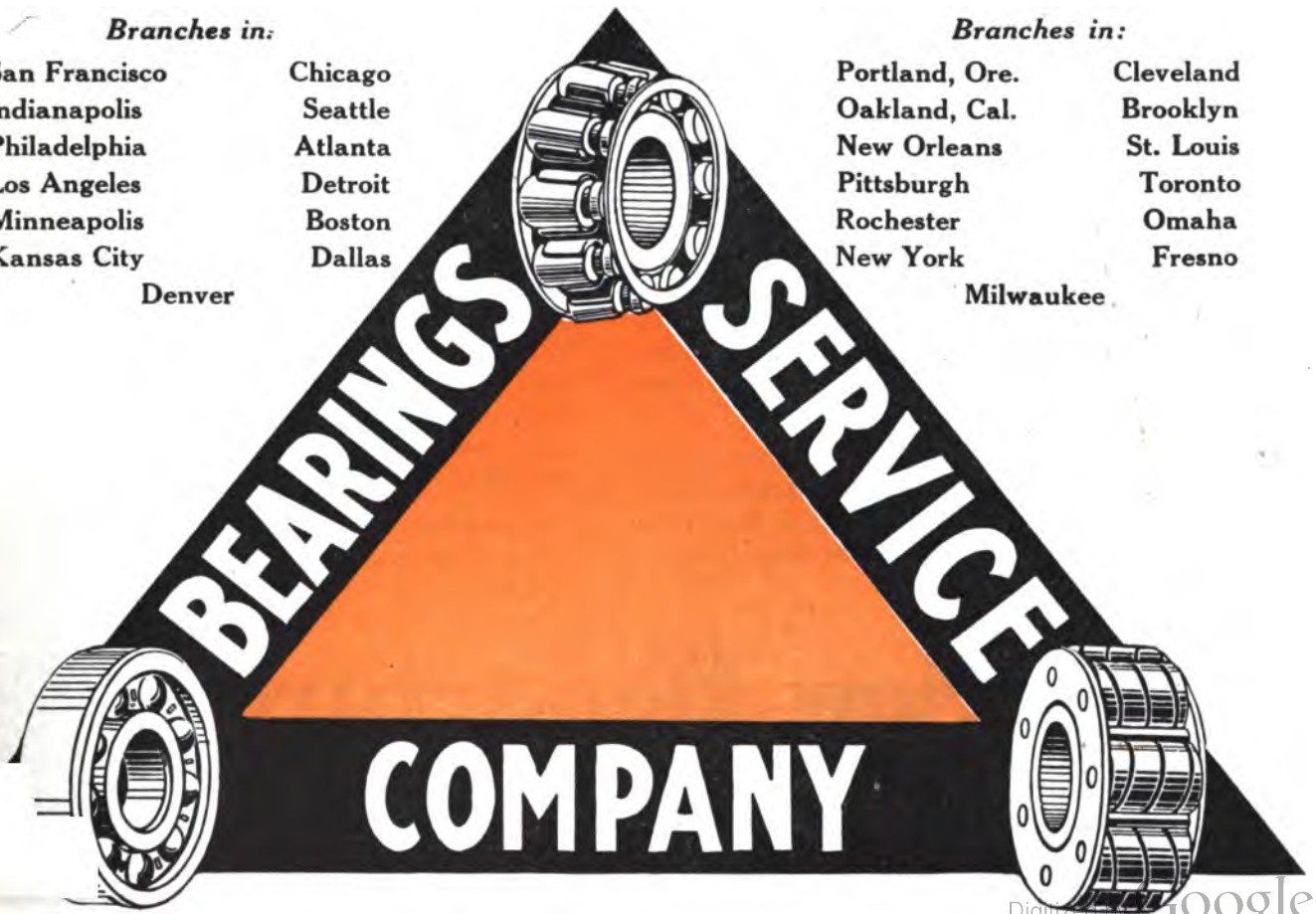



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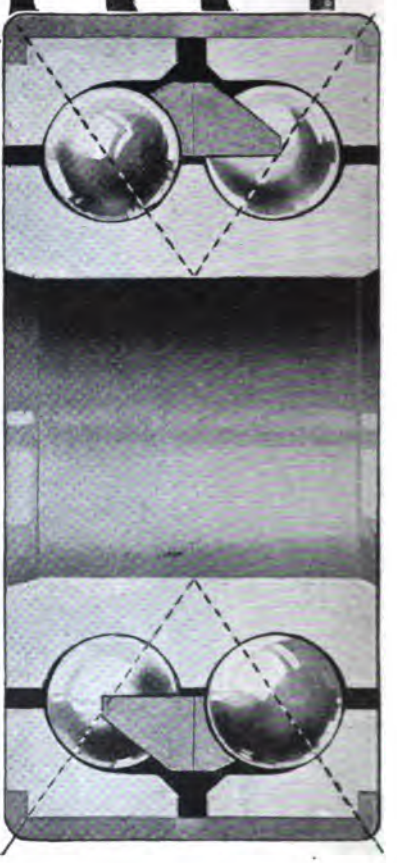

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LECTRIC—1912-13 (Mod. O-118 & O. E.)—Tim. Brgs.; (A & D) 3750-3720
E) 335-3320; (C) 341-3320.
·14 (Mod. X)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3362-3320; (E)
·120.
od. 129)—Tim. Brgs.; (A) 4550-4520; (B & E) 4365-4320; (C) 443-4320; (D)
520.
lod. U)—Tim. Brgs.; (A) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (D)
520.
od. C.C.), 1915 (C-A)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-
(D) 6356-6321; (E) 5355-5320.
lod. E-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D)
521; (E) 6354-6321.
od. O-E)—Tim. Brgs.: (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.
-16-17 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B)
3154-3120; (D & E) 365-363.
& W)—(A) 306; (B) 304; (D & E) 309.
Z) (ZF) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

REEK—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473
57-3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412
Ton)—(D) Bower 311N (E) Bower 311N.

16-17-18—(AA) Hy, 27797: (BB) Hy. 27899: (FF) Hy, 26956.

916 (1 Ton)—(E) Bower, 307NDT.
(1½ Ton)—(E) Bower, 308 NDT: (D) Hy, 16670: (G & H) Hy, 26069.
(2 Ton)—(E) Bower, 410NDT: (D) Hy, 26662: (G & H) Hy, 26356.

—1915 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620;
E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

LL—1913—(Q) 205; (W) 410; (X) 314; (AA & BB) 307; (DD & EE) 306.

IRE—1913—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K)

HEM—1916 (A-1-1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
(Mod. A & D)—(A) Bock, 308: (B) Bock, 307: (D) Bower, 309N: (E) Bower,
(G) Hy, 26219: (H) 208: (J) 306: (K) 406: (O) 205: (AA) 208: (BB) 307.
(Mod. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower,
; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308;
307; (DD & EE) 305.
od. E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T;
y, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307;
& EE) 305.
od. F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T;
y, 26084; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 205; (AA) 308;
307; (DD & EE) 305.
-2½ Ton: F-3½ Ton)—(G) Hy, 26084: (H) Hy, 26085.

R—1913 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-
(E) 4365-4320.
od. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
od. E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-
(E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB)
20; (DD & EE) 415-412.
lod. G, 1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 309N: (E)
, 306N: Jackshaft, Bower, 306N.
(Mod. J-2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D & E) Bower, 311N.
2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520;
H) 559c-552: (J & K) 539c-532: (AA) 415-412: Hy, 277941: (BB, DD & EE)
35-3320: (BB) Hy, 26733: (DD & EE) Hy, 16516.
3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-
(E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB)
20; (DD & EE) 415-412.
-5)—Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

—1911 (Mod. D)—(A) 0407; (B) 0405; (J) 207; (K) 307; (O) 205; (Q) 205
211; (BB) 307; (DD & EE) 306.
—(F) Hy, 6681: (G & H) Hy, 26252.

1916 (Mod. B & C)—(F, G & H) 208; (J) 306; (AA) 207; (BB) 305.
lod. D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

1918 (Super "4")—(G & H) Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27889.

1916-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B

(Mod. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.
(Mod. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

D GRANNIS—1912—(A) 307; (B) 304; (D) 309; (E, G & H) 209; (J & K)

G & H) 209; (J & K) 306.
C) 310; (G & H) 210; (J) 306; (K) 406.

AVIS—1916-17-18—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0408
05: (AA) 208: (BB) 307.

ER—1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D)
395-3920; (E) Tim, 397-394; (AA) 211R.T. Gurney; (BB) 209R. Gurney.

DETROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407-
04; (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.
lod. 8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304;
208; (BB) 306; (DD & EE) 305.
lod. A)—(W & X) 311; (AA & BB) 308; (CC) 304; (DD & EE) 305.
lod. B)—(F) 310; (G & H) 209; (J) 306; (K) 307; (W & X) 311; (AA) 308;
306; (CC) 304; (DD & EE) 305.

—1915 (Mod. B-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1$\frac{11}{16}$)
x ⅝ ball brg.; (J) 2⅛ O. D. x 1$\frac{1}{16}$ I. D. x .686 ball brg.; (K) Hy, 16494; (O
m Special; (Q) 2$\frac{11}{16}$ O. D. x 1$\frac{11}{16}$ I. D. x ⅝; (AA) 208; (BB) 308; (LL) ⅝ Stee

lod. 4-38)—(D & E) 0208: (G & H) Hy, 26253: (J) 0208: (K) 0308: (Q) Pr. St.
Co. No. 502½: (LL) ⅝ Steel Ball.
Mod. 8-38)—(G & H) Hy, 26253: (O) Bantam "Marco": (Q) Pr. St. Mfg. Co.
20½: (LL) ⅝ Steel Ball.
-18-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;"
224A; (AA) 208; (BB) 206; (LL) ⅝ Steel Ball.

ECTRIC—1912—(A) 0307; (B) 0305; (F) 309; (G & H) 209; (J) 0306; (K)

AY—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B
(D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320-
335-3320; (DD & EE) 316-312.
-3-1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
-3-2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (D) 314NDT.
-3½ Ton)—(A) Bower, 313N: (B) Bower, 312N: (D) Bower, 317NDT.

E—1913 (Orchard Tractor)—(D) Tim, 4553-4520; (E) Tim, 4365-4320.

(Electric)—1913 (Del. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C)
3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320;
el. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3654-3620; (D & E) 375-
(G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-432.
lod. C, CA)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320.
A) 307; (B) 305; (F) 311; (G & H) 209; (J) 0309; (K) 0306.

1914 (Mod. C, C)—(A) Tim, 3750-3720; (B) Tim, 3360-3320.
1914 (Mod. C-D-A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (Mod. 35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

BUICK—1909 (Mod. F-17)—(F) Hy, 16801: (G & H) Hy, 16831: (AA, BB, DD & EE) Tim. Brgs., 3455-3420.
1911 (Mod. 27)—(F) Hy, 16731: (G & H), 26062: (J) 307: (AA) 211: (BB) 307: (EE) 207.
1913 (Mod. 24 & 25)—(F) Hy, 16705: (G & H) Hy, 16293: (AA) 208: (BB) 307.
1913 (Mod. 30 & 31)—(F) Hy, 16705: (G & H) Hy. 26059: (AA) 209: (BB) 307.
1913 (Mod. 40)—(F) 311: (G & H) 211: (J) 307: (AA) 309: (BB) 407.
1914 (Mod. 36 & 37)—(F) Hy, 16692: (G & H) Hy, 26059: (J) 307: (K) 407: (AA) 208: (BB) 307.
1914 (Mod. 55)—(F) 312: (G & H) 211: (J) 307: (K) 407: (AA) 210: (BB) 307.
1915 (Mod. 24 & 25—(F) Hy, 16691: (G) Hy, 26062: (AA) 208: (BB) 307.
1915 (6-C-55, 36 & 37)—(F) 312: Hy, 16692: (G & H) 211: Hy, 26059: (J) 307: (K) 407: (AA) 210: (BB) 307.
(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.
1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.
1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.
1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.
1916-17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O 209.
1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.
1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.
1917 (Mod. D-35)—(F) Hy, 26394: (G & H) Hy, 26223: (J) 306: (K) 307: (AA) Hy 16479: (BB) 306.
1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G & H); Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.
1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.
1918 (Mod. E-34-5)—(F) Hy. 26394 (G & H) Hy, 26223: (J) 306: (K) 307: (BB) 307: (AA) Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.

BURFORD—1915-16-17-18 (O-3-2 Ton)—(A) Bower, 311A: (B) Bower, 410NDT (D) Bower, 411NDT: (E) Bower, 308NDT.

CADILLAC—1910 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 375-3720.
1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 456-4520.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1912—(DD & EE) 306.
1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.
1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (GG) 205.
1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
1918-19 (Type 57)—(DD & EE)—Hy, 17989.

CAMPBELL—1918—(G & H) Hy, 26216.

CARNATION—1914—(F) Hy, 16042: (G & H) Hy. 26069.

CARTER CAR—1913-14 (Mod. 5A, 5B)—(F) 310.
1909-10-11 (Mod. L, 1912 Mod. H)—(F) Hy, 16801: (G & H) Hy, 16831.
1909-10-11 (Mod. H)—(F) Hy, 16829: (G & H) Hy, 16826.
1913-14 (5-A-B-C-D-R)—(G & H) Hy, 26059.
1914-15 (Mod. 7-9)—(G & H) Hy, 26064.
1915 (Mod. 9C)—(F) 309.

CASE—1911 (Mod. L)—(D, E, G & H) Hy; (K) 308; (AA & BB) 335-3320; (DD & EE) 316-312
1912 (Mod. M)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. K)—(F) Hy, 16706: (G & H) Hy, 16073.
1913 (Mod. N)—(A) 0309; (B) 0307; (F) 310; (J & K) 0308; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.
1913 (Mod. O)—(A) 0309; Tim, 415-412; (B) 0307; Tim, 316-312; (D & E) Tim, 375-3720; (F) 311; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 408; Tim, 539-532; (AA, BB, DD & EE) Tim, 335-3320.
1914 (Mod. O)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454 (H) 559-552; (J) 439-4320; or Ann, 307; (K) 539-532 or Ann, 407; (AA, BB, DD & EE) 335-3320.
1914 (Mod. R)—(D & E) Hy, 16691: (G & H) Hy, 26264: (K) 307: (AA, Hy, 16689 (BB) Hy, 16552: (DD & EE) Hy, 16517.
1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
1915 (Mod. S-35)—Tim. Brgs.(G & H) Hy, 26056): (AA) 337-3320: (BB) 335-3320: (DD) 316-312.
1915 (R-15 or 25-1916T)—(F) Hy, 16675: (G) Hy, 26056: (H) 26083.
1915 (R-15 or 25)—(F) Hy, 16675: (G) Hy, 26059: (H) Hy, 16232.
1916 (Mod.T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
1917 (Mod. T)—(A) Tim, 339-333: (B) Tim, 235-2330: (F) Hy, 16681: (G & H) Hy, 26056: (J) 208RT: (K) 407RT: (AA) Tim, 336-333: (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.
1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CENTURY (Electric)—1914 (Mod. S-B, L-B)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

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STEP by step in anticipation of the fast mounting requirements of automobile, truck, tractor and other industries, S. R. B. production has been and is being aggressivly brought up, as results of improved facilities, plant extensions and increased equipment. All this with every care to maintain the quality which has made S. R. B. Bearings integral parts of those passenger and commercial vehicles and tractors whose names are instantly thought of as leaders in their respective fields.

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**STANDARD STEEL AND BEARINGS Incorporated**

Standard Roller Bearing Company — Braeburn Steel Company

Owned and Operated by

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Executive Offices:

347 MADISON AVE. NEW YORK

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—1908-9 (Mod. D-E)—(T) 404; (U) 205; (V) 206.
l. F)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
; (X) 314.
(Mod. 30)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307;
(W) 410; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
l. J)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
l. K)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
Mod. L)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
l. M)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306
; (W) 410; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
l. 10-36)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363;
Tim, 375-3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread)
, 418-412; (O) 205; (Q) 305; (T) 411; (U) 316; (W) 411; (Y) 316; (AA)
& EE) 307; (CC) 205; (FF) 204; (GG) 301 & 302; (HH) 302.
l. 11-30)—(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y)
& BB) 307; (DD & EE) 306.
l. 12-60)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720;
455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411;
(V) 219; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 307;
5; (FF) 204; (GG) 202; (HH) 302.
l. 16-30)—(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H
5-3720; (J) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB)
307; (DD & EE) Bower, 306.
l. 16)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H)
; (J) 256-2520; (K) 417-412.
. 17)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
5-3720; (J) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 305; (T) 411;
(V) 204; (W) 411; (Y) 316; (AA, BB, DD & EE) 307; Bower, 307A; (DD
lower, 306A: (CC) 205: (FF) 200; (GG) 301 & 302: (HH) 302.
l. 18-36)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375
) Tim, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305
(U) 316; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE)
er, 307A: (CC) 205: (FF) 204: (GG) 202: (HH) 302.
Mod. 26-5 Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363;
375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD) & EE) Hy, 16555.
Mod. 17 & 19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363;
) Tim, 375-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 305; (W)
) 316; (AA) 205; (BB, DD & EE) 307; (CC) 205; (FF) 204; (GG) 301
HH) 302.
l. 24, Master 6)—(A) Tim, 444-4320; (B) Tim, 316-312; (C) Tim, 3653B-
, E & G) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim;
: (Q) 1305: (AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555: (JJ),

Hx)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
5-3720; (AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
. 29)—Tim. Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G)
; (H) 455-453: (J) 337-3320: (K) 4367-4320: (AA) Hy, 16589: (BB) Hy,
DD & EE) Hy, 16555.
l. 26-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3653B-
& E) 365-363: (G & H) 375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD
Hy, 16555.
l. 32A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676
Tim, 385-383: (J) Hy, 16551: (AA) Hy, 26485: (BB) Hy, 26677.
l. 32B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320;
375-3720: (J) 255-2520: (K) 417-412: (AA) Hy, 26485: (BB) Hy, 26677.
375-3720; (J) 255-2520; (K) 417-412.
. 5-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim,
A; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim,
; (L) Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)
6.
. 26)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim,
(G & H) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601;
E) Hy, 16555.
Master Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
. 6-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288
355-3520; (J) 334-3320: (K) 258-2520: (AA) Hy, 17024: (BB) Hy, 16481:
, 17799: (EE) Hy, 16506.
355-3520; (J) 334-3320; (K) 258-2520.
. 35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H)
; (J) 257-2520; (K) 3381-3320.
(6-30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T-
& H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H
BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
e 6, 35B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim,
0; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P)
4; (AA) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.
5 Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H)
-3520: (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy,
DD) Hy, 17799; (EE) Hy, 16506.
Pass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H)
T-3720: (J) Tim, 255-2520: (K) Tim, 417-412: (AA) Hy, 17024: (BB) Hy,
DD) Hy, 17799; (EE) 16506.

—1913-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 309;
0210; (L) 210; (J) 0207; (K) 0407; (O) 205; (AA & BB) 307; (CC) 304;
EE) 306.
l. 15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310;
) 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304;
EE) 306.
.16)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H)
207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
l. 17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
(K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
l. 18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
(K) 407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305;
5.
l. 25)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
(K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

e as 1918, except Main Shaft Front uses 308 instead of 210.

uck)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh.
or SKF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA &
, 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
l. R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209;
, 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
l. T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB)
; (DD & EE) Rh. 306A.
(A 1 Ton)—(A) Bower 308N: (B) Bower, 307N.
(B-2½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
(X-3 Ton)—(A) Bower, 313: (B) Bower, 312N: (D & E) Bow 317er,NDT.

T—1913 (Mod. C)—(F) 311; (G & H) 217; (K) 310; (AA) 310; (BB)
& EE) 307.
307; (AA) 209; (BB) 307.
al Mail H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA)
; (BB) Std. 717: (CC) 8R 307.

**CHEVROLET—Continued**
**1914 (Mod. C)**—(D & E) 311; (G & H) DR212; (K) 310; (AA & BB) 310; (DD) 307; (FF) 1½x½1D.
**1915 (Mods. H2, H2½)**—(F) Hy, 16018 (G & H) Hy, 26062: (J) 0306: (K) 307: (AA) 8R1209: (BB) 8R1307: (CC) 307.
**1915 (Light Six)**—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
**1915 (Mods. H2, H2½)**—(J) 0306; (K) 307; (AA) 8R1209; (BB) 307; (CC) 307.
**1916 (Little Six)**—(J & K) Hy, 2.3285" OD x 3".
**1917-18-19 (Mod. D)**—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 306; (AA) 207; (BB) 209; (CC) 307.
**1918-19-20 (Mod. T)**—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307. (AA) 210
**1916 (Baby Grand Mod. H)**—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 207: (BB) 209: (CC) 307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217, (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec. 7 Balls ⅛"; (AA) 207; (BB) 306.
**1919 (Baby Grand Mod. FB)**—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
**1920 (Baby Grand Mod. FB)**—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

**CHICAGO (Electric)—1913 (Pleas.)**—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

**CLARK—1910-11 (Mod. A-B, 30-40)**—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
**1913 (30)**—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

**CLASSIC—1917**—(D & E) Bower, 208A.

**COATES-GOSHEN—1909-10 (Mods. G & S)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

**COEY FLYER—1915 (Bear Mod.)**—(F) Hy, 16706: (G & H) Hy, 16247.
**1916**—(F) Hy, 16018: (G & H) Hy, 26063.

**COLBY—1913-14 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1913 (Pleas.)**—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

**COLE—1912 (Mod. ABC, CCD & DD)**—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 212; (BB) 307; (DD) 306; (EE) 306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 212; (BB) 307; (DD & EE) 306.
**1914 (Ser. 9)**—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
**1913 (Cole Jr.)**—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1913-14 (Pleas.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
**1914 (Cole Jr.)**—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1914-15 (4 & 6 Cyl.)**—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
**1915 (4-40)**—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
**1915 (6-5)**—(O) 0305: (AA) 212; (BB) 307.
**1916 (6-66)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
**1916 (8-850)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
**(Mod. 860)**—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
**(Mod. 870**—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

**COLEMAN—1916 (1 Ton)**—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312: NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
**1916 (2 Ton)**—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hy, 16698.
**1916 (3 Ton)**—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

**COLUMBIA (of Hartford)—1908-09 (Mod. 48-45)**—Tim. Brgs.: (A) 355-3520: (B) 316-312: (D & E) 355-3520: (G & H) 395-3920: (J) 337-3320: (K) 435-4320.
**1910 (Mod. 48-4)**—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
**1911-12 (Mod. 85-1-2)**—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
**1912 (Mod. 88)**—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
**1916-17-18**—(O) 205.
**1918 (E. T. 2 Ton)**—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

**COLUMBUS (Electric)—1912 (Gas Car)**—Tim. Brgs.; (AA) 337-3320; (BB) DD & EE) 335-3320.
**1912 (12-20D)**—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
**1913 (12-22)**—(A & D) Tim, 1950-1920; (B & E) Tim, 1550-1520.
**1914 (All Mods.)**—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

**COMET—1918 (C-50)**—(F) Hy, 16691: (G & H) Hy, 26227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 26956.

**COMMERCE—1916-17-18 (E-1 Ton)**—(A) Bower, 308AL: (B) Bower, 305AL: (D Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
**1914-15-16-17 (1,500 lbs.)**—(F) Hy, 16681: (G & H) Hy, 26056.

**COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)**—Tim. Brgs.; (A) 3364-3320 (B) 2653-2620; (D, E, G & H) 365-363.
**1912-13-14-15-16 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
**1912 (2 Ton)**—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
**1912 (3½ Ton)**—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
**1913-14-15-16 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
**1913-14-15-16 (3½, 5 & 5½ Ton)**—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
**1917 (Elec. ½ Ton)**—Tim Brgs.; (A) 3364-3320; (B) 2353-2320; (D & E) 365-363.
**1917 (Elec. 1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
**1917 (Elec. 2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
**1917 (3½ & 5 Ton)**—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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# Simplicity

Gurney Ball Bearings simplify machine design because both radial and thrust loads are carried on a single bearing, on a single row of balls.

The ability of Gurney Ball Bearings to carry loads up to 40 tons or speeds up to 40,000 R. P. M. (but not, of necessity, on the same bearing!) has been amply demonstrated.

They do it by reason of certain inherent qualities, the greatest number of balls of maximum size, and raceways properly fitted to the character of the service required.

Our Engineering Service Department, with its vast store of data, and its seventeen years of experience in the adaptation of ball bearings to a multitude of conditions, is at your service.

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(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553- & H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; , 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
Ton)—(A) Tim, 4558-4520; (B) Tim. 3360-3320; (D & E) Tim, 5553-5520; Tim, 559C-552; (J & K) Tim, 539D-532; (N) SK.F, 2307; (Q) 209; (S) ) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) l.

0 (Model 18)—(A) 307; (B) 305; (F) 407; (G & H) 309; (J & K) 307; (BB) 208; (DD & EE) 305.

916-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, (DD & EE) 316-312.
½ Ton)—(D & E) Bower, 317NDT.
½ Ton)—(D & E) Bower, 314 NDT.
Ton)—(D & E) Bower, 319NDT.

—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; J) 0307; (K) 0407; (AA) 305.
ar)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) ) 205.

910—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, D & EE) Hy, 16506.
) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD , 16506.
y, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE)

DOWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; 65-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

—1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320.
12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336- ) Tim, 335-3320; (DD & EE) Tim, 316-312.
12-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435- & EE) 316-312.
. 13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; & AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-5355-5320.
13-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 4320; (DD & EE) 316-312.
6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) ; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim,

6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
30-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE)

1913 (5 Pass.)—(Q) 204; (AA) 209; (BB) 307; (DD & EE) 306.
.)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 307.

k)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650- E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337- , DD & EE) 335-3320.
C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) (BB) 440-4320; (DD & EE) 415-412.
G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; ) 415-412.
s.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 30; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
n)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) ; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE)

on)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553- 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336- ) 357-353; (DD & EE) 339-333.
on)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; ) 339-333.

RT—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 309; (E) 209.
57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) : (BB) Hy, 26728: DD & EE) Hy, 16506.
E-25)—(D & E) 208. (G & H) Hy. 26216 (AA) Hy. 26518 (BB) Hy. & EE) Hy. 16517.
(F) H . 16681 (G & H) Hy. 26056 (AA) Hy. 27788·(BB) Hy. 26723 (DD . 16506.
C-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD y, 16517: (O) 306.
Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)

H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy,27899.

1913—(D) 310; (E) 210; (G) 211; (H) 211; (J) 0307; (K) 408; (AA) 307; (CC) 304; (DD & EE) 306.
309; (B) 306; (D) 311; (E) 211; (G) 211; (H) 211; (J) 209; (K) 408; (BB) 307; (CC) 304; (DD & EE) 306.

M—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650- E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) (J) 336-3320; (K) 435-4320.
J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) (H) 456-4520; (J) 336-3320; (K) 435-4320.
as. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) (H) 456-4520; (J) 336-3320; (K) 435-4320.
—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375- 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375- 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) (DD & EE) Ann, 307.
& Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann,

(Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B- 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K)

539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 305. 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.
1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.
1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.
1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.
1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320- (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.
1916 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.
1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.
1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C)* 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 307: (DD & EE) 306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 307: (DD & EE) 306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann 306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553 4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (I Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1⅛": (AA) 208: (BB) 307: (CC) 204: (DD & EE) 305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1⅛": (AA) 209: (BB) 307: (CC) 304: (DD & EE) 306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rh. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1⅜"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 210: (BB) 307.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Book N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Book N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.

U. S. 5314: (J & K) U. S. 5411: (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF. 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

*(1917—2-U-V use 455-4520 on inner rear wheel.)

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**DENBY—Continued**
**1915-16-17 (1 Ton B & G)**—(A) Tim, 4558-4520: (B) Tim, 3360-3320: (D) Bower 3672T: (E) Bower, 3362T: (G) Hy, 26084: (H) Hy, 26085.
**1916-17 (2½ Ton K)**—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.
**1917 (2, Ton)**—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.
**1917 (12, 1-Ton)**—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.
**1917-18-19 (Mod. 13 2-Ton)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553-: (E) Bower, 4554: (G & H) Hy, 26084-26085: (J & K) 407 & 307: (AA) 308: (BB) 307: (DD & EE) 305.
**(Model 210)**—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.
**1919 (3½-5 Ton)**—(F) Hy, 47893: (G & H) Hy, 26480: (K) Hy, 26669.

**DENMO—1917-18 (10 1¼ Ton)**—(D) Bower, 309N: (E) Bower, 306N (Jackshaft), 306N
**1918 (12 ¾ Ton)**—(D) Bower, 308N: (E) Bower, 306AL (Jackshaft), 306AL.

**DETROIT (Electric)—1913 (Mods. 35, 36, 37, 39, 40 & 42)**—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) 210.
**1914 (Mods. 46, 47, 48)**—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-; 363; (I) 709U; (L) 209; (M) 307.

**DETROITER—1917 (Mod. 6-45)**—Tim. Brgs.; (A) 257-2520; )B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

**DIAMOND ARROW—1909-10**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.

**DIAMOND T—1913 (Pleas.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.
**1914 (J 1½ Ton)**—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
**1915 (J 1¾ Ton)**—Tim. Brgs.: (A) 3750-3720: (B) 3360-3320; (D) 4553-4520; (E)

**DILE—1915 (Mod. A)**—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 205.

**DIXIE FLYER—1917 (Flyer)**—(D & E) Bower. 209AL: (G) Bower, 209.

**DIXIE—1916-17-18**—(G & H) Hy, 26216.

**DISBROW—1917 (Louis Disbrow)**—(DD & EE) Hy, 1[illegible].

**DOANE (Truck)—1917 (2½-Ton)**—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (6 Ton)**—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

**DODGE (All Years)**—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

**DORRIS—1912 (Mod. 35)**—Tim. Brgs.; (A) 337-3 20; (B) 315-312; (D & E) 365363 (G & H) 375-3720; (J) 256-2520; (K) 415-412; AA & BB) 335-3320; (DD & EE) 316-312.
**1912 (1-Ton Del.)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
**1913-14 (Mods. 35, 1-14)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
**1913 (Lt. Del.)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1913 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
**1914 (1-Ton Del.)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1914 (2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA & BB) 335-3320; (DD & EE) 316-312.
**1915 (1-Ton Del.)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
**1915 (1-A-4)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
**1915 (2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H)375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
**1916 (1-8-6) 1917 (1-B-6-¾ Ton)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320.
**1916-17 (I-B-W)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

**DORT—1915-16-17-18-19 (5-5A, 9, 11)**—(D & E) Hy, 16395; (G & H) Hy, 162270 (J) Tim, 319-312; (K) Tim, 348-332; (AA) 207; (BB) 305.

**DREDNOT—1914 (Mod. A-13)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
**1915 (Mod. 9)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1915 (Mod. G)**—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**DREXEL—1917 (Mod. R.)**—(D & E) Bower, 208A.

**DRIGGS SEABURY—1912-13 (4-5 Ton)**—(D) Tim, 6451-6420; (E) Tim, 6354-6321.
**1912-13-14 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 5554-5520; (E) 5355-5320.
**1913-14 (3 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 6358-6321; (E) 5565-5520.
**1912-13 (7-Ton)**—Tim. Brgs.; (A) 6452-6420; (B) 5355-5320; (D) 6552-6521; (E) 6350-6321.

**DUPLEX—1916 (Mod. C-B)**—(AA & BB) Tim, 357-353; (DD & EE) 339-333.
**(2 Ton)**—(A & D) Bower, 3762T: (B & E) Bower, 3362T: (G & H) Bower, 458T: (J) Bower, 4359T: (K) Bower, 335T.
**(3-Ton)**—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4359T.
**1916 (Mod. D)**—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; () Bower 4359T; (●) 205; Jack Shaft Hy, 19200.
**1917 (Mod. E)**—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND. 205 Jack Shaft Hy, 19200.
**1917 (Mod. EL)**—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jack Shaft Hy, 19200.

**1918-19 (Mod. E & EL)**—(A & D) Bower, 311N; (B & E) Bower, 310N Bower 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Brgs. 2 Bowers 4355T, Jack Shaft Hy. 19200.
**1918 (D 3½ Ton)**—(A & D) Bower, 311N: (B & E) Bower, 310N: (G & H) B (J) Bower, 4359T: (K) Bower, 335T: Jack Shaft, Bower, 310NDT

**DUROCAR—1911 (Mod. D-30)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120 & H) 375-3720; (J) 336-3320; (K) 435-4320.
**1911 (Mod. L-N)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & I (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
**1911 (Mod. 1-Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

**EAGLE—1917-18**—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 2651[illegible] 26737.

**ECLIPSE—1912 (A 2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C, (D) 5563-5520; (E) 4365-4320.
**1912 (D 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 6321; (E) 5350-5320.
**1912 (E 4-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320 6221; (E) 5355-5320.

**ECONOMY—1917 (Mods. 4-36)**—(F) 309; (G & H) 0209; (J) 0207; (K) 205; (AA) 207; (BB) 305.
**1917-18 (Mods. 8-48)**—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 208; (BB) 307; (DD) 305; (EE) 306.

**EDWARDS-KNIGHT—1913 (Mod. 25)**—Tim. Brgs.; (A) 415-412; (B) 316-31 365-363; (G) 3 5-3720; (H) 456-4520; (J) 5356-5320; (K) 4364-4320; (AA) (BB) 335-3320; (DD & EE) 316-312.

**ELCAR—1914 (Pleas.)**—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-332
**1915 (Mod. 4-40)**—Tim. Brgs.; (A) 415-412; (B, DD & EE) 316-312; (D & E (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; 3320.
**1915 (Mod. 6-40)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; 3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
**1916 (Mod. 6-40)**—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE)
**1916 (Mod. A-B)**—(D & E) Hy, 16076: (G & H) Hy, 26216.
**1917-18**—(G & H) Hy, 26216.
**1917-18**—(D & E) Bower, 208A.

**ELGIN—1916-17 (Farm Tractor)**—(D) Tim, 4554-4520; (E) Tim, 3362-332
**1916 (Pleas.)**—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K 306 & 406 with short third member; (O) 203; (AA) 207; (BB) 306.
**1917 (Pleas.)**—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) 0208: (K)
**1917 (Pleas.)**—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.
**1918 (Mod. A)**—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207; (

**ELK (Truck)—1913 (Mod. B)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; 5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336 435-4320.
**1913 (Mod. C)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1913 (Mod. E)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 395-3320; (K) 456

**ELKHART—1916**—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (
**1917 (Mod. A)**—(F) 309; (G & H) 210; (K) 307 x 1¼"; (O) 203; (AA) 207;
**1917**—(J) 0208; (K) 0407.

**ELMORE—1909 (Taxi)**—(D & E) Hy, 26892: (G & H) Hy, 26893: (K) 308.
**1909-11-12 (Mods. 25, 26, 27, 33, 34)**—G & H) Hy, 26062: (K) 307.
**1910-12 (Mod. 37-44)**—(F) 408; (G & H) 212; (J & K) 308.
**1911 (Mod. 46B)**—(F) 311; (G & H) 212; (J) 309; (K) 306.
**1914** (D & E) Hy, 16829: (G & H) Hy, 16826.

**E. M. F.—1909-10-11 (30)**—(D & E) Hy, 16082.
**1912 (30)**—(D, E, G & H) Hy, 16082.
**1913 (30)**—(G & H) Hy, 26056.

**EMERSON—1917 (Four)**—(D, E, G & H) Hy, 16076.

**EMPIRE—1912**—(D & E) Hy, 16018: (G & H) Hy, 26062: (K) 306
**1913**—(D & E) Hy, 16018: (G & H) Hy, 26062: (O) 205: (AA & BB) 306: ( (DD & EE) 305.
**1914 (Mods. 31, 31-40)**—(D & E) Hy, 16722: (G & H) Hy, 26062: (O) 205: ( (BB) 307: (CC) 304: (DD & EE) 305. **(Mods. 31, 31-40 Roadster)**— (BB) 307: (CC) 304: (DD & EE) 305.
**1915 (Mod. 33)**—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (BB, 30
**1916 (Mod. 33-45)**—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (O) 2 208: (BB) 307.
**1917 (Mods. 45, 60)**—(D & E) Bower, 209AL: (F) 209: (G & H) 0209: Bow (J) 207: (K) 406: (O) 205: (P) DR 206: (AA) 208: (BB) 307.
**1916-17 (60-71)**—(D & E) Hy, 16691: (G & H) Hy, 26486.
**1917-18 (50-51)**—(F) Hy, 16779: (G & H) Hy, 26252.
**1917 (Mod. 70)**—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (A (BB) 307.
**1918**—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bow

**ENGER—1912-13 (Mod. E, F & J)**—(E) 310; (G & H) 212; (J) 0809; (K) 211; (BB) 307; (DD & EE) 306.
**1915 (Mod. 6-50)**—(F, G & H) Hy, 16779: (J) 0207: (K) 307: (Q) 205: ( (BB) 307.
**1916 (Mod. 6-50)**—(Q) 205; (BB) 307; (CC) 208.
**1917 (Mod. 6-50)**—(D & E) Bower, 209AL: (G) Bower, 209A: (K) 307: (Q) 20 208: (BB) 307.

**ERIE—1916-17 (33-34)**—(F) Hy, 16779: (G & H) Hy, 26252.

**ESSEX—1918 (Pleas.)**—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412 H) 3598-3520: (J) Upper 2785-2720: (K) Lower, 3381-3320: (AA) Hy, 170 Hy, 16661: (DD & EE) Hy, 16473: (FF) Hy, 16820.

**ESSEX—1917 (1½-Ton)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; 375T-3720; (J & K) 4365-4320.

**EWING—1910 (Cab)**—(A) 306; (B) 308; (G & H) 211; (J) 307; (K) 308.

**F. A. L.—1909-10**—(F) Hy, 16118: (G & H) Hy, 16117.

**FARGO—1916-17 (M 1½ Ton)**—(D) Bower, 3762T: (E) Bower, 3362T.
**1916-17-18 (N-P 2 Ton)**—(D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26 Hy, 26085.

**FEDERAL—1911-12-13 (Mod. C & B)**—Tim. Brgs.; (A) 3750-3720; (B) 33 (D) 4550-4520; (E) 4353-4320.
**1914-15 (1, 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4 4361-4320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
**1916 (Mod. J-K-M)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 55 (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335
**1916 (3½-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; ( 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-33 DD & EE) 335-3320.
**1916 (Mod. W)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
**1917 (1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; ( 477-473; (J & K) 456-453.
**1917 (1½, 2-Ton)**—(BB) 308; (DD & EE) 307.

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. O-P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532.
n X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & 72; (E) 6552-6521; (J & K) 6559-6320.
5-Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 30 ; (DD) 406; (EE) 210; (GG) 213 & 305.

COLUMBUS—1913 (Mod. 25)—(A) 308; (B) 306; (F) 211; (G & H 308.
. 32)—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K) 408.

14-15 (4-36-A-B)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 27788: , 26728: (DD & EE) Hy, 16506.

8 to 1909 Mod. T)—(Wheel End Right Hand) Hy, 16080: (Left Hand) Hy, ) Hy, 16080: (G) Hy, 16079.

k)—1918 (1 Ton)—(F) Hy, 16211: (G & H) 0212.

Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & T. 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; T. 50%; (T) 2″ x 2¾″; (U) 2″ x 1½″; (V) 2″ x 2½″; (W) 2″ x 3″; (X & Y) (AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. E) 405RT. 50%; (FF) 1½″ x 1⅛ Bronze; (GG) 2 No. 204RT. 100%; Belt nner 308RT.; Outer 406RT.

R—1916 (1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B ) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412

–1916-17 (Mod. 17)—(J & K) 305; (AA) 207; (BB) 305.

EL DRIVE—1916—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD &

& H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.
& H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG)

-18 (B 3 Ton)—(A, B, D & E) Bower, 217N: (G & H) Bower, 313N: (J 09N: (K) Bower, 306AL.

—1909-10 (Mod. D)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
od. H)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
. M)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 355-3520.
(Mod. D & H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 455-4520.
od. O ½-Ton)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 415-412.
-Run.)—(A) Tim, 2550-2520; (B) Tim, 2357-2320.
-6 Taxi)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
, 15, 16 (M 3, M 8, M Ser. 4-5-6)—(A) Tim, 2750-2720; (B) Tim, 2357- & F) Tim, 415-412; (G & H) Tim, 355-3520; (J & K) Tim, 417-412; (AA, E) 307 Spec. 1″ I. D.; (BB) 407.
(Series 9)—(A) 307 RT; (B) 305 RT; (F) 407 RT; (G & H) 308 RT; (J) (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) & EE) 305; (KK) 204 RT; (LL) 204W-RT.

917-18 (F-2 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy

1912 (Del.)—Tim. Brgs.; (A) 339-333; (B) 237-233; (D) 455-4520; (E) 358 & H) 376-373; (J) 415-412.
. J)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D & E) 375- ) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; E) 316-312.
. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) ; (H) 456-4520; (J) 336-3320; (K) 435-4320.
. J)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) ; (J) 4555-4520; (K) 440-4320.
. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ); (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE)

. O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & 333.
lod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; -353; (DD & EE) 335-3320.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- ) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; E) 339-333.
-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) ; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333

-1910 (6-Ton)—Tim. Brgs.; (A) 6358-6321; (B) 4365-4320; (D) 6552-652 6321.
. F)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4320; (D) 6552-6521; (E) 6352-

3-Ton)—Tim. Brgs.; (A) 6350-6321; (B) 4353-4320; (D) 6356-6320; (E) ); (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

1½-Ton)—Tim. Brgs.; (A) 457-4520; (B) 315-313; (D) 4554-4520; (E)

5-Ton)—Tim. Brgs.: (A) 6350-6320; (B) 4350-4320; (D) 6553-6521; (E) 1.
—(G) 210; (H) 310; (J) 306; (K) 309; (AA & BB) 212; (DD) 307;

lod. J)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4321; (D) 6356-6321; (E) ); (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D & E) 375-3720; (G) 365-363; 153.
. L)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) ); (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE)

)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) ; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.
. 67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356- 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) ); (BB) 5356-5320.
. 67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; -6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
. 68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) ; (E) 6354-6321.
. 69)—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.
. 75)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
s. 68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) ; (E) 6553-6521.
. 66 1½-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553- & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE)

2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-

1917 (75 1-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917-18 (77-77B 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302.
1918 (75C 1-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (66-B 1½ Ton, 70-B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.
1918 (77C 3½-Ton)—Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Ann, 302SR.
1918 (68 5-Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 216SR; (I) HB. 1113; (O) 205SR; (P) 208DR; (AA & DD) 409SR; (BB) 308DR; (EE) 410SR; (GG) 302SR.

GARY—1918 (H 2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (F) Bower, 314NDT.

GEM—1917 (A-4-30)—(D & E) Hy, 26227: (G & H) 16395.

GENERAL MOTORS—1911 (Mod. O)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320; (G & H) 395-3920; (J, K, AA, DD & EE) 4364-4320; (BB) 3159-3120.
1912-13 (H & HV)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5357-5320; (G & H) 3950-3920.
1912-13 (K-U)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5357-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3950-3920.
1913-14 (2-3 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320.
1914 (1¼-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320.
1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SK.F. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SK.F. 910; (AA & BB) 308; (DD & EE) 306.
1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.
1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.
1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333.
1915-16 (Mods. 31-41)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.
1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.
1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409 (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.
1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1916 (Mod. 101)—Tim. Brgs.; (A) 5550:5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.
1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SK 910; (AA) 305; (BB) 308; (DD & EE) 306.
1917 (31 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.;
1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205 (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.
1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.
1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs ; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308 (DD & EE) 339-333.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691: (G & H) Hy, 26227.

GHENT—1918 (6-50)—(D & E) Hy, 16779: (G & H) Hy, 26056.

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD & EE) 4353-4320
1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
1912-13 (700-lb.), 1915 (½ Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim 236-2320.
1911-12-13 (1 Ton)—Tim Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.
1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.
1911-12-13 (½ Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.
1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.
1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.
1916-17 (½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (1,000-lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.
1915-17 (5-6 Ton F.V., 6-Ton Daimler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

GLIDE—1912—Tim. Brgs.; (A) 3304-3320; (B) 2653-2620; (D & E) 3756-3720; (G & H) 5553-5520; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130:
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3762-3720; (G & H) 5553-5520; (AA) 435-4320; (BB) 336-3320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3762-3720; (G & H) 5553-5520; (J) 439-4320; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1913—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0408.
1914—(F) 310; (G & H) 0211; (J) 306; (K) 308; (Q) 0209; (AA) 308; (BB) 307; (DD & EE) 305.

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**GLIDE—Continued**
1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch No. 0204 with Plate Clutch; (DD & EE) 305.
1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305.
1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (Q) 205; (BB) 308

**GLOBE**—1916 (¼ Ton)—(G) Hy, 26219.
1916—12 1¼ Ton)—(G) Hy, 26084: (H) Hy, 26085.
1916-17-18 (1 Ton)—(F) Hy, 16670: (G & H) Hy, 26069.
1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26356.
1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388.
1917-18 (1½-2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

**GRAMM**—1909-10-11-12 (Mod. V 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (G & H) 3554-3520; (J) 3654-3620; (K) 3360-3320; (AA, DD & EE) 3158-3120; (BB) 3360-3320. 1909-10 (Mod. V) uses Tim, 3158-3120 on Main Shaft Rear.
1909-10 (Mod. X)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (G & H) 3762-3720; (J) 3159-3120; (K) 4360-4320; (AA, BB, DD & EE) 4354-3420.
1910-11 (Mod. Y), 1912 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3554-3520; (J) 3158-3120; (K) 3360-3320; (AA, BB, DD & EE) 3158-3120. 1912 1-Ton uses Tim, 3360-3320 on Main Shaft Rear.
1911 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3762-3720; (AA, DD & EE) 3158-3120; (BB) 3360-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (J & K) 4361-4320; (AA) 3454-3420; (BB) 4361-4320; (DD & EE) 3455-3420.
1911-12 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (J & K) 5350-5320; (AA, DD & EE) 3554-3520; (BB) 5350-5320.
1913 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3360-3320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE)3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE) 3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1913 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (AA) 3159-3120; (BB) 4365-4320; (DD & EE) 3454-3420.
1913 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (AA) 3364-3320; (BB) 5354-5320; (DD & EE) 3554-3520.
1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4561-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1913 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6355-6321; (E) 5355-5320; (G) 4553-4520; (H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

**GRAMM-BERNSTEIN**—1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4230.
1913-14 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (2 Ton) Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.
1915 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.
1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
1919—(1½ Ton, Bevel or M & S Diff.)—(F) Hy, 16670: (G & H) Hy, 26069-26064: (K) Hy, 26668.

**GRABOWSKY**—1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 439-4320; (DD & EE) 415-412.
1911-12-13 (1½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

**GRANT**—1914 (Mod. 21)—(A) 0305: (B) 0304: (K) 305: (AA) Hy, 17016: (BB) 305.
1915 (Mod. M)—(A) 0305: (B) 0304: (AA) Hy, 17016: (BB) 0305.
1915-16 (Mods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.
1916-17-18—(D & E) Bower, 208A: (G & H) Hy, 26216.
1917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB) 306.
(Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H)-Hv. Radial 26216; (J) 8R. 306; (K) DR. 307; (AA) 209; (BB) 306.

**GRANT-LEES**—1913 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

**GRAY (Tractor)**—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

**GREAT EAGLE**—1912-13 (10 Pass. Lim.)—Tim. Brgs.; (A) 419-412; (B) 316-312 (C) 3650-3620; (D, E & G) 375-3720; (H & K) 456-4520; (J) 336-3320 (AA & BB) 337-3320; (DD & EE) 335-3320.
1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257;

**GREAT WESTERN**—1913-14-15 (Mod. 40)—(F) 310: (G & H) Hy, 26056: (K) 308-(AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1915-16—(6-40)—(D & E) Hy, 16779: (G & H) Hy, 26252.

**GRINNELL (Electric)**—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363: (C) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

**GROUT**—1909—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762 3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455 3420; (DD & EE) 3150-3120.
1910-11 (Mod. 45)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA & BB) 415-412; (DD & EE) 316-312

**HACKETT**—1917-18—(D & E) Hy, 16018: (G & H) Hy, 26063: (BB) 207: (CC) 305.

**HAHN**—1915-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (1916 [Mod. C] uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915-16-17 (Mod. E-D 1½-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532 3320; (BB, DD & EE) 335-3320.
1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337 DD & EE) 335-3320.
1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; 440-4320; (DD & EE) 415-412.
1918 (¾ Ton)—(D) Bower, 308Z: (E) 306AL: (Jack Shaft) 306AL: (AA) (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HAL**—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (EE) 306: (DD) Hy, 16497: (EE) Hy, 16497.
1917—(Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.

**HALL**—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 44 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; 357-353; (DD & EE) 339-333.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337 DD & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 6321; (E) 6355-5320; (C) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435 337-3320; (BB, DD & EE) 335-3320.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320 6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456 & BB) 357-353; (DD & EE) 339-333.
1917-18 (2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506 16820.

**HALLADAY**—1910-11-12 (G-35)—(D & E) Hy, 16018: (G & H) Hy, 26062.

**HANSON**—1918—(AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

**HARVARD**—1916—(D & E) Hy, 16076: (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076: (G & H) Hy, 26269.

**HARROUN**—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (BB) 306.

**HARVEY**—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT: Tim. 439-4320: (BB) 435-4320: (DD & EE) 415-412.
1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

**HASSLER**—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080: Left Ha (G) Hy, 16080: (H) Hy, 16079.

**HATFIELD**—1917 (Mod. 6)—(D & E) Bower, 208A.

**HAVERS**—1912-13 (Mods. S-6-44-55)—(A & B) 0307: (F) 311: (G & H) (J) 0307: (K) 309 x 1¾".

**HAWKEYE**—1918 (L-2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy
1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT: (F) Hy, 16670: (G 26069: (K) Hy, 26668.

**HAYNES**—1909 (Mod. W-&)—Tim. Brgs.; (A) 3457-3420; (B) 3151-3120 4361-4320; (W) 436-432.
1910 (Mod. 19)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 355-352 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; 316-312.
1910 (Mod. Y)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620; 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 375-3720; (BB, (DD & EE) 316-312.
1911 (Mod. 20)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-352 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; 316-312.
1912 (Mod. 21)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-36 375-3720; (J) 256-2520; (K) 415-412; (AA) 375-3720; (BB) 335-3320; 316-312.
1913 (Mod. 22)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 375-3720; (BB) (DD & EE) 316-312.
1914 (26-27-28)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720 311; (C) 456-454; Ann, 1211; (H) 559-552; Ann, 211; (J) 439-4320; (K) 539-532; Ann, 308; (AA) 375-3720; (BB) 415-412; (DD & EE) 316-312 (Lt. Six, 30-33, 34, 35, 36, 37)—(F) 0211; (G & H) 210; (J) 305 (P) 205; (Q) 1205; (AA) 209; (BB) 307; (DD & EE) 306.
1916-17 (6 & 12)—(A) 308: (B) 305: (F) 311: (G & H) 210 WRT: (J) 305: 205: (AA) 209: (BB) 307: (DD) 305: (EE) 306.
1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307; (AA) 208; (BB) 306
1918-19—(A) Gur. 308D PRT: (B) 305RT: (F) 211R: (G & H) 210W RT (K) 307.

**HENDERSON**—1913-14 (Mod. 4, 45)—(A) 0309: (B) 0307: (D & E) Hy, 26777 Hy, 26056: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1914 (46-54-56)—(D & E) Hy, 26777: (G & H) Hy, 26056: (AA) Hy, 27794 26733: (DD & EE) Hy, 16516.

**HENDERSON BROS.**—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 31 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB)
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277 339-333.

**HENDRICKSON**—1915-16-17 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K)
1915-16-17 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**HERCULES (Truck)**—1912 (5 Ton)—Tim. Brgs.; (G, H & J) 5552-5520; 5520; (DD & EE) 5355-5320.

**HERRESHOFF**—1910 (Mod. 20)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520 312; (G) 355-3520; (H) 335-3320; (K) 317-312.
1913—(D & E) Hy, 16599: (G & H) Hy, 26598: (F) 309: (J) 306: (K) 307 x 1

**HERFF BROOKS**—1915—(A) Bower, 357T: (B) Bower, 315T: (G & H) (DD & EE) Hy, 17799.

**HEWITT**—1911-12-13 (4 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) (G & H) 5557-5520; (M) 3350-3320; (AA & BB) 5553-5520; (DD & EE) (FF) 3350-3320.
1911-12-13 (5 & 7 Ton)—Tim. Brgs.; (A) 5552-5520; (B) 5351-5320; (D) (E) 5551-5520; (G & H) 5557-5520; (L) 5557-5520; (M) 3360-3320; (AA)
1911-12-13 (10 Ton)—Tim. Brgs.; (A) 6450-6420; (B) 5551-5520; (D) 6554-6521; (G, H & L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.

**HOLLIER**—1916—(F) 310: (G & H) 0310: Hy, 26226: (J) 0208: (K) 0308: (DD) 206.

**HOLMES**—1919—(A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454 Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) Tim, 277-274: (BB) Tim, 339-333: (DD & EE) 306: (CC) 235.

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45)—(J) 0307; (K) 0407; (O) 0208; (AA) 1212; (BB) 307; (DD & EE)

34)—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0207: (K) 0307: (O)
) 307.
68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O)
) 307.
pic 40)—(D & E) Hy, 16032 & 16792: (G & H) Hy, 26056: (J) ND 0207:
407.
(A) Bower, 308AL: (B) Bower, 305AL: (D & E) Hy, 16779: G & H) Hy,

-(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407: (O) 205:

0)—(T) 308; (U) 309; (AA) 307; (BB) 305; (CC) 306.
2)—(J) 205; (K) 305; (AA) 210; (BB) 307.
50, 51 & 52)—(AA) 308; (BB) 307.
D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27797: (BB) Hy, 27899:
) Hy, 26972: (FF) Hy, 26956.

13-14-15-16 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-
k H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD &
33.
16 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320;
3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE)

)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550.
6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720.
4320; (BB) 437-4320; (DD X EE) 415-412.
)—Tim. Brgs.; (A) 5550-5520; (B X E) 5351-5329; (C) 5354-5320; (D)
(G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5 20; (D) 6550-
5354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.
A)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D X E) 365-

)—Tim. Brgs.; (A X D) 3750-3720; (B X E) 3350-3320; (G X H) 3762
K) 3362-3320; (AA) 337-3329; (BB, DD X EE) 335-3320.
)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552;
5755-5720; (G X H) 5756-5720; (J X K) 559C-552; (AA X BB) 337-3320.
) 335-3320.
2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H)
(J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-
5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520;
) 337-3320; (DD & EE) 335-3320.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-
6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520;
4320; (BB) 335-3320; (DD & EE) 415-412.
)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H)
E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE)

on)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-
559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD &
320.
2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520;
59C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

Mod. 6)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD &

10 (Mod. 20)—(D & E) Hy, 16018: (G & H) Hy, 26063: (J) Tim, 316-316:
336-320.
33)—(A) Bower, N307; (B) Bower, N305; (F) Hy, 16795; (G & H) Hy,
Weston Mott, 1271S: (J) Hy, 14812: (K) Tim, 3158-3120: (AA) 210:
(DD & EE) 306.
37)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 355-3520; (G & H)
1720; (J) Tim, 317-312; (K) Tim, 417-412; (AA) Bower, 210; (BB) Bower,
& EE) Bower, N306.
54)—Tim. Brgs.; (A) 444-4320; (B) 315-312; (D, E & G) 375-3720; (H)
J) 317-312; (K) 444-4320; (AA) Bower, 211; (BB, DD & EE) Bower, 308.
d. 45)—Bower Brgs.: (A) 444T: (B) 315T: (D & E) 375T: (G) 375T: (H)
J) 317T: (K) 444T: (AA) 211N: (BB) 308N: (DD & EE) 306N.
47)—Bower Brgs.: (AA) 210N: (BB) 307N: (DD & EE) 305N.
40)—(A) Tim, 343-3320; (B) Tim, 258-2520; (D & E) Tim, 355-3520;
365-363; (H) Tim, 375T-3720; (J) Tim, 420-414 H.B.8308; (K) Tim, 315-
210; (BB) 307; (DD & EE) Bower, N305.
Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3653B-3620; (D & E)
(G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4330; (AA) Ann, 211;
308; (DD & EE) Ann, 306.
Cyl. C)—Tim. Brgs.; (A) 343-3320; (B) 258-2520; (D & E) 355-3520; (G)
H) 375-3720; (J) 315-313; (K) 420-414.
Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E)
(G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211;
308; (DD & EE) 306.
6-40)—Tim Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-
& H, 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026;
er, 307: Hy, 16684: (DD) Hy, 16506: (EE) Bower, N305: Hy, 16506: (FF)

6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330-
435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417;
Hy, 17026: (BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy,

6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-
& H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy
B) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy, 16820.

—1911 (Mod. C)—Tim. Brgs.; (A) 951-920; (B) 550-520; (J) 260-
321-312.
05 x 1.0153".
wer Brgs.: (A) 208N: (B) 305A: (D) 210N: (E) 210A: (G & H) Hy, 26991.
H)—(A) Bower, 208N: (B) Bower, 305A: (D & E) Bower, 210A.
(All Mods.)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 210; (G & H)
: 0210: (J) 0306: (K) 0406.
)—(G & H) Hy, 26991: (BB) Hy, 16995: (DD) Hy, 16993: (EE) Hy, 16994.
d. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210;
(K) 1406: (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle):
16993: (EE) Hy, 16994.
4-HA)—(AA) 305: (DD & EE) Hy, 16993 & 16994: (GG) ND 03.
N-K)—(A) 305; (B) 208; (F) Mod. K210D Mod. N.310 RT; (G & H)
) 306D: (K) 406RT: (Q) 213HS: (AA & BB) 213: (DD) Hy, 16993: (EE)

308: (G & H) 0210: (K) 407: (DD) Hy, 16993: (EE) Hy, 16994.
d. R)—(D & E) Hy, 16691: (G & H) Hy, 26401.

-1917 (1½ Ton)—Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE)

& 5 Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-

1917 (W. F. 2, 7-Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**IMPERIAL—1909 (H.P.V. 30)**—Tim. Brgs.; (A) 3357-3320; (B) 3150-3120; (D) 4353-4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (AA) 4353-4320; (BB, DD & EE) 3351-3320.
1913 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407.
1913 (Mod. 32)—(A) 0308: (B) 0305: (D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407.
1913 (Mod. 6)—(A) 309; (B) 306; (F) 312; (G & H) 211; (J) 308; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
1913 (Mod. 44)—(A) 308; (B) 306; (F) 310; (G & H) 211; (J) 307; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
1914 (Mod. 32)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407: (AA & BB) 307: (DD & EE) 306.
1914 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407: (AA & BB) 307: (DD & EE) 306.
1914 (Mod. 5, 4, 6)—(A) 309; (B) 306; (D) 312; (E) 2.2; (G) 211; (H) 211; (J) 208; (K); 309 (AA & BB) 308: (DD & EE) 304.
1915 (Mod. 34)—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 307: (AA) 208: (BB) 207: (DD & EE) 305.
1916 (All)—(D & E) Hy, 16779: (G & H) Hy, 26252.

**INDIANA—1914-15 (B 1½-Ton)**—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 212; (O) 205: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1914-15 (F 3 Ton)—(A) 312: (B) 311: (D) 313: (E) 312: (G & H) 212: (AA) Hy, 27780 (BB) Hy, 27896: (DD & EE) Hy, 16748.
1914-15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 212; (O) 205.
1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 207; (O) 205.
1916-17 (L 5 Ton)—(A) 315: (B) 314: (F) 319: (G & H) 219: (J) 409: (K) 410: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207; (DD & EE) Hy, 26972; (M) 3107D.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207: Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 26972: (M) 3107D.
1917 (Mod. R 3½-Ton)—(A) 312; (B) 311; (E) 317; (G & H) 219; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 207; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF. 918.
1917 (Mod. L)—(A) 312; (B) 311; (E) 319; (G & H) 219; (I) SKF 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) Hy, 57896; (DD & EE) Hy, 16748.
1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 26972.
1917 (Mod. S 1-Ton)—(A) 308; (B) 307; (D) 213; (E) 211; (F) 308; (G & H) 211; (J & K) 208; (M) 2111F; (O) 205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.
1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 408; (M) 3107D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) 339.
1918 (Mod. R 3½-Ton)—(A) 312; (B) 311; (F) 317; (G & H) 218; (I) SKF. 918; (J) 409; (K) 410; (M) Rh. 3110D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) Tim, 339-333.
1918 (Mod. L 5-Ton)—(A) 312; (B) 311; (F) 319; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (Q) 308; (AA & BB) Tim, 439; (DD & EE) Tim, 415-412.
1918 (Mod. Q 1, 1½ Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (J) 407; (K) 216; (O) 205; (Q) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.
1918-19 (D-2 Ton, T-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**INTERNATIONAL HARVESTER—1910-11 (Roadster)**—(AA) 309; (DD & EE) 306; (GG) 202; (HH) 204.
1910-11 (Touring)—(T) 205; (U) 301; (V) 204; (FF) 203; (HH) 204.
1910-11 (Mod. J)—Tim. Brgs.; (D) 3455-5420; (G & H) 3762-3720; (J & K) 3455-3420; (AA) 3762-3720; (BB) 3455-3420; (DD & EE) 3150-3120.
1909-10 (Mod. F)—Tim. Brgs.; (D) 3455-3420; (G & H) 3762-3720; (J) 3455-3420.
1910-11 (J-110)—Tim. Brgs.; (G, H & AA) 3756-3720; (BB) 3450-3420.
1910-11 (Mod. K)—Tim. Brgs.; (D, J & K) 3455-3420; (G & H) 3762-3720.
1915-16 (N. E. 1,500 lbs.)—Tim. Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.
1916-17 (1,500-2,000 lbs.)—Tim. Brgs.: (A) 419-412: (B) 317-312: (D) Bower, 309N: Hy, 16667: (E) Bower, 306N: Hy, 16667: (Jack Shaft) Bower, 306NDT: (G & H) Hy, 16667: (AA) 337-3320: (BB) 335-3320: (DD & EE) 316-312.
1917-18-19 (K-1½, G-2 Ton)—(D & E) Hy, 26662: (G & H) Hy, 16667.
1918-19 (H-¾, F-1 Ton)—(D & E) Hy, 16667: (G & H) Hy, 16667.
1919 (3½ Ton)—(D) Hy, 56756: (E) Hy, 47893: (G & H) Hy, 27884.

**INTERNATIONAL (Truck)—1914 (S 2nd Ser.)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320.
1914 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914 (T 3½-Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.
1915 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (AB 1½-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530.
1916 (AC 3½ Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.
1916 (AC 5½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 5355-5320.
1917 (AB 1 Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720: (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K)539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AB 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AC 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-3621; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GG) 1550-1530.

**INTERSTATE—1909-10 (Mod. 25-30)**—(K) 307; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1911 (Mod. 35)—(A) 309; (B) 306; (D) 312; (E, G & H) 212; (J) 210; (K) 310; (AA & BB) 307; (DD & EE) 306.
(Mod. 40-41-42)—(A) 308; (B) 306; (D & E) 311; (F) 311; (G & H) 211; (J) 208; (K) 309; (O) 205; (Q) ND. 211 for cars No. 4301 to 4316; (R) DR. 306; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.

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**INTERSTATE—Continued**
(Mod. 45, 6 Cyl.)—(A) 309; (B) 306; (D) 310; (E) 210; (G) 211; (H) DR. 211; (J) 208; (K) DR. 309; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
(Mod. 50-51-52)—(A) 309; (B) 306; (D) 312; (E) 212; (G & H) 211; (J) 210; (K) 310; (Q) 211; (R) 306; (AA) 308; (BB) 307; (CC) 206; (DD & EE) 306.
1915-16 (Mod. T-TR)—(D & E) Hy, 16779: (G & H) Hy, 26252: (I) Hy, 16352: (AA) SR 206: Hy, 26518: (BB) SR 307: (DD & EE) 206.
1918 (T Series)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1917-18 (850 lbs. Del.)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1916-17—(BB) 307; (DD & EE) 206.

**JACKSON—1912-13 (Mod. 60)**—(A) 0408; (B) 0405; (F) 10; (G & H) 212; (J) 0309; (K) 307.
1910-11 (40 & 41)—(D & E) Hy, 16032: (G & H) Hy, 26056: (K) 306: (AA) 308: (BB) 307.
1914 (Mod. 23-46)—(J) 0207; (K) 0407.
1914-15 (43-45)—(D) 310; (E) 210; (J) 0207; (K) 30407; (O)0305; (AA) 212; (BB) 307.
1914—(F) 312; (G & H) 212; (J) 311; (K) 308.

**JEFFERY—1914 (Six-17)**—(D) 309; (E) 209; (J) 407; (K) 405; (T & U) N.D.DR. 305; (AA) 210; (BB) 407; (DD & EE) 306; (GG) ND. 03; (JJ) ND. 307.
(Four-18)—(D) 309; (E) 209; (G & H) 211; (J) 208; (K) 308; (V) 302; (AA) 210; (BB) 407; (DD & EE) 210; (GG) 302.
1913-14 (Rambler)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 306.
1914 (Mod. 96)—(D) 309; (E) 209; (G & H) 309; (J) 405; (K) 407; (AA) 210; (BB) 208; (DD & EE) 306.
1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 305; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.
(6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.
1916-17 (4-72)—(O) 205.
1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

**JEFFERY QUAD—1914 (4WD 3,600 lbs.)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (J) 355-3520; (K) 315-312.
1916 (1½ Ton)—(D & E) Hy, 26065: (G & H) Hy, 26057: (K) Hy, 25777.
1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.
1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 5355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-4520; (J) 419-412; (K) 3196-3120.

**JENKINS—1910 (Pleas.)**—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

**JEWELL (Croxton & Keaton M. C. Co.)—1910 (Pleas.)**—Tim. Brgs.; (A) 3358-3320 (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320 (K) 435-4320.

**JONES—1916-17-18 (**)—(D & E) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 27797; (BB) Hy, 27899: (DD & EE) 26972: (FF) Hy, 26956.
1918 (1 Ton)—(H) Hy, 26219: (AA) Hy, 27791: (DD) Hy, 17014: (EE) Hy, 16506.
1918 (2 Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**JORDAN—1917 (Mod. B)**—Tim. Brgs.; (A) 337-3320; (B) 230-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1 0 ; (BB) ND. 1307.

**KEARNS—1918 (D ½ Ton)**—(D & E) Power, 208 .

**KEETON—1910 (Mod. K)**—(F) 405; (G & H) 212; (J) 308; (BB) 307; (CC) 307; (DD & EE) 306.
1913 (Mod. E)—(AA & BB) 308; (CC) 305; (DD & EE) 306.
1914 (Carnation)—(J) 0308; (BB) 307.
1914—(J) 0308; (K) 308; (AA & BB) 308; (CC) 305; (DD & EE) 306.

**KELLY-SPRINGFIELD—1909**—(J 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 4358-4320.
1909-10-11 (D 30)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320.
1910-11—(E-D 35)—Tim. Brgs.; (A & D) 4550-4520; (B) 4353-4320; (C) 4358-4320; (E) 4361-4320.
1911—(Mod. H)—Tim. Brgs.; (A & B) 3750-3720; (B & E) 3350-3320.
1912 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-4320.
(K 30)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 3955-3920; (GG) Ann, 205.
(K 31)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; (J) Hy, 16032; (N) Dr. Shaft, Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) GI-128 Covert; (DD & EE) Hy, 16516; (FF) GI-106-1 Covert; (GG) 1820 & 2360 SKF.
(K 32)—(A) Bower, 5351T; (B) Bower, 3360T; (E) Bower 314N; (G & H) Tim, 559-552; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) G.L. 128 Covert; (DD & EE) Hy, 16516; (GG) 820 and 2360 SKF.
(K 35)—(A) Tim, 4550-4520; (D) Tim, 4361-4320; (C) Tim 443-4320; (D) Tim, 5550-5520; (E) Tim, 5355-5320; (G & H) Hy, 26056; (J) Hy, 16478; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE, Hy, 16698; (GG) 820 & 2360 SKF.
(D 35)—(G & H) 1113; (J) 303; (K) 407; (AA) 306; (BB) 309; (DD) 307.
1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 635a-6321; (G & H) 3955-3920.
(K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-4320; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (CC) K-128 Covert: (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF.
(K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16970; (AA) Hy, 57889; (BB) Hy, 57890; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) F-106-A Covert.
(K 50 & 60)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 655a-6521; (E) Tim, 6359-6321; (G & H) Tim, 3955-3920; (J) Tim, 5354-5320; (N) Dr. Shaft Hy, 16970; (AA) Hy, 56490; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.
1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T; (B) Bower, 3360T: (D) Bower, 3958T: (E) Bower, 3556T; (G & H) Hy, 26056: Hoist Brg., Hy, 16698.
1917-18 (K-32 1½ Ton)—(F) Bower, 314NDT.
1917-18 (K-36 2½ Ton)—(F) Bower, 316NDT.

**KIMBALL—1910 (20 Light)**—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3357-3320; (E) 3151-3120.
1910 (30 Heavy)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358-3320; (E) 3154-3120.
1911 (Mod. 30)—Tim Brgs.; (A) 337-3320; (B) 315-312; (D) 3358-3320; (E) 3154-3120.

**KING—1912 (35-36)**—(F) 310; (J) 307; (K) 407; (BB) 306.
1913 (Mod. 38)—(D) 308; (E) 306; (F) 310; (G & H) 211; (K) Special 407 x 1½"; (AA) 1308; (BB) 307; (CC) 304; (DD & EE) 305.
1914 (Mod. A-B)—(F) 310: Hy, 16699: (G) 210: Hy, 16272: (J) 0307: (K) 307.
1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) 1 (J) ND 0306; (K) ND 0406: (O) 205: (AA) Hy, 17024 (BB) Hy, 16562: (D Hy, 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (AA) Hy, 17024, SR 308: (BB) Hy, 16562, SR 307: (CC) 304: (DD & 16506.
1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) Gurney, 210W: (J) ND 0306: (K) 406: (O) 205: (AA) Hy, 17024: (BB) H (DD & EE) Hy, 16506.
1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H (J) DR 306: (K) 406 Radial: (O) 1205: (AA) Hy, 17024: (BB) Hy, 16684: & 492.
1918-19 (Mod. F)—(AA) Hy, 17024.

**KISSEL—1909-10 (Mod. F-11-12-30, 12-40)**—Tim. Brgs.; (A) 2756-2720; 2620; (D & E) 3756-3720; (G & H) 3760-3720; (J & K) 3152-3120.
1911-12-13 (3-4-5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) (D) 6550-6521; (E) 6350-6321.
1912-13 (1,500 lbs. 12-50)—Tim. Brgs.; (A) 2756-2720; (B) 2650-2620; (D, 385-383; (H) 456-4520; (J & K) 3152-3120.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; 6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (12-60, D13, F13-14, 1 Ton)—Tim. Brgs.; (A) 419-412; (B) 316 3650-3620; (D, E & G) 385-383; (H) 456-4520; (J & K) 3152-3120.
1914 (¾-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) (E) 5355-5320.
1914 (3½ & 6)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (G & H) 477-473.
1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim, 2760-2720; (B) Tim, 2 (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3 307; (O) 205; (AA) 306; (CC) 307.
1914-15 (Mod. 40-60)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914 (Mod. 48)—(AA & BB) 307; (CC) 205; (DD & EE) 306.
1915—(O) 205; (AA) 211; (BB) 307.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; 539C-552; (J & K) 539C-532.
1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) 3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 205; (A (BB) 307; (DD & EE) Hy, 17790.
1917 (¾ Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 205; (AA) 210; (BB & CC) 307.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5553-5520; (G & H) 559-552; (J & K) 539-532.
(1917-18 (1½ Ton)—(A) Bower, 308: (B) Bower, 307: (DD & EE) Hy, 17799
1917-18 (3½ Ton)—(F) Bower, 317NDT.
1917-18 (6-42-Double 6)—(DD & EE) Hy, 17799.
1919 (100 pt. six)—(DD & EE) Hy, 17012.

**KLEIBER—1916 (1 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 34 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (1½ 2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (2½ Ton) Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (A 440-4320; (DD & EE) 415-412.
1917 (Mod. A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-41 EE) 335-3320.
1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) (DD & EE) 415-412.
1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; 5520- (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-3

**KLINE KAR—2020-21 (6-40, 6-50)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1910-11-12 (2,000 lbs.)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3 (E) 3154-3120.
1912 (Mod. 4-30)—(D & E) Hy, 16742: (G & H) Hy, 26057: (F) 310: (J) 26750: (K) 407: Hy, 16091.
1912 (Mod. 4-40)—(A) 308; (B) 306; (F) 311; (G & H) 210; (J) 208; (K) 308
1913 (Mod. 6-50)—(A) 309; (B) 306; (E) 211; (F) 311; (G & H) 211; (K) 408.
1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 2 210; (CC) 307; (DD) 206; (EE) 306.
1917 (Mod. 6-38F)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, Bower, 209A: (H) 209: (J) 207: (K) 307: (O) 205: (AA) 210: (CC) 307: (D (EE) 306.
1918 (Mod. 6-38G-A)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.
1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

**KNICKERBOCKER—1911-12-13 (Mods. 12-3, 13-3, 12-5, 13-5)**—Tim. B 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; 3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (1911-12-13 [Mods. 12-3 use 6356-6321 and 5355-5320 on Inner and Outer Rear Wheel respectively

**KNOX—1910-11-12**—(D) 311; (E) 211; (J & K) D.R. 308; (AA & BB) D.W (DD) D.W.F. 309; (EE) D.W.F. 307.
1912 (R-15-16)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5 (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R-17)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6350-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, D 3756-3720.
1913 (R-18)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; 6521; (E) 6351-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, D 3756-3720.
1912 (R & S)—(A) Tim, 336-3320; (B) Tim, 316-312; (C) Tim, 3650-3620; (E) 211; (G & H) 311; (I) HB. 109; (J) 309; (K) 311; (M) HB. 1106; (BB) 306; (DD & EE) 307.
1913 (R & S)—(D) 311; (E) 211; (G & H) 311; (J) 209; (K) 311.
(Mod. 32, Type A)—(J) D.R. 308; (K) D.R. 412.
1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5
1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3 Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D (H) S.R.O. 365D or D.R. 215; (I) SKF. 915; (J) 1307; (K) 313; (AA) S.R. or N.D. 212; (BB) S.R.O. 306 or D.R. 307; (CC) S.R.O. 312D & 306 or D. 307; (DD) S.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GG) A2'4
1914 (2 Ton)—(G, H & K) 312; (J) 306; (AA & BB) 309; (CC) 306; (DD 307.
1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 455-4520; (B) 3360-3320; (C) 436-4 6550-6521; (E) 6354-6321.

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—1917-18 (K 1½ Ton)—(D) Bower, 309N: (E) Bower, 306N: (Jack Shaft) 306N.
3 Ton)—(D) Bower, 311N: (E) Bower, 311N.
15 (Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) ; (DD & EE) 316-312.
d. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762- 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & -312.
d. H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 20; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; EE) 339-333.
d. G, H, & T)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
d. L 90-80)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & -5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435- )D & EE) 415-412.
d. 35)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; l) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE)
d. 60)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 20; (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; EE) 339-333.
3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 21; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; 5-4320; (DD & EE) 415-412.
2-13 (Mod. K)—(D & E) Hy, 16018: (G & H) Hy, 26062: (F) 309: (W & Y) ) 308: (BB) 306.
Mods. L-M)—(D & E) Hy, 16018: (G & H) Hy, 26063: (O) 306: (W & Y) ) 308: (BB) 306.
—1910 (17, 21, 26)—(D & E) Hy, 16989: (G & H) Hy, 16963.
17 (48-68-66-99C & 90)—(D & E) Hy, 18205: (G & H) Hy, 18200.
1918 (2½ Ton)—(F) Bower, 314NDT.
½ Ton)—(F) Bower, 317NDT.
on)—(F) Bower, 319NDT.
(Mod. F 1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
l. C 3½ Ton)—(F) Bower, 317NDT: (AA) Hy, 26557: (BB) Hy, 26697: EE) Hy, 16698.
½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
-1912 (½ & 1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320 3320; (G & H) 336-3320.
3½ Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443- & H) 375-3720.
½-Ton)—Tim. Brgs.; (A & D) 3358-3320; (B & E) 3156-3120; (G & H) ); (K) 355-3520.
-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320; k K) 375-3720
-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320 k K) 375-3720.
1½-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354- & H) 476-473; (K) 456-4520.
5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 21; (E) 6353-6321; (G & H) 5552-5520; (K) 476-473.
(Homer)—(Mod. D)—(D) 307; (T & U) 205; (AA & CC) 307; (GG)
1915-16-17 (Tractor)—(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 30.
12-13-14—(A) 308; (B) 306; (F) 311; (G) 212; (H) 212; (AA) 210; (BB) D & EE) 307.
es 33)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.
14—(AA) 307; (CC) 304; (DD & EE) 305.
ds 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; (J) 305; (K) 407; (O) A & BB) 0306; (CC) 0204; (DD & EE) 0305.
ds)—(O) 204; (AA & BB) 306; (CC) 304; (DD & EE) 305.
uck)—1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354- D) 6550-6521; (E) 6350-6321.
d. 21)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-
d. 51)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-
N—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.
-17, 6-OO-17)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: ): (B) Bower, 209A: (H) Gurney, 209RT: (J) Gurney Duplex, 207: (K) Gurney 7: (O) 1205: (AA) ND 208: (BB) ND 307.
-18)—(A) 305; (B) 308.
Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A d. R-19)—(DD & EE) Hy, 17012.
N-HOWARD—1909-10 (A, A-40)—Tim. Brgs.; (A) 3357-3320; (B) 3151- D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3554- 3B) 3455-3420; (DD & EE) 3150-3120.
d. F)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) ); (J) 256-2520; (K) 337-3320.
1912-13 (E, F, 12-D)—Tim. Brgs.; (A) 415-412; (B) 316-312 [1912 Mod. F 5-363 Tim on Inner and Outer Rear Wheel]; (D & E) 355-3530; (G & H) ); (J) 256-2520; (K) 415-412.
-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; n, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) B) 208; (CCC) 204; (DD & EE) 308.
)—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & 7; (CC) 304; (DD) 305; (EE) 306.
)—(O) 205; (AA) 208; (BB) 307.
)—(O) 205; (AA & BB) 307; (CC) 304: (DD) 305; (EE) 306.
-1916—(Q) 205; (AA) 308; (BB) 307.
d. 10A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288- ) 355-3520; (J) 334-3320; (K) 258-2520.
d. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; , 257-2520; (K) Tim, 3381-3320; (AA) 205; (BB) 208.
-1911-13 (24 Pleas.)—(A & D) Tim, 1951-1930; (B & E) Tim, 1550-1530.
Mod. 29)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 2750-2721; (E) 30.
000 lbs. L-20-1 Ton)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26977; y, 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.
(Mod. 40)—(A) 308; (B) 305; (D) 310; (E) 210; (G & H) 0211; (J) ; 0408.
TEWART—1912-13-15 (Lt. ¾ Ton, B, C & D)—Tim. Brg -A19;. )(4 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320 -4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
Mods. F, 1½ & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C ); (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; D & EE) 335-332 ..
& D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.
1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (H 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720: (J & K) 4365-4320: (AA) 337-3320: (AA) Hy, 26518: (BB) Hy, 27899: (DD & EE) 316-312: Hy, 26972: (FF) Hy, 26956.
1916 (Mod. W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

LITTLE—1912 ("6")—(D & E) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1914 (Little 4)—(J) 307: (AA) 209: (BB) 307.

LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.
1915 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann, 211; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & C1502.
1916 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 5553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (Mod. 1)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720: (J) 559C-552: (K) 6359-6320: (AA) 222: (BB) 309: (CC) 212: (DD & EE) 308: (GG) Oakes X1610, 14 balls.
1917 (Mod. 15, ¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274: (BB) 338-333: (DD & EE) Hy, 17799.
1917 (Mod. 16, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) 337-3320: Hy, 17026 (BB) 335-3320: Hy, 16684: (DD & EE) 316-312: Hy, 16506.
1918 (H 1½ Ton)—(D) Bower, 4553T: (E) Bower, 3554T.

LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
1909 (Mod. L-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D)311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1909-10-11-12 (Pleas.)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
1912-13-14 (5 Tons)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
1913-14-15-16 (M-3-4, R-2-3, L-5)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
1915 (M-5, R-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 411: (AA) 209;(BB) 308: (DD & EE) 307; (GG) 2-303.
1915-16-17 (3 & 4 Ton B-BB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 110; (M) 113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
1916 (M-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) 3360-3320.
1916 (R-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 308; (DD & EE) 307; (GG) 303.
1917 (M-7, R-7)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (I) 813; (J) D.R.311; (K) 412; (N) 304; (O) 307; (P) 210; (AA) 211; (BB) 308; (CC) 211; (DD & EE) 307; (GG) DR.303.
(Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
(Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; E) Tim, 6354-6320; (AA) 411; (BB) 1113.
(Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; E) Tim, 6453-6420; (AA) 411; (BB) 1113.
(Mod. E-1, 2, 3, 4)—(A & D) 307; (B & E) 305.

LONGEST BROS.—1911 (3 Tons)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3955-3920; (AA & BB) 395-3920; (DD & EE) 336-3320.

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6562-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LOZIER—1909-10 (Mod. J)—(A) Tim, 3357-3320; (B) 3151-3120.
1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.
1913 (Mod. 72)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (AA) 308; (BB) 310; (DD) 306; (EE) 403; (GG) 201 & 201.
1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320 N.D. 308: (K) Tim, 539-532, 408: (Q) 305: (AA) Tim, 385-383: (BB) Tim, 339-3320: (CC) 305: (DD & EE) 307: (GG) 201 & 201.
1915 (4-34)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
1915 (Mod. 77)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 307; (K)407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201.
1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

LUVERNE—1913—(F) 311: (G & H) Hy, 26059: (J) 0307: (K) 309 x 1½".

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**LUVERINE—Continued**
1914-15 (7-60)—(F) 311; (G & H) Hy, 26059: (K) 308; (O) 205: (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.
1916 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312.
1917 (17-76a)—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.

**LYONS-KNIGHT—1913 (Mod. 12)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, G & H) 475-473; (E) 385-383.
1914-15 (Mod. K)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

**McFARLAN—1913-14-15 (6-T, X)**—(G & H) Hy, 26059: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1917 (All Models)—Tim. Brgs.: (A) 419-412· (B) 316-312: (C) 3656B-3620: (D & E) 375-3720: (G) 456-454: (H) 559-552: (J) 439-4320: (K) 539-532: (AA & BB) 344-333: (DD & EE) 316-312.

**McINTRYE—1913 (Truck)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1911-12 (A-5, D-12, F-12)—(D & E) Hy, 16033: (G & H) 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**McLAUGHLIN—1915 (24-25C)**—(D & E) Hy, 16691: (G & H) Hy, 26062.
1916 (32) (D & E)—Hy, 26304: (G & H) Hy, 26223: (AA) Hy, 17024.

**MACCAR—1914-15 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-16 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; & J) 455-4520; (E & K) 3762-3720; (G & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320; (AA, BB, DD & EE) 335-3320.
1916 (Mod. K)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (H 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3656B-3620; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1917 (U 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**MACK—1910-11-12-13 (1½ & 2 Ton,**—(A) Tim, 3750-3720; (B) Tim, 3350-3320; (C) Tim, 341-3320; (D) Tim, 4550-4520; (E) Tim, 4361-4320; (G) 311; (H) 311; (O 206; (AA) 212; (BB) 307; (CC) 211; (GG) 204.
1910-11-12 (1-11-3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5350-5320.
1910-11-12 (4-5-7½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5350-5320; (D) Tim, 6550-6520; (E) Tim, 6350-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1913-14 (3 & 4 Ton, Type 1-2-3)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 5550-5520; (E) 5357-5320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1913-14 (4-5-7½ Ton, Type 1-2-3)—(A) Tim, 5550-5520; (B) Tim, 5357-5320; (D) Tim, 6550-6520; (E) 6354-6320; (AA) 310; (CC) 212; (DD) 313; (GG) 203.
1917-18-19 (AB 1, 1½ & 2 Ton Worm Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 557-552; (H) 456-454; (J & K) 539-532; (N) SK.F. 407AJ; (O) Schafer, 305; (Q) 209 RJ; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530.
1917-18-19 (AB 1, 1½ & 2 Ton Chain Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 395-3920; (J) 4364-4320; (K) 2753-2720; (O) Shafer 305; (Q) 209 RT; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530; (Jack Shaft) Schafer, 308.
1917-18-19 (AC 3½, 5½ & 7½ Ton Chain Drive)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6356-6321 or 6550-6521; (E) 5355-5320 or 6354-6321; (G & H) 5557-5520; (J & K) 3360-3320; (Q) SK.F. 2215; (Engine Cross Shaft) 235-2330; (Master Gear, large) 530-532; (Master Gear, small) 455-4520; (BB) 5557-5520; (CC) Schafer, 407; (DD & EE) 5355-5320; (FF) 3362-3320; (GG) 1550-1530; (Jack Shaft Ball Brg.) Schafer, 1410.

**MADISON—1916-17 (6-40)**—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205 (AA) 208; (BB) 207; (DD & EE) 305.
1916 (Madison)—(F) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (AA) 208; (BB) 307.

**MAIBOHM—1917 (Mod. A)**—(F) Gy, 16076 or 16395: (G & H) Hy, 26269 or 26253.
1918 (Mod. A)—(F) Hy, 16395: (G & H) Hy, 26253.
1918-19 (Mod. B)—(G & H)—Hy, 26216.

**MAIS—1911-12-13 (1½-2 Ton, A, B)**—Tim. Brgs.; (A & C) 4364-4320; (B) 3364-3320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520).
1913-14 (1½-2-2½ Ton)—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5355-5320; (KK) 255-2520.
1913-14 (2½-3 Ton)—Tim. Brgs.; (A) 4553-4520; (B) 3364-3320; (C) 4554-4520; (D) 5554-5520; (E) 5564-5520; (KK) 255-2520.
1914-15 (1-1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.

**MARATHON—1911-12 (Mod. L)**—(K) 307.
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13-14 (Mod. M)—(D) 309; (E) 1209; (G & H) Hy, 26056; (K) 308; (BB) 309; (DD & EE) 206.
1913 (Champion)—(A) 0408; (B) 0405; (F) 310; (G & H) 0211; (K) 408; (BB) 309; (DD & EE) 206.
1913 (Runner)—(A) 0406; (B) 0305; (F) 307; (G & H) 0210; (K) 407; (BB) 208; (DD & EE) 304.
1913 (Winner)—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (K) 407; (BB) 308; (DD & EE) 205.
1912 (Mod. N)—(D) 310; (E) 210; (G & H) Hy, 26056; (K) 308.
1913-14 (Mod. F)—(F) Hy, 16792; (G & H) Hy, 26056; (K) 308; (BB) 208; (DD & EE) 304.
1912 (Mod. K)—(F) Hy, 16018: (G & H) Hy, 26062: (K) 306.

**MARION—1909**—(G & H) Tim, 3554-3520.
1911 (Mod. 30)—(G & H) Tim, 355-3520; (F) Hy, 16032; (G & H) Hy, 26056.
1911 (Mod. 45)—(A) Tim, 335-3320; (B) Tim, 235-2320; (G & H) Tim, 355-3520.
1913-14 (B 4-Cyl. 35, 36 & 37)—(G & H) Tim, 375-3720.
1910 (Mod. SS)— (A) Tim, 235-2320; (B) Tim, 250-2520; (G & H) Tim, 355-3520.
1910 (Mod. L-S)—(A) Tim, 2350-2320; (B) Tim, 2550-2520; (G & H) Tim, 355-3520.
1912 (Mod. 60)—(A) Tim, 317-312; (B) Tim, 235-2320; (K) Tim, 415-412.
1912-13 (35, 36 & 37)—(A) 308: (B) 306: (D) 310: (E) 210: (F) Hy, 18230 Tim, 355-3520 used on first 200 cars, Tim, 375-3720 on all others: (AA) 209 (CC) 304: (DD & EE) 305.
1912-13 (46, 47 & 48)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D, G & H) 365; (E) Tim, 365-363; (AA) 209; (BB) 307; (C) 304; (DD & EE) 305.
1912 (Mod. 61)—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (D & E) 365-363 375-3720; (K) 415-412.
1912 (65Pd, ¾-Ton)—(A) Tim, 419-412; (B) Tim, 316-312.
1913—(A) 308; (B) 306; (D) 310; (E) 210; (G & H) Tim, 355-3520 u 200 cars; Tim, 375-3720 on all others; (AA) 209; (BB) 307; (CC) 304; ( 305.
1914-15 (50-50H)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 1651
1915—(J) 0208; (K) 0407.
1916 (Mod. H)—(F) Hy, 16779: (G & H) Hy, 26252.
1916-17-18 (8, 6-40, 6-60)—(F) Hy, 16779: (G & H) Hy, 26056.

**MARION HANDLEY—1917 (5 Pass.)**—(A) 305; (B) 308; (G) 0307; (H Tim, 344-333; (K) Tim, 441-434; (O) 205; (AA) 208; (BB) 307; (CC & EE) 305.
1917 (7 Pass.)—(J) Tim, 339-3320; (K) Tim, 441-434.
1917 (A Handley)—(A) 305; (B) 308; (J) 0208; (K) 0407; (O) 205; (BB) 307; (DD & EE) 305.

**MARITIME—1913 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532

**MARMON—1909 (50)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (EE) 1954-1920; (LL) 2751-2721.
1909 (32)—(A) Tim, 2750-2721; (B) Tim, 2650-2620.
1909 (Mod. H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (EE) 2653-2620; (KK) (LL) 2751-2720.
1910 (32)—(A) Tim, 2750-2721; (B) Tim, 2650-2620; (G & H) Tim, 456-4
1911-12-13-14 (4-32)—(A) Tim, 3357-3320; (B) Tim, 3151-3120; (G & H) 4520T.
1913 (48)—(A) Tim, 443-4320; (B) Tim, 435-4320; (G & H) 456-4520.
1914-15-16 (41-61)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-362 375-3720; (G) 456-454; (H) 559-552: (J) 439-4320; (K) 539-532.
1914 (6-48)—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520 DD & EE) 335-3320.
1915 (32)—(F) 311; (AA) 310; (AA) 408; (DD & EE) 406.
1915 (41)—(O) 0208; (Q) 0210; (AA) 309; (BB) 308; (DD & EE) 406.
1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408; (DD & EE) 406.
1916 (6-34)—(A) Tim, 337-3320—Tim, 415-412 after first 500 cars; (B) Tim (F) 311: (G & H) DR 212: Hy, 26056: (K) 310: (AA) 209: Hy, 17026 27125: (FF) Hy, 16828: (HH) 1305.
1917-18-19 (34)—(A) Tim, 415-412: (B) Tim, 236-2330: (F) 311: (G) D 26056: (H) Hy, 26056 Special: (K) 310: (AA) 209: Hy, 17026: (BB) (FF) Hy, 16828: (HH) 305.

**MARGNETTE**—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; (BB) 310; (DD & EE) 307.

**MARTIN "ATLAS"—1911—(K 1½-Ton)**—Tim. Brgs.; (A) 5558-5520; (B) (D) 5552-5520; (E) 4554-4520.
1912 (¾ Ton)—(D) Tim, 3554-3520; (E) Tim, 3158-3120.
1913 (4-D)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD 3320.
1914 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 34 4558-4520; (G & H) 375-3720.
1915 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320 6520; (E) 5355-5320; (G) 375-3720; (H) 395-3920.
1915 (Mod. B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320 5520; (E) 4365-4320; (G & H) 375-3720.
1916-17-18 (¾ Ton)—(D & E) Bower, 209AL: (AA) Hy, 27797: (BB) Hy, & EE) Hy, 26972: (FF) Hy, 26956.
1917 (C, Fire Truck)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 41 337-3320; (BB) 440-4320; (DD & EE) 335-3320.

**MASON—1914-15**—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

**MATHESON—1909-10-11 (M-17-24)**—(A) Tim, 3357-3320; (B) Tim, 3151-3
1910 (Mod. 18)—(D) 310; (E) 209; (G) 209; (H) 311; (O) 208; (AA) 3 DD) 1405; (CC & EE) 305.

**MAXWELL—1911 (Mod. G-A)**—(D & E) Hy, 16015: (G & H) Hy, 1680 3160-3120: (K) Tim, 5357-5320: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A & E) 355-3520; (B) 316-312; (D) 375-372 395-3920: (J) 337-3320: (K) 435-4320: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A, D & E) 355-3520; (B) 316-312; (G & H) (J) 256-2520: (K) 415-412: (DD) Hy, 16505: (EE) Hy, 16551.
1912 (Mod. E-B)—Tim. Brgs.; (A & E) 355-3320; (B) 316-312; (D) 375-372 395-3920: (J) 3362-3320: (K) 5357-5320: (DD) Hy, 16505: (EE) Hy, 1655
1913 (30)—(F) 311: (G & H) 211, Hy, 16774: (J) 307: (K) 407.
(Mod. 35-4)—(F) Hy, 16705-16565: (G & H) Hy, 16293-17034: (AA) 203: (DD & EE) Hy, 16561: (GG) 200.
(Mod. 30-6)—(D & E) 312; (GG) 200.
1913 (6-50)—(A) Tim, 415-412: (B) Tim, 316-312: (F) Hy, 16565: (G & H) Tim, 3352-3320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1913 (8-8)—Tim. Brgs.; (A & K) 435-4320; (B) 316-312; (D) 456-4520; (E) (G & H) 395-3920; (J) 337-3320; (KK) 257-2520; (LL) 256-2520.
1914 (Knight)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-362
1914-15-16 (25)—(F) Hy, 16714: (G & H) Hy, 26710: (AA) Hy, 16553. 4320: (AA) Hy, 16553.
1917 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J 4320.
1917-18-19 (25)—(F) Hy, 16714: (G & H) Hy, 26227: (AA) Hy, 16553.
1918 (25 Lt. Del.)—(F) Hy, 16714: (G & H) Hy, 26227: (K) Hy, 26621: (AA)
1919 (25)—(F) Hy, 16658: (G & H) Hy, 26269: (AA) Hy, 16553: (GG) Hy,

**MECHANICS MA HINE CO.—1913 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (J & K) 375-3720.
1914 (½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6521; (E) 6354-6321; (J) 375-3720; (K) 395-3920.

**MENOMINEE—1915 (Mod. A-C)**—(AA) Tim, 277-274; (B) Tim, 339-333.
1916 (Truck)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H (J) 439-4320; (K) 539-532.
1916 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. E-W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; 454; (J & K) 539C-532.
1917 (E-W ¾ Ton)—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456 559C-552; (J & K) 539-532; (AA) 277-274; (BB) 339-333.
1917 (F-W 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 455 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-335-3320; (DD & EE) 316-312.
1917 (H 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E)

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—Continued
559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE)

Ton)—Tim. Brgs.; (A) 4558-4620; (B) 3360-3320; (D & E) 5553-5520; 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE);

-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (EE) ; (G & H) 5756-5720; (J & K) 559-552.

—1913 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 436-4320; (C) 443-4320) 5520; (E) 4365-4320; (J) 375-3720; (K) 395-3920.

Mod. 35A, B, D, G, H, J, K)—(A & D) SKF 2310: (E) SKF 2210: (O SKF 2206: (BB) SKF 2308: (CC) 307 & 308: (DD & EE) 308: (GG) 202

(22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR. 207; (R) 307; (AA) DR. 308; (CC) DR. 206; (DD & EE) 308.

914 (Mod. 38)—(K) 308; (AA) 309; (BB) 307; (CC) 305; (DD & EE)

42)—(K) 308; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.
.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) (J) 256-2530; (K) 417-412.
earse 75-80)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 456-454: (H) 559-552; (J) 439-4320; (K) 539-532.

1910-12-13 (30-30)—(K) Tim. 3352-3320.

-1913 (Mod. R & S)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 307.
H-D-E)—(G & H) Hy, 26741: (AA) Hy, 16585: (BB) Hy, 16521: (DD & 6506.
K-M)—(F) Hy, 26794: (G & H) 26739: (AA) Hy, 16585: (BB) Hy, 16521: E) Hy, 16506.
L-O)—(F) Hy, 16792: (G & H) Hy, 26056: (AA) Hy, 16562: (BB) Hy, D & EE) Hy, 16506.

TRAILER—1917 (AB 1-Ton)—(A) Tim, 3358-3320; (B) Tim 3154-3120; 1½-Ton)—(A) Tim, 4550-4520; (B) Tim, 4353-4320.
on)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320.
-Ton)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.
on)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.

-1912 (R 40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D, E & G) 375-456-4520; (J) 336-3320; (K) 435-4320.

1909-10 (Mod. K, G-9)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & 720; (G) 3762-3720; (H) 3955-3920; (J) 3459-3420; (K) 3160-3122; (AA) ; (BB) 3351-3320; (DD & EE) 3150-3120.
od. L-L 1, 2, 3)—(AA) Tim, 375-3720; (BB) Tim, 335-3320; (DD & EE 312.
R-7-0)—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA & BB) 375-3720; E) 335-3320.
.)—(AA & BB) Tim, 339-333; (DD & EE) Tim, 319-313.
T-4, T-6)—(AA) 310; (BB) 307; (CC) 304; (DD) 306; (EE) 406.

(Mod. 15-151)—Front and Rear Motor Bearings 305 & 306: (D & E) Hy

) Bower, 307AL: (B) Bower, 305AL.

E—1916 (3 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B & E) 5551-5520. 475-473.

-1910-11-12—(A) 306; (B) 308.
†6, 7†6)—(A) Tim, 420-413: (B) Tim, 319-313: (G & H) Hy, 16041: (J) 1408: (AA) Hy, 27788: (BB) Hy, 26785: (DD & EE) Hy, 16506: 307: (CC)

A40, A50, A60)—Tim. Brgs.; (A) 420-413; (B) 319-313; (D) 395-3920; (E) J) Ann, 208; (K) Ann, 408; (AA) Ann, 307; (BB) Ann, 307; (CC) Ann, & EE) Ann, 307; (GG) Ann, 04 & 05.
& 6)—(G & H) Hy, 16041: (J) 208: (K) 408: (AA) 307: (CC) 305: (DD 07: (GG) ND 04 & 05.
.)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) Hy; (BB) 210;

45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) DR. 304; ; (BB) DR. 210; (CC) 307.
-(G & H) Hy, 16041: (S) 308: (AA) 1308: (BB) 210: Hy, 16354.
-(F) Hy, 26622: (G & H) Hy, 26491: (K) DR 307: (S) 209: (AA) DR 209: ; (DD & EE) Hy, 17795.
od. C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) 1: (J) 307: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy, 26482.
—(F) Hy, 16779: (G & H) Hy, 26056: (J) 207: (K) 408 on cars 70000 to ) 307: (K) 207 on cars 81701 up: (AA) 209: (BB) 209 (DD & EE) Hy,

C-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) Hy, ) Gur. 307RT: (K) Gur, 407: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: , 26482.
D-40)—(A) Tim, 344-333: (B) Tim. 237-233: (F) Hy, 16779: (G & H) Hy, ) 1407: (K) 307: (AA) 209: (BB) 209: (DD & EE) Hy, 17795: (GG) Hy,

E-40, E-42)—(A) Tim, 344-333: (B) Tim, 237-233: (F) Hy, 26622: (G & H) 1: (J) Gur, 307RT: (K) Gur, 407: (AA) 209: (BB) 209: (DD & EE) Hy, G) 26482.

916 (V), 1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
Del. 15)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
Ton)—(AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
B-N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ; (G & H) 559C-552; (J & K) 539C-532.

1911 (A 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-) 6356-6321; (E) 5355-5520; (G) 375-3720; (H) 395-3920; (J) 336-3320; 320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6350-6321; (G & H) 3955-3920; (J) 3762-3720; (K) 1954-1920; (AA) 3955-3) 3762-3720.

12 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D ; (E) 6356-6321; (G & H) 375-3720.
Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6354-6321.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5355-5320.
W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) ; (G & H) 559C-552; (J & K) 539C-532.
C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
od. T)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; 59C-552.

1917 (D & E) Hy, 16018: (G & H) Hy, 26063.

IGHT—1909-10 (Mod. K)—(AA, BB, DD & EE) Tim, 3351-3320.

1909-10-11 (35)—(F) Hy, 16705: (G & H) Hy, 16293: (AA & BB) Tim, 335-3320: (DD & EE) Tim. 316-312.
1913—(F) 311; (K) 408.
1914 (2-6-50)—(F) 312; (J) 308; (K) 310.
1915—(F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306.
1916 (6-50)—(BB) 308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (K 40)—(F) Hy, 16675: (G) Hy, 26056: (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330; (B) 2382-2350; (D) 43-T 4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (Q) Ann, 205: (AA) Hy, 26518: (BB) Hy, 26737.

MONARCH—1914-15 (4-5 Pass.)—(F) Hy, 16018: (G & H) Hy, 26062.
1915 (6 cyl.)—(F) Hy, 16779: (G & H) Hy, 26056.

MONITOR—1916 (4-30, 6-40)—(F) Hy, 16018: (G & H) Hy, 26063.
1917—(D) Bower, 309ADT: (G & H) Bower, 209AL.

MONROE—1915 (M-2)—(G) ND. 0208; (H) 208; (J) 0305; (K) 305; (AA) 207; (BB) 306.
1915 (Roadster)—(F) Hy, 16228 & 16829: (G & H) Hy, 26069.
1917 (M-3)—(F) Hy, 16393 & 16395: (G & H) Hy, 26220 & 26253.
1916—(K) Special 306; (AA) 207; (BB) 306.
1917 (M-4)—(G & H) 0208; (K) 306; (Q) 302; (AA) 207; (BB) 306.

MOON—1910-11-12 (Mod. 45)—(A) Tim, 337-3320; (B) Tim, 315-312.
1912 (Mod. 40)—(F) Hy, 26789: (G & H) Hy, 16595: (J) Tim, 337-3320: (K) Tim, 440-4320.
1913 (30-39)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1913 (40)—Tim. Brgs.; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 440-4320.
1914 (42 HP. 4-Cyl. 6-50)—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) Ann, 312; (G) 375-3720; (H) 456-4520; (J) 377-3320, ND. 0306; (K) 415-412, DR. 406; (O) DR. 205; (AA) 385-3 83, or 208; (BB) 339-333, or 307; (CC) 304; (DD & EE) 319-312 or 306.
1915—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND. 0212; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.
1914 (Lt. 4)—(F) 310 or 309; (G & H) 0211.
1914—(F) 311; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1916 (6-30)—(F) 209; (G & H) 0209; (J) 207; (K) 307; (O) 205; (AA) 209; (BB) 307.
1916-17 (6-44)—(F) 210; (G & H) 0210; (J) 407; (K) 305; (O) 205; (AA) 209; (BB) 307.
(Mod. 6-45)—(N) 207; (O) 205; (CC) 307 & 210; (DD & EE) 306.
1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-414; (O) 205; (CC) 307 & 210; (DD & EE) 205.
1918 (6-36-18)—(AA) Hy, 26518.

MOORE, F. L.—1912 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5556-5520; (E) 5351-5320.
1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)—Tim. Brgs.; (A) 3750-3720 (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

MOORE—1916-17 (30)—(G & H) Hy, 262.6.

MORELAND—1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3321; (C) 341 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1912 (5 Ton)—Tim. Vrgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G & H) 477-474; (AA) 456-454; (BB) 358-354; (DD & EE) 459-454.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4548-4520; (E) 3360-3320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (AA) 415-412; (BB) 440-4320; (DD & EE) 335-3320.
1914 (¼ Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 339-333; (BB) 417-412; (DD & EE) 319-313.
1914 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1914 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
1915-16 (¼ Ton)—Tim. Brgs.; (A) 419-412; (B 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915-16 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (¼ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1917-18-19 (1 Ton)—Tim. Brgs.; (A) 3554-3520; (B) 3161-3120; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) 209 Gur; (BB) 339-333; (DD & EE) Ann, 306.
1917-18-19 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320 (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (DD & EE) 339-333.
1917-18-19 (4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917-18-19 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D

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**MORELAND—Continued**
G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) Ann, 205; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

**MOYER—1910-11 (Mod. A, B, C & D)**—Tim. Brgs.; (D) 415-412; (G & H) 375-3720; (AA & BB) 335-3320; (DD & EE) 316-312.
**1912-13-14-15 (Mod. B, C, D & 4)**—Tim. Brgs.; (A) 418-412; (B) 316-312; (G & H) 375-3720; (AA & BB) 335-3320; (DD & EE) 316-312.
**1913**—Tim. Brgs.; (A) 418-412; (B) 316-312; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
**1913-14-15 (6-Cyl.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.

**MULTIPLEX—1914 (Pleas.)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 335-3320; (K) 435:4320.

**MURRAY—1917 (70-T)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
**1918**—(O) 205; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

**NASH—(Mod. D)**—(O) 204.
**1918-19 (Mod. 681)**—(O)
**1918-19 (Mod. 2017)**—(D) Hy, 16670; (E) ND. 307; (G & H) Hy, 26064; (J) 307; (K) Hy, 26668; (I) Dark Egp. Co. 234E; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer.; 776A; (DD & EE) 305.
**1918-19 (Mod. 3017)**—(D) Hy, 26662; (E) 308; (G & H) Hy, 26057; (I) Clark Egp. Co. 53E (J) 307; (K) Hy, 26777; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer.; 776A.
**1918 (2016, 3017, 3018 1 Ton), 1919 (3018 2 Ton)**—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy, 26777.
**1918 (3017 2 Ton)**—(F) Hy, 26662: (G & H) Hy, 26356: (K) Hy, 26777.
**1918-19 (2017-2018 1 Ton)**—(F) Hy, 16670: (G & H) Hy, 26064: (K) Hy, 26668.

**NATIONAL—1910-11 (Mod. N-R-B)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 396-393; (E) 358-354; (G & H) 385-383; (J) 339-3320; (K) 441-4320.
**1912-13 (40 Ser. 5-7, 4-Cyl.)**—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 396-393; (E) Tim, 358-354; (G & H) Tim, 456-454; (J) Tim, 419-412; (K) Tim, 4555-4520; (AA) 308; (BB) 310; (CC) 212; (DD & EE) 307.
**1913 (Mod. 15)**—(A & D) Tim, 4363-4320; (B & E) Tim, 3360-3320.
**1914-15-16**—Tim. Brgs.; (A) 418-412; (B) 315-312; (D, E, G & H) 375-3720; (J) 418-412; (K) 440-4320.
**1914 (40-6)**—(AA) 211; (BB) 308; (DD & EE) 306.
**1915 (4)**—(G & H) 212; (J) 307; (K) 409; (AA) 211; (BB) 308; (DD & EE) 306.
**(Mod. A-B 6-Cyl.)**—(A) Tim, 418; (B) Tim, 315; (D, E, G & H) Tim, 375-3720; S.R.B.Mg 155; (J) Tim, 418-412 S.R.B.Mg 135; (K) Tim, 440 S.R.B.Mg 150; (AA) 209; (BB) 308; (DD & EE) 306.
**1916 (A-C Highway 6-12)**—(A) Tim, 418-412; (B) Tim, 235-2320; (D, E, G & H) Tim, 375-3720; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

**NELSON—1916-17-18**—(H) Hy, 27995: (DD) Hy, 16946: (EE) Hy, 16957.

**NELSON & LE MOON—1913 (D-1)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520, (K) 415-412.
**1913 (D-2)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1913 (D-3)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
**1914-15 (E ¾-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15-16 (E 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1914-15 (D 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1916 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1916 (E 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-332.
**1916 (E 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
**1917 (E 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-454; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
**1917 (E 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
**1917 (E 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

**NETCO—1915 (Mod. C)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1916 (Mod. C)**—Tim. Brgs.; (A) 4558-4520; (B, C, D & E, G & H, J & K) same as 1915.
**1917 (2 Ton)**—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

**NEW ERA—1916-17**—(F) Hy, 16395: (G & H) Hy, 26253: (AA) 207: (BB) 305.

**NILES—1917**—(B ¾, 1-Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
**1917 (E 2 Ton)**—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) 559C-552; (H, J & K) 539C-532.

**NORTHWESTERN—1914 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

**NYBERG—1913-14 (2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-33 20 (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
**1913 (4-42)**—(A) 0407; (B) 0405; (F) 309; (G & H) 0210; (J) 0207; (K) 0407; (AA & BB) 307; (CC) 304; (DD & EE) 306.
**1913 (6-45)**—(A) 0408; (B) 0405; (F) 310; (G & H) 0210; (J) 0307; (K) 0408; (AA & BB) 307; (CC) 304; (DD & EE) 306.
**1913 (6-60)**—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) 0408; (AA & BB) 307; (CC) 304; (DD & EE) 306.

**OAKLAND—1913 (42)**—(F) 311; (G & H) 211; (J) 407; (K) 307; (Q) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
**1913 (6-60)**—(F) 312; (G & H) 212; (J) 310; (K) 307; (P) 307; (Q) 0208; (AA) 212; (BB) 307; (CC) 209; (DD & EE) 306.
**1913-14 (35)**—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (A) 212: (AA) Hy, 17798: (BB) 307: (DD & EE) 306.
**1914 (43)**—(D, E & F) 311; (G & H) 211; (J) 307; (K) 407; (P) 307; (A) 307; (CC) 209; (DD & EE) 306.
**1914 (48)**—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (Q) 305
**1914 (36)**—(F) Hy, 16722: (G & H) Hy, 26062: (K) 308: (Q) 0305: (AA (BB) 307.
**1915 (37)**—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: (J) 30 (O) 0305: (Q) 305: (BB) 307.
**1915 (48)**—(J) 307; (K) 407; (P) 307; (Q) 0305; (AA) 212; (BB) 307.
**1915 (49)**—(F) Hy, 26696: (G & H) Hy, 26059: (AA) Hy, 17798: (J) 307: 307: (Q) 305.
**1916 (32)**—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 30 Spec. bore 1.811: (BB) 306.
**1916 (38)**—(F) Hy, 16691: (G & H) Hy, 26062: (AA) Hy, 17798: Hy: (J) 3 (Q) 0305: (BB) 307.
**1916-17 (50)**—(F) Hy, 16692: (G) Hy, 26056: (H) Hy, 26083: (J) Tim, 3 418: (O) DR 302: (AA) 212: (BB) 307: (GG) 204.
**1917 (34)**—(F) Hy, 26394: (G & H) Hy, 26223: (AA) Hy, 17024: (J) 30 Spec. bore 1.1811: (BB) 306.
**1918-19 (34-B)**—(F) Hy, 26394: (G & H) Hy, 26223: (J) DR 306: (K) 307

**OGREN—1914 (Mod. P)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B E) 375-3720; (G) 456-454; (H) 539-552; (J) 439-4320; (K) 539-5320; (AA (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

**OHIO (Electric)**—(A) 2308; (B) 305; (D) 310; (E) 210; (H) 2210; (J) 40 (O) 204; (AA) 209; (BB) 307; (DD & EE) 306.

**OLD HICKORY—1914 (20)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; ( (D) 5563-5520; (E) 4365-4320.
**1914 (70)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) (E) 5355-5320.
**1916 (30-W)**—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; 454; (J & K) 539C-532.
**1916-17-18 (1000 lbs., 1200 lbs., Del., M ¼ Ton)**—(F) Hy, 16681: (G & H

**OLD RELIABLE—1916 (2 Ton)**—Tim. Brgs.; (AA) 337-3320; (BB, DD 3320; (CC) 257.
**1916 (3 Ton)**—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 3
**1916 (4 Ton)**—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 4
**1917-18 (3 Ton)**—(D) Bower, 317NDT.

**OLDSMOBILE—1909 (D & DR)**—Tim. Brgs.; (A) 3357-3320; (B) 3151-312 4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3122.
**1909 (Mod. Z)**—Tim. Brgs.; (A) 3363-3320; (B) 3154-3120; (D & E) 376 375-3720; (H) 395-3920; (J) 4364-4320; (K) 3160-3122.
**1910 (All mods.)**—(A) Tim, 336-3320; (B) Tim, 316-312.
**1911 (27-28)**—Tim. Brgs.; (A) 435-4320; (B) 316-3120; (AA) 395-3920; (BB (DD & EE) 355-3520.
**1912 (32)**—(A) Tim, 435-4320; (B) Tim, 316-312.
**1912 (33-40)**—(A) Tim, 419-413; (B) Tim, 315-312.
**1914-15 (54-55)**—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & 307; (K) 310; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
**1915 (First 200 cars 42)**—(A) Tim, 339-333: (B) Tim, 237-233: (F) Hy, 166 Hy, 26062: (J) 1406: (K) 306: (Q) 1305: (AA) Hy, 17798: (BB) 307.
**1915 (42)**—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.
**1913 (53)**—(F) 312; (G & H) 212; (J) 307; (K) 310; (AA) 212: (BB) 307; 306.
***1916-17 (43-44 M-45, 8-Cyl.)**—(A) Tim, 275-274; (B) Tim, 237-233; (F) 3 Tim. 366-363, ND 210: (J) 306: (K) 406: (AA) Hy, 17798: (BB) 307.
**1917 (M-45, 4-8)**—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-372 365-362 on first 1000 cars: (AA) Hy, 17798.
**1917 (Little 6)**—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 366-36 375-3720, used after first 1000 cars: (AA) Hy, 17798.
**1918 (M-37)**—(F) 309: (J) 406: (K) 306: (AA) Hy, 17024.
**1918 (M-54/A)**—(F) 311; (J) 407; (K) 307.
**1919 (37)**—(AA) Hy, 17024.
**1919 (45)**—(AA) Hy, 17798.

**OLIVER—1910-11-12 (Mod. A)**—Tim. Brgs.; (A) 3358-3320; (B) 3160-312 3920; (E) 3762-3720; (G & H) 395-3920; (J) 336-3320; (K) 435-4320.
**1911-12 (Mod. B)**—Tim. Brgs., (A) 3750-3720; (B) 3350-3320; (C) 34 4550-4520; (E) 4353-4320.

**OLYMPIAN—1917**—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 206: (I 207: (BB) 305.

**OVERLAND—1916O (83)**—(D & E) 311; (K) DR. 407; (DD & EE) 305.
**1916 (75)**—(D & E) 308: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
**1915 (82), 1916 (86)**—(K) DR. 307; (BB) 210; (CC) 208; (DD & EE) 306
**1917 (90)**—(D & E) 309: (J) DR 306: (BB) 208: (DD & EE) Hy, 26972.
**(Mod. 69)**—(AA) 208; (BB) 307; (DD & EE) 305.
**(Mod. 71)**—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304; 306.
**Mod. 79)**—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: 305: (GG) ND 3.
**(Mod. 80)**—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307 (GG) ND 3.
**(Mod. 81)**—(F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: 305.
**(6-82)**—(G & H) Tim, 375-3720; (AA) 208; (BB) 210; (DD & EE) 30

**OWEN MAGNETIC—1916-17 (Mod. G-A)**—Tim. Brgs.; (A) 415-412; (I (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-

**PACKARD—1909-10-11-12 (UB, UC, UD, U2F, REF)**—(A) Tim, 3750 Tim, 3154-3120; (G & H) D.W.F. 10U; (O) 208; (O) Mod. UB uses F.& (DD & EE) D.W.F. 5U; (DD & EE) Mod. REF. 308 & 309; (GG) 301.
**1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)**—(A) Tim, 3358-3320; 3120; (G & H) D.W.F. 9U; (G & H) Mod. 13-48 D.W.F. 10U; (O) 208 NA. uses F.&S. BE. 25; (DD) D.W.F. 5U Mod. 13-4- uses 308; (EE) Mod. 13-48 uses 309; (GG) 301.
**1909-10-11-12 (3A, TC, TD, ATD)**—(A) Tim, 5550-5520; (B) Tim, 535 Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) D.W.F. 10U; (O) Mod. use 208; Mod. TC & TD use F.&S. BE. 25; (DD & EE) D.W.F. 5U; ( 203.
**1912-13-14 (Mod. AT, N)**—(G & H) D.W.F. 10U; (O) 208; (DD & EE) I (GG) 301 & 203.
**1912-13-14 (1½ Ton 2-B)**—(A) Tim, 4554-4520; (B) Tim, 4361-4320; (D) 5520; (E) Tim, 5351-5320; (G & H) D.W.F. 10U; (O) 208; (DD & EE) I (GG) 301-203.
**1912-13-14 (3 Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 645 6354-6321.
**1913-14-15 (T 13-38)**—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D (O) 208; (EE) D.W.F. 9U; (GG) 202.
**1914-15 (15-48)**—(A) Tim, 455-4520; (B) Tim, 3154-3120.
**1915-16-17 (1, 1½ D)**—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim. (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

* Mod. 44 uses 306 & 1407 on Pinion Shaft Front and Rear.

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(2-D)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) 53-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
(3-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554- & H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; W.F. 6305.
(4-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, 1; (G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GG) 301 & I) D.W.F. 6305.
5 Twin Six)—(A) Tim, 436-4320; (B) Tim, 316-312.
, 6 Ton)—Tim. Brgs.; (A) 6358-6321; (B) 5358-5320; (D) 861-852; (E) 1.
5A)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 861-852; (E) 2-6420; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG) 03.
1, 1½-E)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 6406; (EE) G) 301 & 203; (HH) D.W.F. 6305.
2-E)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) 53-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 6406; (EE) G) 301 & 203; (HH) D W.F. 6305.
3-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) 4-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) D.W.F. 6407; (EE) 408; 1 & 203; (HH) D.W.F. 6305.
4-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) 3⅞ x 1⅞ x 7⅛; (E) 3-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) D.W.F. 6407; (EE) 408; 1 & 203; (HH) D.W.F. 6305.
5-6 E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) 2-6521; (G & H) 222; (J & K) 314; (O) 305; (DD) D.W.F. 6407; (EE) 408; 1 & 203; (HH) D.W.F. 6305.
—(G & H) 311; (K) 405; (O) 305; (P) D.W.F. 6308; (DD) 406; (GG) 301 &
¼ Ton)—(G & H) 217; (J & K) 309; (AA & BB) 309; (CC) 308; (DD) ) 407.
n)—(G & H) 218; (J & K) 310; (AA & BB) 309; (CC) 308; (DD) 406;
n)—(G & H) 221; (J & K) 312; (AA & BB) 310; (CC) 309; (DD) 407;
6 Ton)—(G & H) 222; (J & K) 314; (AA & BB) 310; (CC) 309; (DD) ) 408.

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ROIT—1914 (25)—(K) 307; (AA) 210; (BB) 207.
-(A) 308RT; (B) 305RT; (D & E) Hy, 16792; (G & H) Hy, 26056; (J) ND 0207; (K) ND. Radax, 0407; (AA) 210; (BB) 306.

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5-16-17-18 (6-46, 51-55)—(A) 308RT; (B) 305RT; (D & E) Hy, 16681; Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) 14; (FF) Bronze ⅛" I. D. x 1⅛" O. D. x 1⅝".
—(A) 0308; (B) 0305; (J) 0307; (K) 0407; (AA) 210; (BB) 308.
-36)—(A) 0308; (B) 0305; (J) 0207; (K) 0407; (O) 205; (U) 205; (AA) B) 306; (GG) 2 No. 04.
6-38, 39, 40)—(A) 308RT; (B) 305RT; (D & E) Hy, 16779; (G & H) Hy J) 208RT; (K) 407RT; (AA) 210; (BB) 306; (DD & EE) Hy, 17014.
308; (B) 306; (J) 0307; (K) 0407; (AA) 210; (BB) 306.
—(J) 0407; (K) 0208.
, 6-55)—(DD & EE) Hy, 17014.
-38-6-46)—(A) Bower, 308AL: (B) Bower, 305AL.

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1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; -5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & -333; (CC) 257; (DD & EE) 319-313.

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NGER—1911-12-13 (4-40, 6-60)—(A) Tim, 375-3720; (B) Tim, 335-3320, , 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
-40, 6-Cyl.)—(D) Tim, 385-383: (E) Tim, 358-354: (AA) Hy, 27794: (BB) 3: (DD & EE) Hy, 16516.
hton 6)—(A) 0408: (B) 0406: (F) 312: (J) 408: (K) 308: (AA) Hy, 27794 , 26733: (DD & EE) Hy, 16516.

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(Mod. A)—(A) Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320: Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3353-3320 Borg & Beck Clutch; : (X) 411; (AA) 308; (BB) 406; (KK) Gemmer Gear No. 6070.

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LMER—(D & E) Bower, 208A: (J) 206: (K) 306: (O) 205: (CC) 207: 5.
(38)—(F) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, DD & EE) Hy, 16506.
(20)—(AA) Hy, 26243: (BB) Hy, 26680.
Hy, 16395: (G & H) Hy, 26227.

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—1913 (43-45)—(F) Hy, 16732: (G & H) Hy, 26059: (K) No. 307x1¼": 2: (BB) 307: (DD & EE) 306.
-(F) 311; (J) 0307; (K) 309; (AA) 212; (BB) 307; (DD & EE) 306.
2-33)—(F) Hy, 16722: (G & H) Hy, 26062: (K) 307 x 1⅛": (Q) 0305: (AA) 8: (BB) 307.
-(F) Hy, 16692: (G & H) Hy, 26484: (J) 1407: (K) 307: (Q) 0305: (AA) 212: 8: (BB) 307.
—(F) Hy, 16692: (G & H) Hy, 26484: (K) 307 x 1⅛": (Q) 0305: (AA) Hy,: BB) 307.
F. G & H) 209; (J) 207; (K) 400; (O) 205; (AA) 208; (BB) 307.
45)—(D & E) Bower, 209 A,L: (G) Bower 209A.

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ER—1912—(A) 307: Bower, 307N: (B) 305: Bower, 305N: (D) 309: (E) 209; 310.
A) 307; (B) 305; (D) 310; (E) 210; (G) 211; (H) 211; (J) 0207; (K) 407; 9A; (BB) 307A; (DD & EE) 306A.
& 16)—(D) 310; (E) 210; (G) 211; (H) 212; (J) 208; (K) 410.
l. B)—(A) Tim, 415-412; (B) Tim, 316-312.
—Tim. Brgs.; 419-412; (B) 316-312; (C) 3656B-3620.
Small Six)—Tim. Brgs.; (A) 415-412; (B) 316-312; (AA) 344-333; (BB) (DD & EE) 319-313.
—(A) 308; (B) 305; (D) 310; (E) 210; (J) 0308; (K) 0407; (Q) 205.
3 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; C.
B, 3B, 1C)—(Q) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) ) & EE) 316-312.

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1919 1½ Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 17026: (DD & 16566: (FF) Hy, 16820.

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1911 (3, 4. 5-Ton)—Tim Brgs.; (A) 5550 5520: (B) 5351-5320; (D) 6550- ) 6350-6321.
(33H, 35J, 36K, 37L, 38-6)—(A) Tim, 3363-3320: (B) Tim, 3154-3120.
-15-16-17-18 (3 & 4 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) -290; (D) Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) ; (DD & EE) HB. 408.
-15-16-17-18 (5 & 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) -290; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G & H) HB. 13U; (I) HB. D & EE) HB. 408.

1915 (Mods. 54 & 55)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Rh. 306A.
1915 (48-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB. VI; (D) RBF. 110C; (E) RBF. 1166SP.; (G) Rh. 110C; (H) Rh. 814A; (J) Rh. 109C; (K) Rh. 307A; (AA) Rh. 109C; (BB) Rh. 106C; (DD & EE) Rh. 108C.
1916 (Mod. 56)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) HB. 205; (Q) HB. 209; (AA) 277-274; BB) 339-333; (DD & EE) HB. 306.
1917 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) DR. 205; (Q) DR. 209; (P) DR. 208; DD & EE) HB. 306.
1918 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) DR. 205; (P) Bower, 208N; (DD & EE) DR. 306.
1913-14 (38-6, 48-6, 60-6)—(A) Tim, 4363-4320 & 3363-3320; (B) 3154-3120; (C) HB. VI; (D) RBF. 110C; (E) RBF. 1166 Spl; (G) RBF. 110C; (H) HB. 1114; (J) RBF. 109C; (K) HB.307; (AA) RBF. 11C; (DD) RBF. 108C; (EE) RBF. 205C.
1916-17 (2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D & E) 5553-5520; G & H) 559C-552 (J & K) 539C-532.
1917 (L-6, 60 HP.)—(A) Tim, 4363-4320; (B) Tim, 3154-3120.
1917 (37-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120.
1917 (Small 8)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1918 (8)—(AA) Bower, 208N: (BB) Bower, 307A.
1919 (56)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (C) Tim, 3656B-3620; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) SRB. 205; (AA) Roller ¾ x 1⅛ x 1⅝" long; (BB) Bower, 208N; (CC) Bower, 307A; (DD & EE) 306.

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PENNSY—1917-18 (Mod. R)—(F) Hy, 16018: (G & H) Hy, 26063.

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PIERCE-RACINE—191-11 (Mod. K)—(F) Hy, 16701: (G & H) Hy, 16073.

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PIERCE-ARROW—1910-11 (66 HP.)—Tim. Brgs.; (A) 458-4520; (B) 356-3520; (D) 5356-5320.
1910-11-12-13 (48 HP.)—(A) Tim, 439-4320; (B) Tim, 338-3320 (D) Tim, 5356-5320; (G) 313; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308.
1910-11-12-13 (36 HP.)—(A) Tim, 340-3320; (B) Tim, 320-312; (D) Tim, 457-4520; also Tim, 461-4520; (G) 312; (H) 212; (I) 711; (J) 308; (K) 409; (BB) 308; (CC) 209; (DD & EE) 307.
1912-13 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5562-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.
1912-13-14 (1½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5554-5520; (E) 5551-5520.
1912-13-14 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552-6521; (E) 6554-6521.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1914 (38 HP.)—Tim. Brgs.; (A) 415-412, also 418-412; (B) 320-312; (D) 5356-5320.
1914 (48 HP.)—Tim. Brgs.; (A) 439-4320, also 447-4320; (B) 338-3320; (D) 5565-5520.
1914 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.
1914 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1915 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5356-5320.
1915 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5565-5520; (G) 313; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308.
1915 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.
1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1915-16-17 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1916-17 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320.
1916-17 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (G) 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 1308.
1916-17 (66 HP.)—(A) Tim, 463-4520; (B) Tim, 356-3520; (D) 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.
(Mod. 38C)—(D) HB. 212; (I) RIV. 1111; (J) HB. 308; (K) HB. 408; (Q) HB. No. 5; (AA) 209; (BB) 308; (DD) 307.
(Mod. 38 C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) 409; (AA) 209; (BB) 308; (DD & EE) 307.
(Mod. 38 C-3)—(D) 212; (E) HB. 6304; (J) HB. 308; (K) HB. 6409; (Q) HB. No. 5R; (AA) 209; (BB) 308; (DD & EE) 307
(Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (Q) HB. 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 48 B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (AA) 210; (BB) 309; (DD & EE) 308.
(Mod. 48 B-3)—(D) 213; (E) 313; (G) 309; (H) HB. 6410; (Q) HB. No. 5R; (AA) 211; (B) 309; (DD & EE) 306.
(Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB. No. 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (BB) 310; (DD & EE) 406.
(Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB. No. 5R; (AA) 212; (BB) 310; (DD & EE) 406.

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PILOT—1913 (40 & 60)—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) 0408.
1914—(A) 0408; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 307; (K) 408; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1915 (55)—(A) 407; (B) 405; (F) 211; (G & H) 211; (J) 1307; (K) 407; (AA) 308; (BB) 307; (CC) 304: (DD & EE) 306: Hy, 17799.
1915 (75)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552: (J) 439-4320: (K) 539-532: (DD & EE) Hy, 17799.
1917 (6-45)—(O) 205; (AA) 208; (BB) 207; (DD & EE) 305.
1918 (6-45)—(A) Bower, 307: (B) Bower, 305: (D & E) Bower, 209AXL: (G) Bower, 209AX: (H) Gur, 209 Radial: (J) 306NDN: (K) 307A & 307DDN.
1919 (6-45)—(A) Bower, 335: (B) Bower, 235: (D & E) Gur, 309 Radial.

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PITTSBURGH MACHINE TOOL CO.—1914 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.

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POPE HARTFORD—1909-10 (Mod. S-T)—Tim. Brgs.; (A) 3354-3320; (B) 3150-3120; (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.
1911 (W 4-Cyl., Y 6-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.
1912-13 (33-28 6-Cyl., 28 4-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.
1912-13 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-4320; (D) 5550-5520, some 1912 use 6356-6320; (E) 5351-5320, some 1912 use 5355-5320; (J) 3363-3320; (K) 442-4320.
1913 (5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321
1913-14 (31-35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520; (CC) 317 (DD & EE) 336-3320.

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**POPE HARTFORD—Continued**
1913 (29)—Tim. Brgs.; (A) 4[illegible]412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (G) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.
1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

**PREMIER—1909 (T 4-30, W 6-45)—(B) Tim, 3151-3120: (A) Tim, 337-3320.**
1910-11 (4-40, 6-60)—Tim. Brgs.: (B) 3151-3120: (A) 337-3320: (G & H) 396-393.
1912 (4-40, 6-60), 1913-14 (6-50), 1915 (Mod. A)—Tim. Brgs.; (A) 418-412; (B) 315-312; (G & H) 396-393.
1915 (6-50)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (J) 439-4320; (K) 539-532; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.
1916 (All)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656D 3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (A Ann. 208; (BB) Ann. 307
1917 (6-B)—Tim. Brgs.; (A) 3381-3320: (B) 2382-2330: (D) 435T-4320: (G & H) 375T-3720; (J) 258-2530; (K) 417-412; (AA) ND 208; (BB) ND 307.
1918-19 (6-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (AA) 308; (BB) 307.

**PRINCESS—1914-15 (Cyclecar 4 Pass.)—(D & E) Hy, 16076: (G & H) Hy, 16247. (Mod. S)—(D) 309.**

**PULLMAN—1909-10-11-12 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3128 (D & E) 355-3530; (G & H) 375-3720; (K) 415-412; (AA) Ann, 306; (BB) Ann, 30.0**
1910 (Mod. M)—Tim. Brgs.; (A) 3358-3320; (B) 3156-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1910 (Mod. K)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J & K) 256-2520.
1910 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
(Mod. 6-46, 6-48)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) F.&S. Ann, 211; (AA) Ann, 306; (BB) Ann, 307.
1913 (30-48)—(A) 306; (B) 0405; (F) 311; (G & H) 210; (J) 0308; (K) 0407; (AA) 308; (BB) 307; (DD & EE) 303.
1913 (6-60)—(A) 306; (B) 0406; (D) 311; (E) 211; (G & H) 211; (J) 209; (K) 408; (AA) 308; (BB) 307; (DD & EE) 306.
1913-14 (4-44-44A, 6-46)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1913-14 (4-36)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3530; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (6-66)—Tim. Brgs.; (A) 419-416; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1915-16—(E) 208; (O) 2[illegible]
1915-16 (Junior)—(D & E) 208: (G & H) Hy, 26216: (J) 206: (K) 306: (O) 205: (AA) 208: (BB) 307.
1917—(D & E) Bower, 208A: (G & H) Hy, 26216: (J) 307: (K) 307: (AA) Hy, 27797: (BB) Hy, 27899.

**R. C. H.—1913-14 (A) 0308: (B) 0306: (D & E) Hy, 16282: (G & H) 209: (K) 307: (AA) Hy, 16580.**
1915 (D & E) Hy, 16282: (G & H) Hy, 26716: (AA) Hy, 16580: (BB) 307: (DD & EE) 305.

**REGAL—1915-16 (Mod. D)—(D & E) 1208: (F) Hy, 16779: (G & H) Hy, 26252: (J) 206: (K) 306: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.**
1916-17—(G & H) Hy, 26216: (J) 305: (K) 405: (AA) 207: (BB) 305.
1918 (Mod. J)—(G & H) Hy, 26216.
1918 (S or F)—(AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

**REO—1911 (T-R-S)—Tim. Brgs.; (A) 335-3320; (B) 235-2320; (G & H) 395-3920; (J) 276-2720; (K) 355-3520.**
1911-12 (Mod. H)—Tim. Brgs.; (A & E) 335-3320; (B) 235-2320; (D) 375-3720.
1912-13 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Tim, 336-3320; (BB) Tim, 335-3320; (DD & EE) Hy, 26996.
1913-14 (1½ Ton), 1915-16-17 (T 2-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (D) 5553-5520; (E) 4363-4320; (G & H) 395-3920; (J) 276-2720; (K) 419-412.
*1914-15 (Mod. R-S)—(A) Tim, 335-3320: (B) Tim, 235-2320: (F) Hy, 16559: (G & H) Tim, 395-3920: (J) Tim, 276-2720: (K) Tim, 419-412: (AA) Hy, 27996: (BB) 26825: (DD & EE) Hy, 2454.
*1915 (Mod. M)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
1916-17 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1916-17 (Mod. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1917 (Mod. J)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 5553-5520; (E) Tim, 4363-4320; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.
*1918 (Mod. F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB Hy, 26825; (DD & EE) Hy, 26996.
1918-19 (R, S, T, U)—(F) Hy, 16559: (AA) Hy, 27996: (BB) Hy, 26825: (DD & EE) Hy, 26996.

**REPUBLIC TRUCK—1915 (1 Ton)—(A) Tim, 3750-3720: (B) 3360-3320: (G & H) Hy. 26057: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.**
(Mod. C)—(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310.
(Mod. F)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (CC) 307 & 304; (DD) 305; (EE) 306.
(A 2-Ton)—(A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417; (O) 205; (Q) 212; (AA) 304; (BB) 307; (DD & EE) 306.
(Dispatch ¾-Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(Special ¾-Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXL; (G) Bock, 376; (H) Bock, 336; (J & K) Bock, 275; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(10 1-Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 308; (EE) 306.
(11 1½-Ton)—(A) Bower, 308NX, Tim, 435; (B) Bower, 306 NX, Tim, 316; (D) 309N; (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.
(T 3-Ton)—(A) Bower, 312; (B) Bower, 311; (D) Hy, 17897; (E) Bower, 410; (G & H) Hy, 26480; (J) 310; (K) Hy, 26069; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.

**RICHMOND—1913 (Wayne 30)—(G & H) 0310; (J & K) 0308; (AA) 209: (BB) 307.**
1913 (Wayne 40)—(K) 308; (AA) 209; (BB) 307.
1914-15 (Mod. C)—(A) Tim, 357-353; (B) 315-312; (F) 407; (G & H) 0311; (K) 0408, (AA) 209; (BB) 307; (CC) 302; (DD & EE) 306.
1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 307; (CC) 205.

**RIDDLE (Coach)—1916 (10-44)—(AA) Tim, 337-3320; (BB, DD & EE) Tim**
1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-DD & EE) 335-3320.

**RIDER-LEWIS—(AA) 209; (BB) 208; (DD & EE) 305.**

**ROAMER—(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 206; (EE) 306.**

**ROBINSON—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.**
1917 (K-3 1¼-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

**ROSS "EIGHT"—1915 (8-Cyl.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, Ann, 306; (DD & EE) Hy, 17014.**
1916-17 (Mod. C)—(F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 2 211; (BB) 307; (DD) 305; (EE) 306.

**ROTHWEILER—1916 (1 Ton)—(D) Tim, 3554-3520; (E) Tim, 3196-3120.**

**ROWE—1914 (B 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 3**
1914 (A 2-Ton)—Tim. Brgs.; (D & E) 5553-5520; (G & H) 559-552; (J & K
1914 (3 Ton)—Tim. Brgs.; (D) 6356-6321; (E & H) 5355-5320; (G) 4550-4 DD & EE) 4364-4320; (BB) 5356-5320.
1916 (D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; 339-333.
1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB (CC) 306; (DD & EE) 339-333.
1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-339-333.
1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-339-333.

**RUSH—1916 (1000 lbs.)—(F) Hy, 16294: (G & H) Hy, 26063.**
1917-18 (D ½ Ton)—(AA) Hy, 27797: (BB) Hy, 27899.

**SAMPSON—1910-11 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; 5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.**
1910-11 (4 Ton)—Tim. Brgs.; (A) 6451-6420; (B & E) 6350-6321; (D) (KK) 3360-3320.
1911-12 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; 4520; (E) 4353-4320; (G & H) 456-4520; (K) 435-4320; (AA) Hy, 16999; (I Hy, 17014.
1911-12 (½ Ton)—(D) Tim, 355-3520; (E) Tim, 336-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 5520; (E) 5351-5320; (H) 476-474; (K) 455-4520.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 5520; (E) 5355-5320.
1912 (P-5, T 4-Ton)—Tim. Brgs.; (B) 5351-5320; (C) 5354-5320; (D) also 6552-6521; (E) 6350-6320, also 6354-6321.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; 4320; (G & H) 456-4520.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (D) 5556-5520; 5320; (G) 476-474.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; 6321.

**SANDOW—1913-14 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.**
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-& BB) 440-4320; (DD & EE) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA & BB) 440-4320; 415-412.
1915 (1½-Ton W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (C 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.
1915-16 (2-Ton W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3 E) 5553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) & EE) 335-3320.
1916 (3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; 6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) (CC) 335; (DD & EE) 415-412.
1918 (3½ Ton)—(A) Bower, 312N: (B) Bower, 311N.

**SANDUSKY—1912-13 (Mod. C)—Tim. Brgs.; (A) 3554-3520; (B) 3360-3320; 5320; (E) 3360-3320; (G & H) 385-383; (J) 3554-3520; (K) 276-2720.**

**SANFORD—1912 (1¼-L)—Tim. Brgs.; (G & H) 456-4520; (J) 415-412; (K)**
1917 (Mod. O-R-S)—(AA) Tim, 277-274; (B) Tim, 339-333.
1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR.; 217 DR.; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) B. (AA) 210; (BB) 212; (DD & EE) 307.
1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q 41; (AA) 211; (BB) 212; (DD & EE) 308.
1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR.; 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q 41; (AA) 211; (BB) 212; (DD & EE) 308.

**SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V)**
(6½ Ton)—(K) 314.
—(D) 319: (E) 413: (G & H) F&S 218: (Q) 204: (T) 206: (U) 209: (W) (X & Y) F&S 221: (FF) 302: (HH) 303.

**SAXON—1916-17 (4-14, B-2)—(F) Hy, 16251: (G & H) Hy, 26231: (AA) Hy (K) Tim, 315-312.**
1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 317T-288-284: (H) 355-3520: (K) 334-3320: (AA) Hy, 26518.
1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) (H) 355-3520; (K) 334-3320.
1917 (4 Cyl.)—(F) Hy, 16251: (G & H) 26231: (AA) Hy, 16255.
1918 (6 Cyl.)—(AA) Hy, 26518.

**SCHACHT—1912 (3 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C)**
(D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 4154
1912-13 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; 3520; (E) 6356-3620; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (19 3-Ton, 21 4-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320;

*Hy, 2407 on Clutch-Driven Gear

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-Continued
) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-

ın)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6550-
) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
310; (J) 0309; (K) 307; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D & E)
).
(2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E)
).
(3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D &
5720.

916 (Mod. C)—(A) 306: (B) 304: (D) 308: (E) 208: (F) Hy, 16392: Hy, 26253: (G & H) 0209 Radax: (J) 206: (K) 306 DR: (O) 302: (AA) ) 306.
. C(—(A) 306; (B) 304; (D) 308; (J) 0208; (K) 0406; (O) 302; (AA) B) 306.
. D)—(A) 307: (B) 305: (F) Hy, 16691: (G &H) Hy, 26063: (J) 306: (K)6 D) 302: (AA) 207: (BB) 306.
39, 6-40)—(F) Hy, 26394: (G & H) Hy, 26223.
. H)—(F) Hy, 16691: (G & H) Hy, 26063.
. G)—(F) Hy, 16395: (G & H) Hy, 26227.
. G)—(F) Hy, 16395: (G & H) Hy, 26227.

—1910-11—(A & D) Tim, 4550-4520; (B & E) 4353-4320; (C) 4358-4320; l.)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5351-5320.
(C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320.
lod. R)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E, l.
. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320.
. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.
. L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.
0, S-1000)—Tim. Brgs.; (A & D) 5550-5520;(B) 5351-5320; ( C) 5354-5551-5520.

7L, R, S, T)—(D & E) 311; (J) 0309; (K) 309.
L)—(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A& Tim, 4550-G-18; (K) 407; (O) 205; (AA) G-17-J & Tim, 4363-4320; (DD & EE) Tim,

-(A) G-20-B & Tim, 3762-3720; (B) G-12; (D) G-21-A & Tim, 4550-4520; ; (K) 307; (O) 205 Tim, 337-3320; (AA) Tim, 257; (BB) Tim, 335-3320; E) Tim, 316-312.
-29)—(AA & BB) Tim, 3455-3420; (DD & EE) Tim, 3160-3120.
(35, 40, 41, 48)—(AA, BB, DD & EE) Tim, 335-3320.
(35, 40, 41, 48)—(AA, BB, DD & EE) Tim, 335-3320.
)—Tim. Brgs.; (AA) 337-3320; (B) 335-3320; (C) 257; (DD & EE) 316-312.
Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316

n)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB) ; (CC) 257; (DD & EE) 316-312.
JWL)—Tim. Brgs.; (A) 3762-3720; (D & E) 5553-5520; (G & H) 559C-& K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 E) 316-312.
-Ton)—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE)

-Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-K) 539-532.
½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) ; (E) 5755-5720; (G & H) 559-552; (AA & BB) 357-353; (CC) 257; (DD & 333.
)—(A) Bock, 308; (B) Bock, 307; (D) Tim, 4553-4520; (E) Tim, 3762-3720; Tim, 456-454; (J & K) Tim, 456-453; (O) 209; (S) 205; (AA) Tim, 277-274; n, 339-333; (DD & EE) Gur, 306.
)—(A) Bower, 310A; (B) Bower 308A; (D & E) Tim, 5553-5520; (G & H) -552; (J & K) Tim, 539-532; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB) -3320; (DD & EE) Tim, 316-312.
—(A) Bower, 310A; (B) Bower, 308A; (D) Bower 5553T; (E) Bower, 4554T ND. 208; (J) ND. 306; (K) Hy, 26219; (O) 209; (S) 205; (AA) Tim, 337-B) 335-3320; (DD & EE) Tim, 316-312.
—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5755-5720; (E) 6552-& H) 5756-5720; (J) 559-552; (K) 6395-6320; (O) DR. 209; (S) Gur, 205; B) 357-353; (CC) 306 no cup; (DD & EE) 339-333.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6350-6320; (K) 6359-6321; (O) 439-4320; (S) Gurney, 205; (AA) 439-4320 -4320; (CC) 335-no cup; (DD & EE) 415-412.

17—(F) 208: (G & H) 208: (J) 305S Radials: (K) 0307: (Q) Special: (AA) ) 305.

7—(A) 307; (B) 305; (D) 308; (E) 308.

914—(2 Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443-4320 -5520; (E) 5355-5320; (G & H) 375-3720; (AA) 336-3320; (BB) 415-412 E) 316-312.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365 & H) 375-3720; (AA) 336-3320; (BB) 415-412; (DD & EE) 316-312.
70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE)

)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ); (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320.
. H)—Tim. Brgs.: (A) 3750-3720: (B) 3360-3320: (D) 4553-4520: (E) 3762-559C-552: (H) 456C-454: (J & K) 539C-532: (AA) 336-3320: (BB) 419-412: -552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 419-412 E) 339-333.
1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) ); (G) 559-552; (H) 456-454; (J & K) 539-532.
175, 3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443-4320: -6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA & BB ; (DD & EE) 415-412.
½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520 J & K) 559C-552; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD &)

-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) ); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412; ; (DD & EE) 335-3320.
-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & 72; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE).

15-16 (Mod. A)—Tim. Brgs.; (A) 3750; 3720; (B) 3360-3320; (D) 455-3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 439-B) 435-4320; (CC) 335; (DD & EE) 415-412.
y A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G) ; (H) 539C-532.
. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE 335-3320; (CC) 257.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (F 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G & H) 559-552; (J & K) 539C-532.
1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539C-532.
1917 (M 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 no cup.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

SIMPLEX—1909 (D-50)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (KK) 335-3320.
1912 (Mod. H)—Tim. Brgs.; (A) 375-3720; (B) 335-3320.
1915-16-17 (Crane Simplex)—(A) Tim, 436-4320; (B) Tim, 335-3320.
(Simplex 7)—(N) 404; (AA) 403; (BB) 2308; (CC) 403 & 307; (DD) 303; (EE) 307; (GG) 204; (H) 306 & 307.

SILENT-SIOUX—1910 (Waukesha)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

SINGER—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.
1917—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1919 (19)—Tim. Brgs.: (A) 419-412: (B) 316-312: (D & E) 375-3720: (G) 456-454: (H) 559-552: (J) 439-4320: (K) 539-532: (DD & EE) HB 3068R.

SMITH—1915 (1 Ton)—(D) Tim, 3553-3520; (E) Tim, 2150-2120.
1916-17 (1 Ton)—(D) Tim, 4554-4520; (E) Tim, 3360-3320.

SOUTHERN—1910 (M-10)—(K) 308; (BB) 308; (DD & EE) 205.

SPEEDWELL—1910 (Pleas.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620 (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3762-3720 (BB) 3455-3420; (DD & EE) 3150-3120.
1911 (Mod. J)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1913 (A, B, C Ser. G)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (1914)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1912 (6 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.
1913 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520, also 5550-5520; (E) 4365-4320, also 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

STAFFORD—1909-10 (Pleas.)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3351-3320; (G & H) 3762-3720; (J) 2555-2520; (K) 337-3320.
1911 (Pleas.)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D) 415-412; (G, H & K) 375-3720; (J) 256-2520.
1912 (5-30)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 3454-3420; (K) 3550-3520.
1914 (Pleas.)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

SPHINX—1915-16-17 (A-3, B-16)—(F) Hy, 16829: (G & H) Hy, 26069: (AA) Hy 26518: (BB) Hy, 26737: (DD & EE) Hy, 16517.
1916—(D & E) Bower, 209AL: (G) Bower, 209A.

STANDARD (Electric)—1913—(A) 406; (B) 304; (F) 308; (G & H) 209; (K) 306.
1914—(A) 307; (B) 305; (D) 310; (E) 210; (G & H) 211; (J) 306; (K) 307.

STANDARD—1916-17 (30 Chain)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 395-3920; (H) 375-3720; (J) 336-3320; (K) 456-4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.
1916-17 (Chain 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1916-17 (50 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550:6520; (E) 6354-6320; (G) 395-3920; (H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.
1916-17 (Chain E 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1916-17 (Worm 70 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Worm 70E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916-17 (Worm 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.
1916—(O) 205; (AA) 211; (BB) 307; (DD & EE) 306.

STANDARD SIX—1914-15 (Touring)—(F) Hy, 16722: (G & H) Hy, 26062.
1916-17 (Pleas.)—Tim. Brgs.: (A) 337-3320: (B) 236-2330: (D) 435T-4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412.
1918 (Mod. E)—(DD & EE) Hy, 17799.

STANLEY—1912 (30 HP. 8-11-12)—(A) Tim, 415-412; (B) Tim, 338-3320; (D & E) 456-4520.
1912 (60 Ser.)—(G & H) Tim, 415-412.
1912 (70-80)—(G & H) Tim, 435-4320.
1913 (2 Ton)—Tim. Brgs.; (A) 435-4320; (B) 335-3320; (D) 456-4520.
1913 (64-65)—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
1913 (76, 77, 78, 79)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
1913 (809-810)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 456-4520.
1914 (10 HP. 606-7)—Tim. Brgs.; (A) 257-2520; (B) 2354-2320; (G & H) 415-412.
1914 (7, 10, 11, 12, 13-20 HP.)—Tim. Brgs.; (A) 415-412; (B) 338-3320; (G & H) 435-4320.
1915 (8-14)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H) 435-4320.
1915 (716)—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412.
1916-17 (716-724)—Tim. Brgs.; (A) 415-412; (B). 316-312; (D) 456-4520; (G & H) 435-4320.

STAVER—1912—(A) 0309; (B) 0306; (D) 309; (E) 209; (G) 211; (H) 211; (K) 407.
1913 (55)—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0407.
1913 (6-55)—(A) 0407; (B) 0405; (D) 310; (E) 210; (G & H) 0211; (J) 0307; (K) 0408.

STEARNS KNIGHT—1909-10-11 (15-30)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120 (D & E) 375-3720.
1909 (30-60)—(A) Tim, 4350-4320; (B) Tim, 3150-3120.
1910 (30-60)—(A) Tim, 4351-4320; (B) Tim, 3150-3120.
1912 (15-30)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 385-383; (E) 375-3720.
1912-13-14-15 (Mod. T)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3955-3920; (AA, DD & EE) 419-412; (BB) 355-3520.

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**STEARNS-KNIGHT—Continued**
1913 (4-Cyl. SK)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 385-383; (E & G) 375-3720; (H) 456-4520.
1913 (6-Cyl. SK)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1914 (SK 4)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Ann, 306.
1914 (SK. 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 305; (AA) 310; (BB) Ann, 3090; (DD & EE) 306
1915 (SK. 4)—(A) Tim, 419-412; (B) Tim, 316-312; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) 539-532; (J & K) 308; (O) 304; (AA) 210; (BB) 308; (CC) 304; (DD & EE) 306.
1915 (SK. 6)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) Tim, 539-532; (J) 308; (K) 309; (O) 304; (AA) 310; (BB) 309; (CC) 305; (DD & EE) 306.
1916-17 (4)—(F) Hy, 26777: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 209DR: (AA) 210: (BB) 307.
1916 (8)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 308DR.
1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520.
1917 (SKL-432, SK-8-33)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972.
1918 (SKL-8, SKL-4)—(F) Hy, 17074: (G & H) Hy, 26474: (DD & EE) Hy, 17799: (FF) Hy, 26972.

**STEGMAN—1915 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4365-4320.
1915 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 4365-4320.
1915 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320.
1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

**STEPHENS (Six)**—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

**ST. LOUIS—1910 (6-Cyl.)**—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

**STERNBERG & AMS STERLING—1911 (1, 2-Ton)**—(A & D) Tim, 4550-4520; (B & E) Tim, 4361-4320.
1912 (2, 3-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B) 440-4320; (C) 443-4320; (E) 4361-4320.
1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320.
1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1914-15 (6, 7-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.
1916 (2, 3½-Ton)—Sterling numbers 3003 to 3102; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257.
1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209.
1917 (2½, 3½-Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257;
1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.
1917 (5 Ton)—(O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320, (CC) Tim, 335 cone, (DD & EE) Tim, 415-412.
1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

**STEVENS DURYEA—1909 (5, 8, 9, A)**—Tim. Brgs; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.
1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-35[illegible]; (B) 305-303.
1910 (Mod. S)—(A) 308; (B) 404; (D) 210; (E) 311; (J) 309; (K) 311; (O) 305; (AA) 307; (BB) 308; (DD & EE) 306.
1915 (6)—(A) 309; (B) 405; (D) 310; (E) 311; (J) 309; (K) 311; (AA) 308; (DD & EE) 306; (GG) 2 No. 303; (HH) 303.

**STEWART IRON WORKS—1913 (1 Ton)**—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320.

**STEWART—(Mod. 4)**—(G, H, J & K) Hy; (O) 205; (AA & BB) 307; (DD & EE) 306.
1912-14 (Ser. 1)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-452; (H) 539-532; (J) 439-4320; (K) 539-532; (O) 337-3320; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1914 (Ser. 2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 277-274; (BB) 339-333.
1914 (Lt. Del.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720: Hy, 16670: (G) 456-454: Hy, 26069: (H) 559-552: Hy, 26069: (J) 439-4320: (K) 539-5320: Hy, 26668.
1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

**STODDARD DAYTON—1909 (Mod. H)**—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320 (D & E) 3364-3321; (G & H) 3364-3320; (J & K) 2656-2620; (AA) 2760-2721; (BB) 2654-2620; (DD & EE) 2355-2320.
1909 (A-C)—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320; (D & E) 3364-3321; (G & H) 3364-3320; (J) 2656-2620; (K) 3157-3120; (AA) 3762-3720; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 550-520.
1909 (Mod. F-K)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K' AA & BB) 3762-3720; (J) 3159-3120; (GG) 550-520.
1910 (F-K)—Tim. Brgs.; (A) 3364-3320; (B) 3151-3120; (D, E, G, H, K, AA & BB) 3762-3720; (J) 3458-3420; (DD & EE) 2654-2620.
1910 (A-C)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K & AA) 3762-3720; (J) 3159-3120; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 550-520
1910 (H-B)—Tim. Brgs.; (A) 2551-2520; (B) 2355-2320; (D, E, G & H) 3364-3320; (J) 2656-2620; (K) 3762-3720; (AA) 2760-2721; (BB) 2654-2621; (DD & EE) 2355-2320.
1910 (Taxicab)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H & AA) 3762-3720; (BB) 3354-3320; (DD & EE) 2356-2320.
1911 (A.C.S.)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E, G, H & K) Tim, 375-3720; (J) Tim, 317-312; (AA) 209; (BB) 308; (DD & EE) 305.
1911 (11-F-K)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E & J) Tim, 337-3720; (G, H & K) Tim, 456-4520; (AA) 210; (BB) 309; (DD & EE) 305.
1911-12 (H.B.T.)—(A) Tim, 256-2520: (B) Tim, 236-2520: (F) 16032: (G & H) Hy, 28571: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1911-12 (R.L.M.)—(A) Tim, 256-2520: (B) Tim, 236-2320: (F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1912 (30-38)—(D) 309: (E) 209: (G & H) Hy, 26056: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1912 (S.D-48)—Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375-3720.
1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 456-4520; (J) 337-3320.
1912-13 (H 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G, H & AA) 3762-3720; (J) 417-412; (K) 3554-3520; (BB) 417-412; (DD & EE) 3360-3320.
1912-13 (K 3-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321: (E) 5355-5320; (G, H & AA) 3955-3920; (J & BB) 3762-3720; (K) 955-920 (DD & EE) 3459-3420.
1912-13 (M 5-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5325-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; (K) 954-920; (DD & EE) 3459-3420.

**STUDEBAKER—1910-11-12 (EMF 30 HP.)**—(J) Tim, 3352-3320; 1910-11-12 (20 Flanders)—(J) Tim, 316-312; 1913 (20 Flanders)—(J) Tim, 416-412; 1913 (EMF 30)—(J) Tim, 441-4320.
1913 (AY, EMF)—(AA) 308.
1913 (Mod. 35)—(A) Tim, 3196-3120: (B) Tim, 2380-2320: (G & H) Hy, 26056.
1914 (24)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521 (E) 6354-6321.
1914 (25-9623-9624A)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320.
1914 (27-9620-1, 9624-A-1)—Tim. Brgs.; (A) 4550-4520: (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320.
1914 (26-9681A, 9624A-1)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914-15 (E-3 6-Cyl. & Del.)—Tim. Brgs.; (A) 3196-3120; (B) 2380-2330; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1914-15 (SC. 25-4 Cyl.)—Tim. Brgs.; (A) 2690-2630; (B) 751-730; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916 (Jitney 1 Ton, ½ Ton)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D & E) 462-453; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (Jitney Bus)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D, E, G & H) 3955-3920; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (426 Pl. 17 & 18 Ser.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D & E) 365-363; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

**STUTZ—1913 (Mod. B)**—(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
1912-13-15—(A) Tim, 337-3320 B:() Tim, 236-2320: (F) Hy, 18255.
1914 (All Mods.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.
(Mod. A & B)—(F) 407; (J) 209 DR.; (K) 307 DR.; (AA) 306 DR.; (BB) 209; (CC) 304.
1916—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (AA) US. 306; (BB) US. 307; (CC) US. 302.
1917 (A-E)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620.
1916-17 (Mod. R)—(F) 408; (G & H) 310; (K) 307; (AA) 305; (BB) 310; (CC) 307; (DD & EE) 306; (GG) 302.

**SULLIVAN—1916 (Mod. E)**—Tim. Brgs.; (AA) 344-333; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.
1917 (Mod. E)—Tim. Brgs.; 520 Front Axle; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs; (D & E) Tim, 6551.
1915-16-17 (1½ Ton)—(G & H) Hy, 26057: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1918-19 (1½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur, 205.
1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.

**SUN—1916 (16)**—(F) 209; (G) 0209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 209: Hy, 27797: (BB) 307: Hy, 27899: (D & E) Hy, 26972: (FF) Hy, 26956: also (D & E) Bower, 209AL.
1917 (17)—(D & E) Bower, 209AL: (F) 309: (BB) 307: (CC) 210: (DD) 305: (EE) 306.

**TAIT BROS.—1917 (A 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**THOMAS, E. R.—1910-11 (M-MX-R)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (GG) Ann, 205 & 206.
1909 (Mod. L)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (M-R)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920 (J) 336-3320; (K) 435-4320.
1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.
1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3654-3620: (D, E & G) Tim, 375-3720; (H) Tim, 456-4520; (I) HB. 110-F; (J) Tim, 336-3320, Ann, 409; (K) Tim, 435-4320, Ann, 212; (O) Tim, 395-3920, Ann, 206; (AA) 307; (BB) 308; (DD & EE) 406; (GG) 203.
1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

**TIT—1918-19 (Transport-Heavy Duty 3½-5 Ton)**—(E) Bower, 318NDT: (F) Hy, : (G & H) Hy, 26480: (K) Hy, 26669.

**THOMAS AUTO TRUCK—1917 (40)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520: (G & H) 559C-552; (J & K) 539C-532.

**TIFFIN—1917 (M-W 2-Ton)**—Tim Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.
1917 (M-C 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320: (D) 5550-5520: (E) 5355-5320: (G & H) 375-3720: (J) 256-2520: (K) 415-412: (AA) Hy, 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.

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914 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) No. 307 x 1¼".
; (K) 406; (BB) 307.

(½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; 20; (H) 456-4520; (J) 317-312; (K) 440-4320.
—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) (G & H) 559C-552; (J & K) 539C-532.
a)—(GG) Hy, 29097.

8 (2 Ton)—(G) Hy, 26219: (AA) Hy, 27797: (DD & EE) Hy, 26972: 5956.
A)—(A) Tim, 3381-3320: (B) Tim, 2382-2320: (D) Bower, 309M: (E) M: (G) Hy, 26219: (H) 208: (J) 306: (K) 406: (N) Hy, 18297: (W) x 2.875" long: (X) 2.218" ID x 2.500" long: (Y) 2.250" ID x 3.000" long 7797: (BB) ND Spec. 307: (CC) Hy, 16957: (DD & EE) Hy, 16972: (FF) (KK & LL) 1.8437" OD x 1.125" ID x 0.875" long.

2 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J & AA) 336-3320; 415-412; (CC) 257 cone; (DD & EE) 316-312.
—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-354-6321; (J) 375-3720; (K) 395-3920.
—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

TRACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-y, 26662: (G & H) Hy, 26388: (AA) 337-3320: (BB, DD & EE) 335-3320: ne: (GG) Hy. 29097.

(Mod. T-A-B) (G & H) Hy. 2 216:

9; (G & H) 0209; (K) 0307; (Q) 205; (AA) 208; (BB) 307.

ORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) : (D) Bower, 319NDT: (D, G & H) 780-772: (E) 6552-6521: (J & K)

-1910-11-12 (Mod. A-B-C)—Tim. Brgs.; (A & D) 4558-4520; (B & E)

-17 (Mod. D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-356-6321; (E) 5355-5320.
e 11)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) (E) 5355-5320.
)—Tim. Brgs.; (A) 4558-4520; (B) 3350-3320; (D) 5563-5520; (D) 5563-555-4520.
(E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; 320.
AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (GG) 304.
A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; (BB) 309; (DD) 307; (EE) 308; (GG) 304.
B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BE) 410; (DD) 407; (GG) 304.

SERVICE (Truck)—1911-12-13-14—Tim. Brgs.; (A) 5550-5520; (B) (D) 6451-6420; (E) 6354-6320; (G & H) 3955-3920; (AA) 337-3320; (CC) DD & EE) 416-412.
—Tim. Brgs.; (A) 5551-5520; (B) 4363-4320; (D) 6352-6321; (E) 5354-

)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (D) 5556-5520; (G & H) (AA) 337-3320; (CC) 275-2720; (DD & EE) 416-413.
-Ton)—(A) Tim, 4554-4520; (B) Tim, 3352-3320.
)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy,

-10-11)—(A) Tim, 415-412; (E) Tim, 316-312; (G) Tim, 375-3720; (H) 520; (J) Tim, 317-312; (K) Tim, 440-4320; (AA) 209; (CC) 305; (DD &

l. D)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) J) 256-2520; (K) 337-3320; (AA & BB) 335-3320; (DD & EE) 334-3320, 2 on some cars.
on 22)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) DD & EE) 334-3320 (1913 Mod. uses Tim, 335-3320 on Countershaft).
) 5 Pass.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; 75-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE)

)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) (E) 6354-6321; (G & H) 395-3920; (J) 337-3320; (K) 440-4320; (AA BB) 440-4320; (DD & EE) 415-412.
-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-56-4520; (J) 317-312; (K) 440-4320.
)—(A) Tim, 337-3320; (B) Tim, 236-2330; (G & H) Tim, 375-3720; (J) 20; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
—(F) Hy, 16691: (G & H) Hy, 26486: (J) ND 306: (K) 406: (O) 205: 09: (BB) 307.
—Tim. Brgs; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) (J) 256-2520 (K) 417-412.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) & K) 539-532.
n)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB)

B) 307; (DD & EE) 306.
A) 209; (BB) 307; (CC) 304; (DD & EE) 306.
; (K) 306; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
m. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; 20; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440-335 cone; (DD & EE) 415-412.
)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & 2.
n)—Tim. Brgs.; (G & H) 395-3920; (J) 337-3320; (K) 440-4320.
-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; 9C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; 319-313.
n)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & 755-5720: (G & H) 5756-5720: (J & K) 559C-552: (AA) 439-4320: (DD & 2.
) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) 3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) : EE) 305.
m. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) J) 334-3320; (K) 258-2320; (O) 205.

1918 (38)—(O) 205: (AA) 209: (BB) 307.
1918 (39)—(O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

VIALL—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

VIM—1917 (1,000 lbs.)—(F) Hy, 16691: (G & H) Hy, 26227: (J) Tim, 319-312: (K) Tim, 348-3320: (AA) Hy, 17798.

VICTOR—1912 (Sunset 30—)(D & E) Tim, 355-3520.
1912 (1,500 lbs.)—Tim. Brgs.; (A) 415-412; (B) 316-312; )D) 3750-3720; (E) 3350-3320.
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3762-3720; (BB, DD & EE) 3351-3320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920 (J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

VOLTZ BROS.—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.

WARREN—1910-12-13 (Mod. 36)—(K) 307.
1912 (12-40)—(A) Tim, 316-312; (B) Tim, 337-3320; (F) 310; (G & H) 212; (J) 030 (K) 307; (AA) 308; (BB) 307; (DD & EE) 306.
1913 (30-40-50)—(A) 0409; (B) 0406; (F) 312; (G & H) 212; (J) 408; (K) 310.
1913 (6-Cyl.)—(D) 311; (E) 211; (G & H) 212; (J) 0309; (K) 407; (AA) Tim, 358-354; (BB) Tim, 339-333; (DD & EE) Tim, 319-313.

WARD—1911-12-13-14 (Small E-1)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3955-3920.
1912 (1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 5355-5320; (E) 4365-4320.
1913-14-15-17 (E-D)—Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E) 6552-6521
1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.
1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520
1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E) 4554-4520.
1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.
1917 (E-A)—Tim. Brgs.; (A & E) 3554-3520; (B) 3362-3320; (D) 4554-4520.
1917 (E-B)—Tim. Brgs.; (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5520.
1917 (E-C)—Tim. Brgs.; (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6420.
1917 (E-O)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.

WATSON—1917 (5-Ton Tractor)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (D) 6552-6521: (C) 443B-4320: (E) 5755-5720: (G & H) 5756-5720: (J) 559C-552: (K) 6359C-6320: (AA) 439-4320: (BB) 435-5320: (DD & EE) 415-412.

WAUKESHA—1909 (Pleas.)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (D, E & K) 317-312; (G & H) 355-3520.

WAVERLY—1910-11-13-14 (79-80-85-86)—Tim. Brgs.; (A) 337-333; (B) 335-3320; (D) 439-434; (E) 443-434.
1911-12-13-14 (79-B-A-86)—Tim. Brgs.; (A) 3760-3720; (B) 3158-3120; (D) 3762-3720; (E) 4365-4320.
1913-14 (3½, 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321, 5-Ton uses 6550-6521; (E) 5355-5320, 5-Ton uses 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520, 5-Ton uses 435-4320.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14-15 (13-83-98-90)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 375-3720; (E) 355-3520.
1913-15 (83-97-99-109)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 395-3920; (E) 375-3720.
1912-13-14 (83-96)—Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 276-2720.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

WELSH—1910—(A) 309; (B) 307; (D) 311; (E) 211; (G & H) 212; (J) 308; (K) 310.

WESTCOTT—1910 (Mod. F & H)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (RSU)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1912-13-14 (4, 5-Pass. Touring)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1914 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456 4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1915 (U-50)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB) ND. 307.
1916 (Large 6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320: (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (AA) 277-274: (BB) 339-333: (DD & EE) Hy, 17799.
1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.
(Mod. 41-42 43-6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (J) 255-2530; (K) 417-412; (O) Fafnir, 205A; (AA) 210; (BB) 307; (DD & EE) 206.
1918 (Ser. 18)—(O) 205: (AA & BB) 306: (DD & EE) Hy, 17799.

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**WHITE—(Mod. ATC)**—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (Y) 412.
(T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407; (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
(GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
(GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.
(Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
(Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

**WHITE HICKORY—1918-19 (Mod. H)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320-(D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Roller 1023: (KK & LL) BK 23, Ball Brgs.

**WHITNEY—1919 (9-18)**—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

**WICHITA—1914 (Mod. H)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 (D) 6356-6321; (E) 5355-5320.
**1914 (2 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
**1917-18 (O 3½ Ton)**—(D) Bower, 317NDT SF.
**1917-18 (Q 5 Ton)**—(D) Bower, 319NDT SF.

**WILCOX TRUX—1909 (D 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 3762-3720.
**1910 (G 3-Ton)**—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
**1911-12 (35-37)**—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375; 3720; (J) 256-2520; (K) 415-412.
**1911-12-13-14 (K 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
**1911-12-13 (J 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-3320.
**1913 (N 1½-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
**1913-14-15 (L 1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
**1913-14-15 (J 3-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720 BB, DD & EE) 335-3320.
**1916-17 (P 3½-Ton)**—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
**1916-17 (R 1½-Ton)**—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
**1916-17 (Q 2-Ton)**—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
**1917 (V-¾, S 1-Ton)**—(AA) Tim, 277-274; (BB) 339-333.
**1917-18 (P 3½ Ton)**—(D) Bower, 317 NDT SF.
**1918 (E 5 Ton)**—(D) Bower, 319NDT SF.

**WILLYS, KNIGHT & OVERLAND—1912 (Mod. 60)**—(A) Tim, 317-312; ( Tim, 235-2320; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (A ) Tim, 415-412; (BB) Tim, 419-412; (DD & EE) 1305.
**1913 (69)**—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 208; (BB) 307; (DD & EE) 305.
**1913 (71)**—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, Tim, 375-3720; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 306.
**1914 (65-A)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-4320.
**1914 (79)**—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA 208: (BB) 307: (DD & EE) 305
**1915 (81)**—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
**1915 (80)**—(A) Tim, 256-2520: (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
**1915 (82)**—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.
**1915 (W-19)**—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.
**1916 (75)**—(F) 308: (G & H) 0208: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
**1916 (83-83B)**—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) Tim, 365-353: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
**1916 (86)**—(AA) 210; (BB) 307; (DD & EE) 306.
**1916-17 (Country C lub 90R-75-76)**—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309: (G & H) Tim 277-274 ND 0208: (BB) 306: (DD & EE) Hy, 26972.
**1916 (Willys-Knight 80-82-84-86)**—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; (DD & EE) 305; (GG) ND. 04.
**1917 (88-4)**—(F) 312; (K) 408 DR.; (AA) 210; (BB) 208.
**1917 (75B)**—(F) 309; (G & H) 0209; (AA) 209; (BB) 307.
**1917 (85 C-T)**—(F) 310; (AA) 208; (BB) 307.
**1917 (Willys 6, 85, 87, 89)**—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-353; (J & K) ND. 0212; (AA) 210; (BB) 407.
**1917 (Willys-Knight 84, 86, 88)**—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365-363: (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) Ann. 210: (BB) 40[illegible] (DD & EE) Hy, 16962.
**1917 (90T)**—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
**1918 (85-4)**—(F) 310; (K) 307; (AA) 208; (BB) 307.
**1918 (89-6)**—(F) 311; (K) 407; (AA) 208; (BB) 210.
**1918 (88-8)**—(K) 408DR: (AA) 210: (BB) 408: (DD & EE) Hy, 16962.
**1918 (90T)**—(F) 309: (K) 306: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
**1918 (Willys 6-89)**—(DD & EE) Hy, 16828.

**WILLYS UTILITY—1913-15 (65 1½-Ton)**—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

**WILSON—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)**—(AA) Hy, 27794: (BB) Hy, 26733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
**1918 (1 Ton)**—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

***WINTHER—1917 (47), 1918 (48)**—(A) Tim, 4558-4520; (B) Tim, 3360-3320; 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 2677 Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (C 3 6-3320; (DD & EE) 319-333 [Mod. 47 uses (AA) 307, (BB) 211, (CC) 30 EE) 306]; (GG) Hy,. 29097.
**1917 (57)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205 1308; (BB) 213; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.
**1917 (67)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 3 213; (CC) 309; (DD & EE) 307; GG) Hy, 29097.
**1917 (127)**—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & 26480; (I) SKF. 709; (J) 310; (K) Hy, 23669; (Spur Gear) 410: (O) 205 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.
**1918 (88)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 120 Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy, 2
**1918 (88)**—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) T (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3
**1918 (108)**—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897: 2 480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205 Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes
**1918 (128-148)**—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (A 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes,
**1918 (468)**—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Ti (DD & EE) Tim, 339; (GG) Oakes, ME-3.

**WINTON—1909-10-11-12-13-14**—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C 2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-4
**1915-16 (21A, 22A)**—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-3 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 20 344-333 ND 305; (BB) 339-333 Ann. 307; (CC) Ann, 305; (DD & EE) A (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (C (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD E
**1916 (22 Large 6)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; ( 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 2 DR. 308; (AA) 337-3320, DR 305; (BB) 339-333, Ann. 308; (CC) Tim, 3 (DD & EE) 319-313, DR. 307; (GG) ND. 04.
**1917 (22A)**—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; ( 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-33
**1917 (Large 6-22)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-37 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
**1917 (Large 6-ST)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; ( 4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) (BB) 339-333.

**WITT-WILL—1914 (2½ Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; ( 4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
**1914-17 (4, 4½-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320 EE) 415-412.
**1916 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
**1916 (B Special)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; ( 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
**1917 (R 4-Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; ( 6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 4 (AA, DD & EE) 4364-4320; (BB) 4553-4520.
**1917 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; ( 3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; ( cone; (DD & EE) 316-312.
**1917 (2 Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; ( 5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) (CC) 257 cone.
**1917 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; ( cone.
**1918 (W-D-1-18, 2-18)**—Same as 1917 one ton mod.
**1919 (WD 1-19, WD 2-19)**—Same as 1917 two ton mod.

**WOLVERINE—1918 (1½ Ton)**—(H) Hy, 26219.
**1919—(1½ Ton)**—(G) Hy, 26219: (GG) Hy, 29097.

**WOODS MOBILETTE—1911 (Touring U-1)**—Tim. Brgs.; (A & D) 435-4320; 417-412.
**1911 (U 5-Pass.)**—Tim. Brgs.; (A) 357-353; (B) 319-313; (D & E) 385-383.
**1912-13 (1216, 1316, 1318)**—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 31
**1914 (1317, 19-20, 21-23)**—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H) E
**1914 (1501-3-4-5-22-25)**—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H)
(Mod. 1600)—(A) 307; (B) 305; (D & E) Tim, 439.
**1910-12 (10-12, 10-14)**—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.
**1916**—(F) Hy, 18272.

**WOODS DUAL POWER—1917 (Gas Elec.)**—(A) Tim, 3381-3320; (B) Tim, 2

**YALE—1917 (Mod. K)**—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 43 (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

**ZEITLER & LAMSON—1916 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C
**1916 (1½ Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5 (G & H) 559C-552; (J & K) 539C-532.
**1916 (2 Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; 559C-552; (J & K) 539C-532.

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# MOTOR RECORD

Vol. 6. No. 6. MONTHLY, DECEMBER, 1919 $3.00 a year

"The Place to Get What You Want When You Want It"

## LEADING ARTICLES

New York's Twentieth National Automobile Show
Many Attractive Closed Cars Offered for 1920
Cars for 1920 Show Refinement in Design
Systematizing Motor Truck Lines Will Help Reduce Cost of Living

## SPECIFICATIONS AND PRICE LISTS

Revised Monthly


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# ZENITH
## CARBURETOR

## SUPREME IN EUROPE

At the *Salon de Paris*, 1919,
64 per cent of all the motors
and 60 per cent of all automobiles exhibited were equipped
with Zenith Carburetors.

89 French builders use the
Zenith Carburetor.

**The Zenith Carburetor Company**
New York DETROIT Chicago
*European Factories:* Lyons, France; London, England; Turin, Italy.

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# MOTOR RECORD

VOL. VI. DECEMBER, 1919 No. 6


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PRECISION
BALL BEARINGS
(PATENTED)

The unfailing start at the touch of the button—the surge of silent power as the engine takes hold—the sure, swift acceleration—the feel of ample energy in reserve—that confidence in an electrical system always ready and always adequate—these are the things, whether in car, truck, tractor or power boat, that mark the machine of quality and serviceability.

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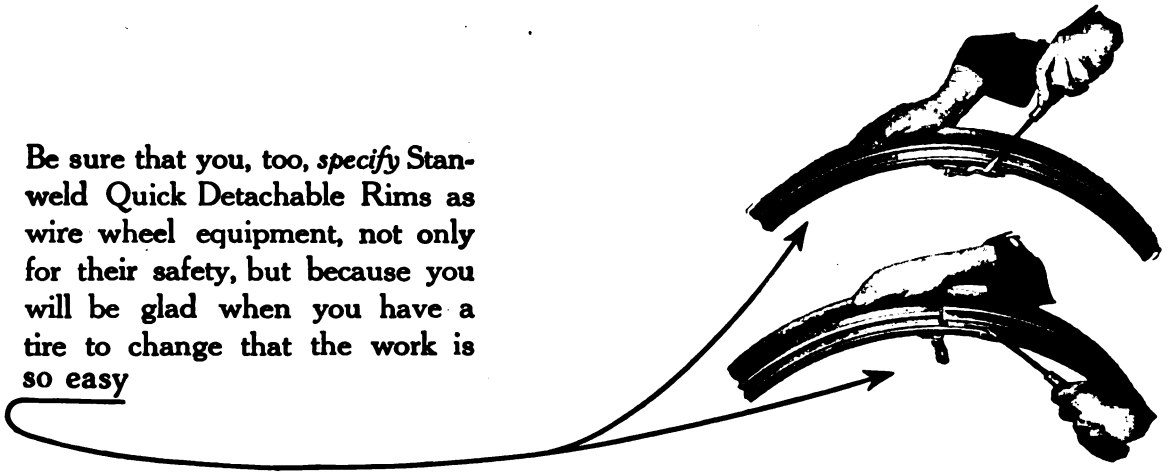
**The Detachable Rim with a Positive Lock**

## You Can't Throw Ring or Tire

It is this positive locking element that holds rim and tire secure though the tire runs flat, as well as the simplicity and ease of manipulation which causes these rims to be specified on all their wire wheel equipment, by many leading car builders, including

| | | | |
|---|---|---|---|
| **Cadillac** | **Marmon** | **Peerless** | **Stutz** |
| **Chandler** | **Packard** | **Pierce Arrow** | **Winton** |

Be sure that you, too, *specify* Stanweld Quick Detachable Rims as wire wheel equipment, not only for their safety, but because you will be glad when you have a tire to change that the work is so easy



**STANDARD WELDING DIVISION—THE STANDARD PARTS CO.**
**CLEVELAND, OHIO**

***Stan-Par Products include Axles, Springs, Bock Bearings, Stanweld Rims, Tubing, Rings, and Rod Assemblies***

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MOTOR RECORD

Vol. VI. DECEMBER 1919 No. 6

# New York's Twentieth National Automobile Show

## All Indications Point to Its Being a Record Breaker; Eighty-Three Makes of Passenger Cars and Two-Hundred Twenty-Seven Kinds of Accessories to Be Exhibited

WITH all available space taken by leading manufacturers of the industry, New York's Twentieth National Automobile Show, to be held January 3d to 10th under the auspices of the National Automobile Chamber of Commerce, promises to be the most unusual in the history of the motor car industry. First of all it is to be a "double header." At the same time that passenger cars are being shown on four floors of Grand Central Palace, the exposition of commercial vehicles will be held in the Eighth Coast Artillery Armory, Jerome avenue and 193d street, which has a floor space of 150,000 square feet. This is the first time that the passenger car and motor truck shows have been held simultaneously and it is an interesting sidelight upon the rise in prominence of the commercial car.

There will be 83 different makes of passenger cars on exhibit at the Palace: Allen, American Beauty, Anderson, Apperson, Auburn, Biddle, Briscoe, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cole, Columbia, Comet, Commonwealth, Crow-Elkhart, Davis, Detroit-Electric, Dixie Flyer, Dodge Bros., Dorris, Dort, Elcar, Elgin, Fiat, Franklin, Grant, Haynes, Hollier, Hudson, Hupmobile, Jackson, Jordan, King, Kissel Kar, Kline Kar (N. Y.), Lexington, Liberty, McFarlan, Maibohm, Marmon, Maxwell, Mercer, Metz, Milburn Electric, Mitchell, Moline-Knight, Monitor, Moon, Nash, National, Oakland, Oldsmobile, Olympian, Overland, Owen-Magnetic, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Premier, Reo, Roamer, Saxon, Sayers, Scripps-Booth, Standard, Stanley, Stearns-Knight, Stephens-Six, Stevens-Duryea, Studebaker, Stutz, Velie, Westcott, Willys-Knight, Winton, Holmes, Templar, Cleveland.

Two hundred twenty-seven kinds of accessories for use with passenger cars will be shown.

Because of the need for conserving time, the whole country is buying automobiles, thus offsetting the poor service which is being given by trolley lines and the railroads.

Many dealers are finding it difficult to meet the demand for cars because, notwithstanding the great strides that the industry has been making during the past few months, it is estimated that motor car production this year will not exceed 1,600,000 vehicles. This is due to the small number produced during the months following the signing of the armistice, according to Alfred Reeves, general manager of the National Automhobile Chamber of Commerce, who recently returned from a trip among the factories in Michigan and Indiana. Present production is at the rate of approximately 2,000,000 vehicles a year, which was about the 1917 average. This includes both passenger cars and trucks, the latter figuring about 12 per cent. of the total number.

Radical changes in the type of cars exhibited at the Show will be few. Almost all the manufacturers will have some new things to offer but they will be largely in the line of refinements especially in body design. Even in body design the differences will be largely matters of detail—changes in smaller items of equipment. Interest in accessories will be keen as usual. These seemingly insignificant additions to a car add considerably to the comfort of owners who are always on the lookout for improvements.

Comparable with awakened interest in motor trucks is the increasing demand in the passenger car line for busses for use in cities where car service is poor. For all round use the closed car is of course the most practical and it is symptomatic of the rock-bottom basis upon which the automotive industry is grounded in public esteem that the demand for closed cars exceeds the supply.

That the American motor car has passed with flying colors the severe tests of war-time, and the confused reconstruction period is clear from the fact that foreign makers are studying it seriously.

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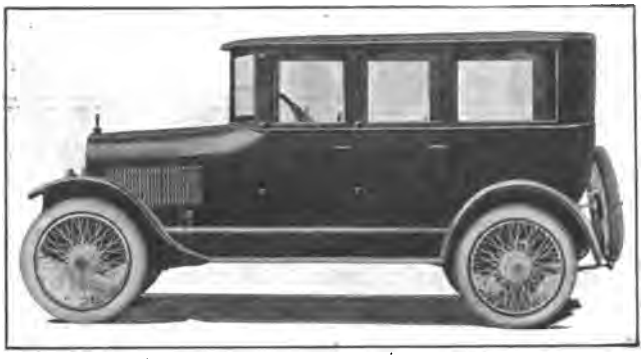
# Many Attractive Closed Cars Offered for 1920

## Improved Lines and More Luxurious Appointments Found in This Year's Models

TO meet the increased demand for closed cars, nearly all manufacturers are offering closed models having improved lines and more luxurious appointments. Some of the newest and most attractive



CROW-ELKHART SEDAN

offerings are shown in the accompanying illustrations.

NEW CROW-ELKHART SEDAN

The latest tendencies of closed car construction are reflected in the new Crow-Elkhart Sedan, just brought out by the Crow Motor Car Co., Elkhart, Ind. In design the Sedan is rather daring, although the freakish has been carefully avoided. The lines are long and unbroken, the driver's compartment is V-shaped with a corresponding V-type windshield, which affords the widest vision. The top is straight and flat, the windows are wide and

LIBERTY COUPE

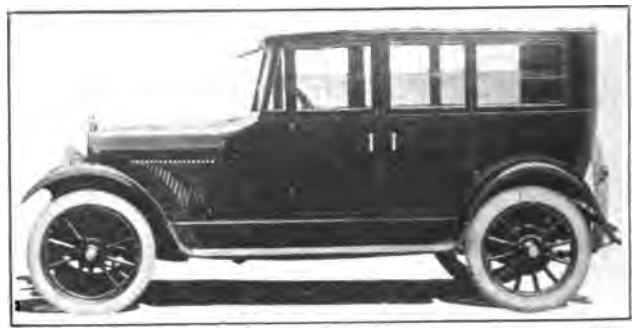
equipped with rattle-proof lowering devices, the doors are square and wide-opening, the running board is conveniently low. The seats are pitched at the correct angle, and covered with heavy whipcord. The rugging is thick napped and soft, there is a cut-glass dome light, small step-light at the right rear door, out-of-sight heater, vanity case, smoking set, silk curtains, and many other refinements. This body is mounted on the company's standard six-cylinder chassis.

NEW LIBERTY CLOSED CARS SHOW DESIGNER'S SKILL

Refinements in design give added beauty to the 1920 line of Liberty closed cars offered by the Liberty Motor Car Co., Detroit.

The line consists, as heretofore, of a sedan, coupe and brougham. While in every case their construction shows considerable betterment, chiefly in body design, the prices on two models, the sedan and coupe, have actually been reduced.

Of the three models, the greater change is noticed in the sedan. This car has been given the slanting windshield by projecting the lower part of the windshield frame a few inches forward, similar to the method employed first on the coupe. This improvement adds some space to the front compartment. And, as is true in all windshields when the slant of the glass is correct, it prevents glare from



"LEX-SEDAN"

being thrown into the driver's eyes. It also allows the driver a better view at either side through the inverted V-shaped glass, which connects the windshield with the body proper.

The car is of the four-door type, a design which makes possible more substantial body construction, and has the added advantage of permitting independent entrance into either compartment.

The buyer is permitted to choose the upholstery he prefers from three different shades of broadcloth, which are matched by three different exterior colors.

LIBERTY SEDAN

The silk window shades are of an agreeable color, and the fittings are finished in nickel and ebony.

All windows can be lowered into the body, or the doors, with the single exception of the window at the rear. Thus the full enjoyment of summer driv-

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ing is always available, yet it requires but a moment to obtain complete protection when the weather threatens.

Still further provision for the owner's comfort during the winter months is furnished by a Perfection heater, by means of which the car is heated through the engine exhaust.

The windshield is of the rain-vision, ventilating type. Above it is a rear-view mirror.

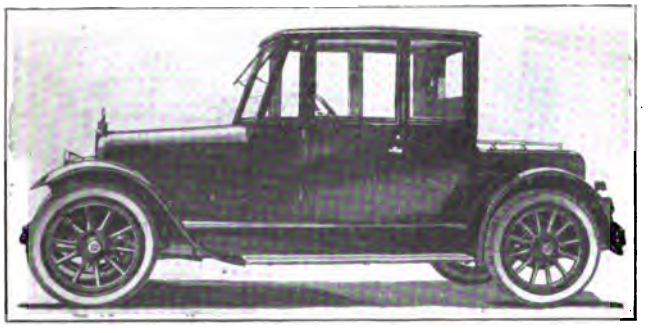
LEXINGTON SEDAN HAS BODY DESIGNED TO FIT TOP

In designing its latest closed-car creation, the Lex-Sedan, the Lexington Motor Co. of Connersville, Ind., has reversed a practice long adhered to in the motor coach building industry.

CHANDLER LIMOUSINE

Instead of building the top to fit the body of the car, Lexington, in its new all-season model, has built the body to conform to the top. This innovation in coach design has given the car a harmonious effect not found in previous models. It has the appearance of being constructed as a single unit, a fact that lends it distinctiveness.

Mounted upon a Lexington Minute-Man Six chassis, the Lex-Sedan possesses an all-season value which is bound to be highly appreciated by motorists. It is of the new four-door type, with high sides. There are six side windows, square in shape and of equal size. The glass in all of these may be low-



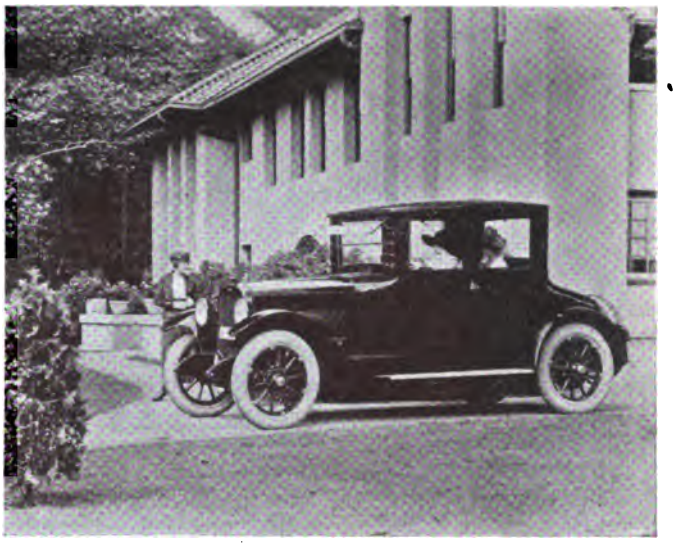
TEMPLAR COUPE

ered or raised to conform to the weather or the will of the occupants.

The coach work, furnishings and color combinations are described as being as distinctive as the car itself. Three colors are optional—blue, maroon and Brewster green, with Spanish leather and velour to match.

CHANDLER OFFERS THREE CLOSED MODELS

Three closed models are offered by the Chandler Motor Car Co. for 1920. There are a seven-passen-



CHANDLER COUPE

ger limousine, seven passenger sedan and four-passenger coupe. They are mounted on the standard Chandler six-cylinder chassis. The seven-passenger models are exceptionally roomy and well appointed.

An artistic mahogany panel is placed on the doors and on the front of the tonneau immediately under the heavy plate glass windows; mahogany toilet and smoking cases are placed within easy reach from the rear seat; and the attractive autophone transmitter is concealed—though readily accessible—in a pocket in the side of the body.

There are dome, reading and automatic step lights, and all windows are adjustable.

STEPHENS COUPE

In the sedan the front seat is undivided, extendinf solidly from side to side, and the four large doors offer easy access to either the front or rear.

The seating arrangement in the coupe is staggered, the driver's seat being somewhat forward of the wide rear seat. An auxiliary chair, with spring cushion seat, is placed alongside the driver and folds away when not in use.

STEPHENS CLOSED MODELS

In the new Stephens sedan a neat, half-oval moulding runs entirely around the body, belting it and cleverly separating the deep rich blue of the lower part of the body from the black of the upper part. Flush, tight-fitting doors, square-finished and fitted with neat exterior door handles add to the beauty

*(Continued on page 37)*

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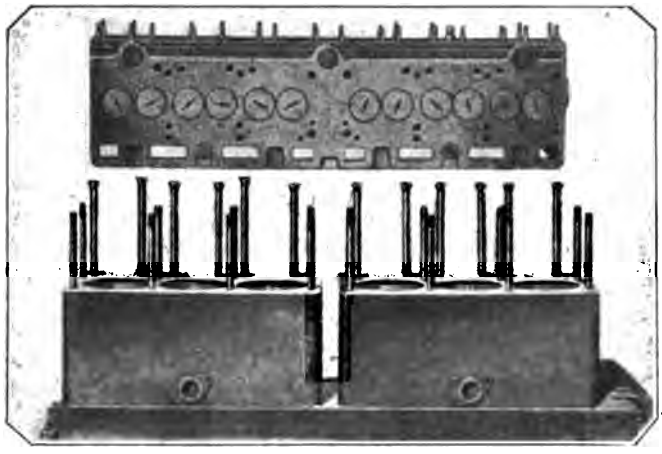
# Cars for 1920 Show Refinements in Design

## Few Radical Changes But Many Minor Improvements Which Make for Accessibility and Efficiency—Engineers Giving More Attention to Heat Transference and Expansion and Contraction

*By EDWARD G. INGRAM*

WHILE there are few radical mechanical changes in the design of 1920 passenger cars, there are many minor improvements which make for accessibility, efficiency and lower upkeep.

The development of aircraft engines which must run most of the time at nearly maximum power has brought to the attention of engineers the fact that many engine failures are due to lack of sufficient attention to the question of heat transference and expansion and contraction. In the case of the piston,



SHOWING HOW NEW MARMON CYLINDERS ARE CONSTRUCTED

for example, heat is received by the head at a rapid rate and the only way it can get away is through the skirt to the water-cooled cylinder walls. This calls for a thick head made of material which will conduct the heat away rapidly. The skirt of the piston, on the other hand, should be made of a material that will expand and contract in the same way as the cylinder in order to keep the proper clearance. The problem is a difficult one and how one manufacturer endeavors to meet it will be explained later. The importance of maintaining unbroken oil films in the bearings is also receiving more attention and there is a tendency towards the increased use of full force feed lubrication. The problem of handling low grade fuel to better advantage is still being worked on but no really new ideas appear to have been developed.

Some interesting changes of a more radical nature than usual are found in the new series Marmon 34. While aluminum is still extensively employed in this car, the cylinders are no longer made of this material. The cylinder barrels are now made of gray iron, cast in two units of three, with the water jackets integral. These cast-iron cylinder blocks, which are of very compact design, are capped by the cylinder head. Studs screwed into the crankcase project through the cylinder blocks and header, holding the units firmly. This design makes for extreme accessibility, for after the cylinder head units are removed and the head taken off, the cylinder blocks can be taken off of the crankcase giving immediate access to the pistons.

Another feature of this engine is the two-piece aluminum and iron piston. The piston has an aluminum head and center structure for holding the wrist pin, and a cast iron skirt. The aluminum head gives lightness and rapid heat conductivity and the cast iron skirt expands uniformly with the cylinder walls, thus preventing piston slaps and reducing the tendency for oil to pass up into the combustion chamber.

Another point where the Marmon engineers have given serious attention to expansion and contraction is in the bearings. Here cast iron is used instead of bronze to back the white metal. It is stated that since bronze expands and contracts more rapidly than steel or iron, bronze caps are apt to pinch the shaft in cold weather, giving a stiff engine.

Yet another novel feature of the bearings is that no shims are used. The company states that it has found that shims act as a combination dam and sluice gate by which the life-saving oil film is broken and let out of the bearings.

The crankshaft of this car is now provided with but three bearings and is of very substantial construction. A considerable portion of the center of the shaft is drilled out for lightness and to provide for force feed lubrication to all bearings. The brake horsepower of the engine has been increased to about 80 without any change in the cylinder size. The car is now provided with a disk clutch instead of the cone type formerly used.

The National Sextett is one of the few entirely

TWO-PIECE ALUMINUM AND CAST-IRON PISTONS USED OF MARMON

new models which will be exhibited at the New York show this year. The car is powered with a six-cylinder 3½ by 5¼ inch engine developing 71 horsepower at 2600 r.p.m. Overhead valves are used for the first time by the National Company, these being operated by push rods.

A feature of this engine is that the left side of

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cylinder block is cast with the push rod cham- open. A pressed aluminum cover is provided lose this chamber. Compared with the design re the push rods run through passages in the ıder block, the National construction possesses ıdvantages of lightness and accessibility.

ɜ in the case of the Marmon, double valve ıgs are used on this car to eliminate periodic ıtion and prevent the valve from dropping into cylinder in case one spring breaks. The valve ets are hollow like inverted steel pistons and valve push rods are mushroom shaped and set le of the tappets. The upper ends of the push are capped to receive the spherical ends of the e rockers. These oil refining cups ensure quiet atioin.

ıe valve rockers are mounted on two hollow ts, six on each, and spring spacers hold them osition. This permits the rockers to be pushed ɜ so the push rods can be removed when neces-

stead of adjusting the valves by raising or low- ɜ the rocker arm bearings, as is done by Mar- , National provides an adjustment at the push end or the rocker arms.

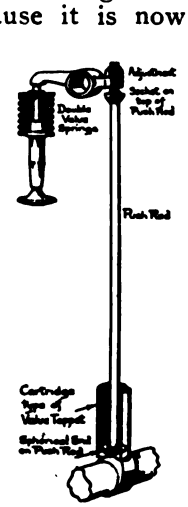
ıe valves are large, the clear diameter being tly greater than the bore of the cylinders and the ⅜ in. The crankshaft is provided with three ı bearings and force feel lubrication is used. camshaft is driven by a Morse silent chain with ɜcentric on the generator drive gear. It is stated ɜngine weighs 750 pounds.

ıe single dry plate clutch and three-speed trans- ion are in a unit with the engine. A one-cylin- tire pump is mounted on the gearset. The car ɜs through the long semi-elliptic rear springs he torque is taken by an arm which is attached e center cross member of the frame. The wheels wood with 32 by 4¼ inch tires. The car has a ɜlbase of 130 inches.

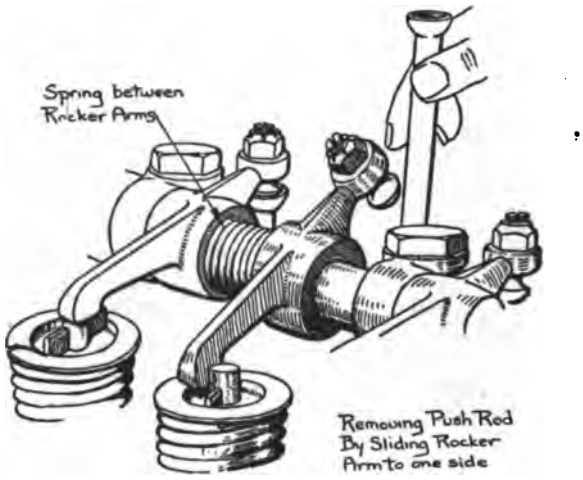
ıe Overland Four with its "three-point canti- " springs will undoubtedly attract even greater ds at the show this year because it is now y in production. This car was ribed in the last issue of MOTOR ORD.

ıe new Grant-Six has a longer ɜlbase and semi-elliptic rear ıgs which are said to be the long- ɜf any used on a car of this size. wheelbase is 116 inches and the springs are 56 inches long and 2 ɜs wide. The front springs are ıches long and 2 inches wide. The has long, low, straight lines h blend into the hood at the front. engine has a wider power range formerly.

ɔtable among the improvements ıe Cole-Eight is the one-piece ing of the new rear axle. It is d that recent tests made at Cor- University showed this housing e 200 per cent. stronger than wo-piece type. The axle is so designed that no e or oil cups are required. A large inspection renders the interior mechanism accessible. The ɜs of the full-floating flange drive type, underslung attachment and the drive is through the springs. tallic bumpers have been substituted for the ɜr bumpers, and instead of being attached to the frame to protect the housing and brake shafts from coming in contact with the frame when severe bumps are struck, are fitted on top of the rear spring seat. The metal bumpers are substantial enough to sustain the most severe jolt and prevent any injury to the brake shafts and housing, and once installed, are permanent.



NATIONAL VALVE MECHANISM




SHOWING HOW VALVE ROCKERS OF NATIONAL ARE HELD IN POSITION BY SPRINGS

### Hackett Motor to Reorganize

The stockholders of the Hackett Motor Car Co., Grand Rapids, Mich., will vote soon on a plan for reorganization of the company under the laws of Delaware the new plan contemplating a capitalization of $1,500,000 preferred stock of the par value of $10 and 300,000 shares of no par common stock. The outstanding shares in the present company will be exchanged on the basis of one share of preferred stock for each three shares in the old company, together with one share of common stock in the new company for each share in the present corporation.

### Remmel Mfg. Co. Incorporated

The gas engine and power farm machinery manufacturing business conducted for many years at Kewaskum, Wis., by Nicholas Remmel has been incorporated with a capital stock of $50,000 as the Remmel Mfg. Co. The foundry and machine shop will be enlarged and several new lines of products put into production during the winter. The incorporators are Nicholas Remmel, Otto E. Lay, B. H. Rosenheimer and George H. Schmidt.

### New Factory Started

Work on the new factory of the Bollstrom Motors Co., St. Louis, Mich., will start at once. This is a new company organized to manufacture a four-wheel drive truck. The first factory unit will be 60 x 304 ft., one story high, and will be built of brick and concrete.

### New Mechanical Building for Firestone

Permit for the construction of a mechanical building, which is to be the latest addition to the factories of the Firestone Tire & Rubber Co., was issued recently at Akron, and ground has already been broken on a site of Firestone plant number two.

The building will be three stories high and is designed to accommodate the electrical, machine, pipe, carpenter, pattern and tin shops.

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### Nine Cole Models Offered

Nine models compose the Cole Aero-Eight line offered by the Cole Motor Car Co., Indianapolis, Ind. These are the Tourster, a seven-passenger touring car; the Aero-Eight roadster, carrying two passengers; the Sportster, carrying four passengers; the Sportsedan, a four-passenger closed car; the Sportosine, a six-passenger closed car; the Sportscoupe, a three-passenger coupe; the Tourosine, a seven-passenger limousine; the Toursedan, a seven-passenger sedan; and the Aero-Eight Towncar.

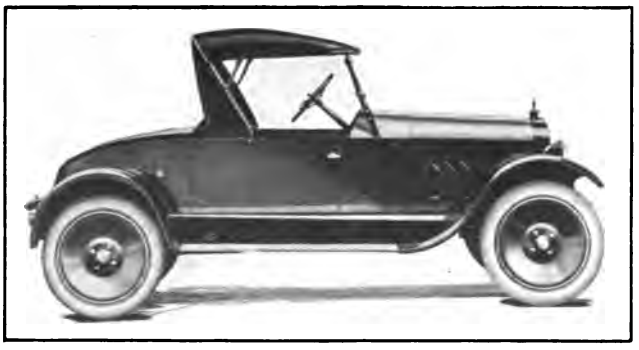
COLE "SPORTSEDAN"

All models are built on the standard eight-cylinder chassis. The large variety of closed models is offered to meet the increased demand for cars that can be used the year round with comfort.

The Sportsedan shown in the accompanying illustration is a particularly attractive four-door model in which the rear quarter sections are solid and have octagonal windows. The Sportosine is designed to combine the dignity and comfort of a toy limousine with that of a diminutive sedan. It is distinctly a sport car and the adjustable glass partition between the front and rear compartments is a novel addition.

### Columbia Three-Passenger Roadster

In the accompanying illustration is shown the new Columbia Six three-passenger roadster. This roadster body is mounted on the standard chassis built by the Columbia Motors Co., Detroit. A distinctive feature is the counter-sunk well in the rear deck, in which the tire is carried. The well is deep enough so that from a side view the tire does not show at all. This gives the lines of the car a clean, unbroken appearance.



COLUMBIA ROADSTER

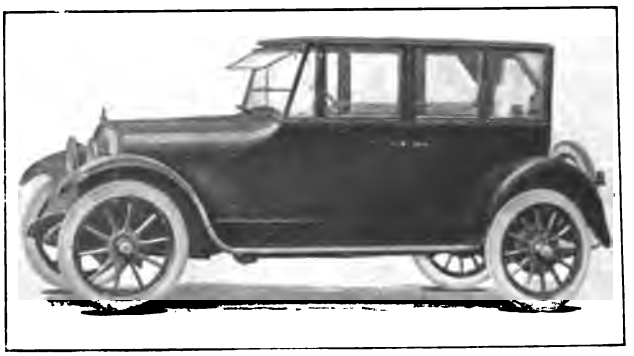
H. F. Harris has been appointed general manager of the Bethlehem Motors Corp., Allentown, Pa. Mr. Harris for the past two years has been with the Republic Motor Truck Co.

### Janesville Firms Are Consolidated

The final step in the consolidation of the Janesville Machine Co. with the Samson Tractor Co. was effected recently when the executive departments of the two concerns were merged in the new general office building of the Samson works at Janesville, Wis. When General Motors determined to locate its main tractor plant in Janesville it acquired the Janesville Machine Co., manufacturer of farm machinery, to serve as a source of supply of units for combination with tractors. J. A. Craig, president of the farm machinery concern, was made president and general manager of the Samson organization.

### New Series Lexington Models

Lexington Motor Company of Connersville, Ind., comes to the fore this year with a new series of Minute Man Six models.

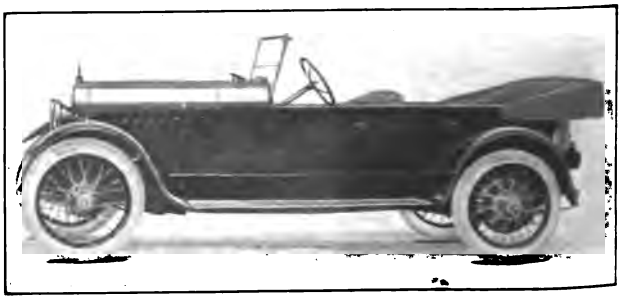


"LEX-SEDANETTE"

The Series "S" models all are mounted on the "Thoroughbred" chassis which embodies some exclusive features. For instance, the frame is a single unit. With this construction, more than 100 parts are eliminated making not only for lighter weight but providing a more sturdy, better balanced construction that eliminates squeaks and rattles, it is claimed.

Other features of the chassis are the one-finger emergency brake, and the cable (foot) brake, which does away with rigid brake rods that are apt to rattle and assures an even pull on both brakes. Engine features include the Moore multiple exhaust which has been used by Lexington for some time, and the Lexi-gasifier, designed to overcome difficulties experienced with the present low-test gasoline.

In addition to the touring, sedan and coupe models the company offers the "Lex-Sedanette," a distinctly new four-door, four-passenger all season car, and the "Thorobred" sport model, which is lower than the touring car with rakish lines.



LEXINGTON SPORT MODEL

Specifications of the Lexington chassis include a 3¼ x 4½ in. Continental Red Seal engine, dry disk clutch, three speed glasset semi-elliptic springs and a wheelbase of 122 inches.

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# OTOR RECORD

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NOTICE TO ADVERTISERS

ertion of new advertisements or change of copy t be guaranteed if received later than the 25th of ionth preceding the date of publication.

KE a good many other things connected with automobile design and construction, there has been diversity of opinion regarding the best locaor the gasoline tank. At first the gasoline tank )laced under the front seat. This location perd of gravity feed to the carburetor but had the vantage of necessitating the occupants of the seat getting out every time the tank had to be

For this reason this location has been aban- l by most makers and the tank placed either at :ar of the chassis or under the cowl.

e locating of the tank under the cowl also has dvantage of permitting of gravity feed, but the )f the tank is somewhat restricted and in case accident or a leak in the tank there is some :r of the gasoline taking fire and burning the )ants of the front seat.

:wed from all angles it would appear that the location is the best. This location, of course, sitates pressure or vacuum feed, and being more ;ed the tank is apt to be dented by even slight :nd collisions. The vacuum system of feed, ver, appears to be very reliable, and some rs are now protecting the tanks by cross mem- so that there is less danger of them becoming ged.

other location for the gasoline tank which does ppear to have been tried is under the rear seat. this location a filler pipe could be run through ack of the car so that the tank could be filled without disturbing the occupants. In this location the tank would not be likely to be damaged.

HOW Canadian farmers are taking to the use of motor cars is shown by the following news item from Toronto:

"Farmers are coming into their own in Ontario in so far as the possession of motor cars is concerned. During the last five years the increase in the number of cars owned by farmers has been unprecedented in Canada. Statistics of the Ontario department of highways for last year testify to the many farmers who are replacing the horse with the motor car for utility and pleasure.

"The report of the department shows that of 101,599 passenger cars owned in the province last year, 64,900 of them were owned in towns, villages and townships, and only 36,699 in the cities. Of the number owned in cities less than half were in Toronto, or 17,171. The registration totaled 109,374 cars in the province, including 7,529 motor trucks. There was an increase of 25,584 in the number of cars of all kinds registered in the province in 1918 over the previous year. It is also interesting to note, in an analysis of the occupations of the owners, that 37,758 are farmers and drovers, which exceeds the number owned by any other class."

PISTON design has undergone rapid development during the past few years. There are few parts of the internal combustion engine which have presented so many problems for the designer to overcome as the piston.

The piston is subjected to heavy stresses and high temperatures, yet it must be made very light in order to reduce vibration and bearing loads to a minimum.

A great deal more attention is now being given to the question of heat dissipation than formerly, and this is assisting materially in the development of better, more reliable pistons.

Heat is received by the head of the piston at a rapid rate and the only way this can be dissipated is by passing down through the skirt to the cylinder walls where it will be carried away by the cooling water. Owing to the fact that little heat will flow through the rings, which are floating members, it has been found desirable to increase the thickness of metal behind the ring grooves so that there will be no obstruction to the flow of heat down the skirt. It has also been found advantageous to make the piston head rather thick. These features are incorporated in the pistons used on the Liberty engine.

Since it is clear that most of the heat must pass from the head through the skirt of the piston it would appear to be bad practice to cut away much of the skirt such as is often done in the case of racing car engines.

A REMARKABLE illustration of what can be done with the modern touring car is found in the performance of a six-cylinder Delage car, which recently was driven by Louis Delage from Paris to Nice, a distance of 621 miles, at an average speed of 41.53 m. p. h. The greatest distance covered in one hour was 49.7 miles. The actual time for the trip was 15 hours, 55 minutes, this including stops totaling 58 minutes. When consideration of the fact that this trip was made over ordinary country roads, and without advance preparation is given, it appears that no better proof of the wonderful advancement in automobile design during the past few years could be found.

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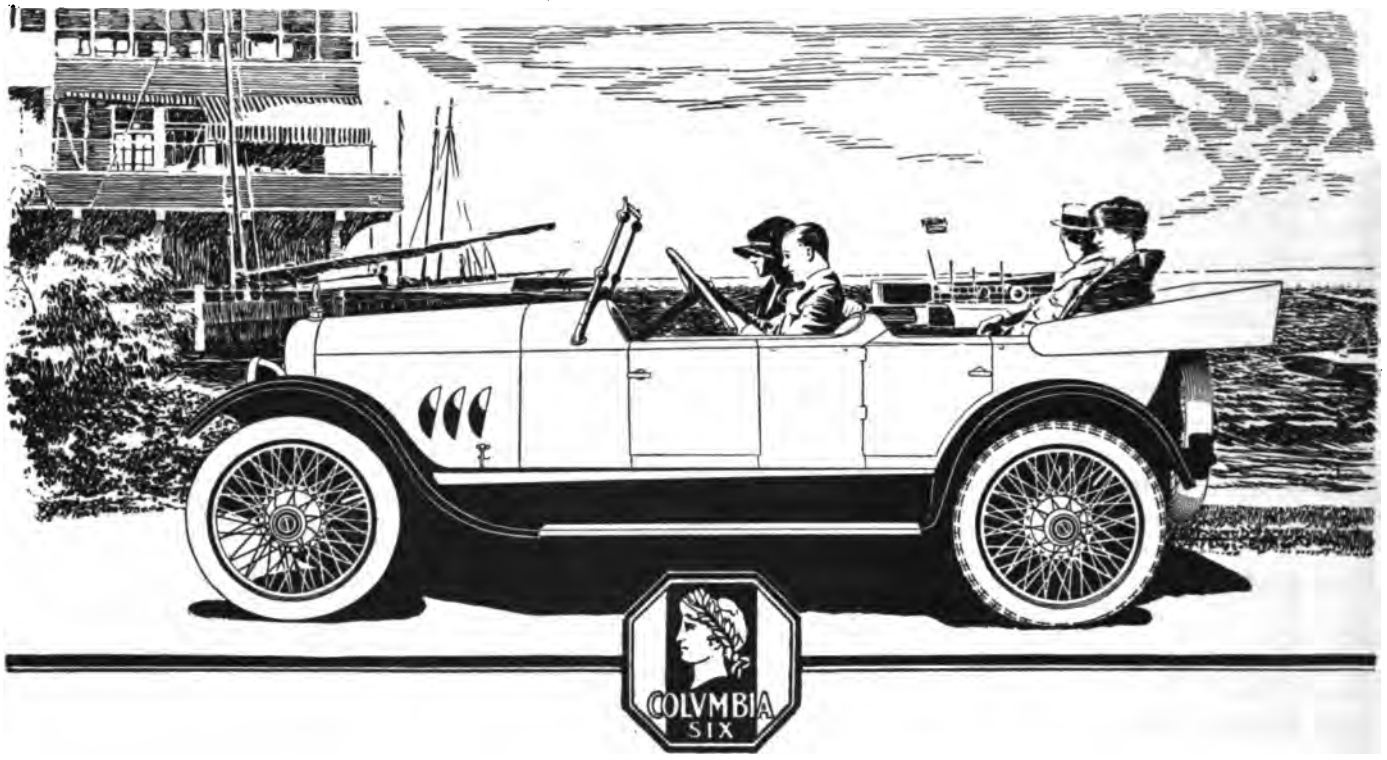


# The Son's Reason

Young men, also, like the Columbia Six.

Some of the best known sportsmen in the country drive it. There's a thorough-bred, high-spirited look of action, sturdiness and power to it. The Columbia Six appeals to the young man with red blood in his veins.

You will seldom find a car that pleases the young man in every respect and still pleases other members of the family the way the Columbia Six does.

A Columbia Sales contract is a sure way of building a profitable, increasing and permanent business.

**Note This—GOOD Units CLEAR THROUGH**

*Timken Axles—Continental Red Seal and Rutenber Motors—Detroit Pressed Steel Company Frame—Radiator with "Sylphon" Thermostatically Controlled Shutters—Spicer Universal Joints—Borg & Beck Clutch—Durston Transmission—Detroit Steel Products Company's Springs—Gemmer Steering Gear—Auto Lite Starting & Lighting—Atwater-Kent Ignition—Stromberg Carburetor—Prest-O-Lite Storage Battery—Painting and Trimming by The American Auto Trimming Co.—Pantasote Top—Firestone Tires.*

**COLUMBIA MOTORS CO.** **DETROIT, U.S.A.**

# Columbia Six

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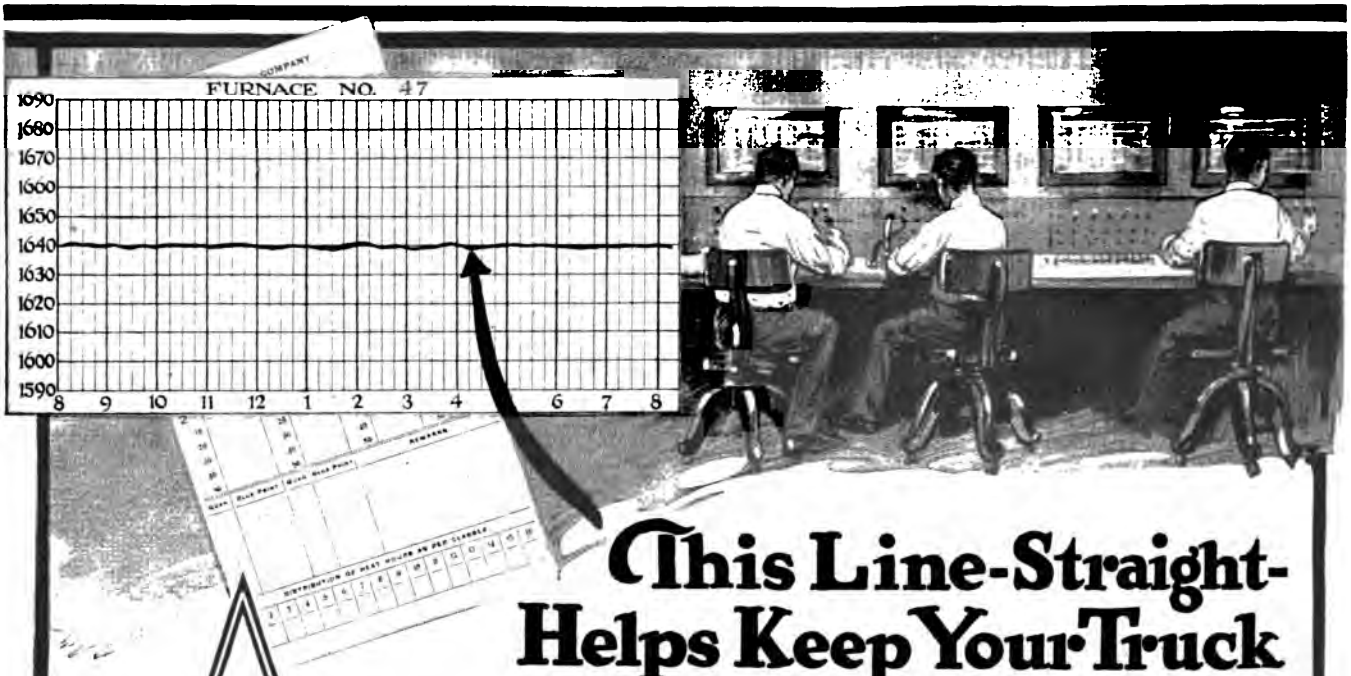
# Technical Specifications of Passenger Cars 1919

## REVISED MONTHLY

ABBREVIATIONS:—NAME AND MODEL—¶before name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. PRICE OF TOURING CAR—* before price indicates cost of chassis; † cost of runabout; ‡ cost of 4-passenger model. ENGINE—Wisc., Wisconson; Cont., Continental; Lycmg., Lycoming; T'tor, Teetor; H-Splm., Herschell-Spillman; Ruten., Rutenber; G. B. S., Golden; Belknop & Swartz; Ster., Sterling; North., Northway; Masnk., Massnick; Duesen, Duesenberg; Colon., Colonial. SHAPE OF CYLINDERS—L., Valves on one side of Cylinder; T., Valves on opposite sides; I., Valves in Head F., Valves on side and in head; S., Sleeve Valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr. S.pur; Gr., Gear. COOLING SYSTEM—P., Pump; T-S., Thermo Syphon; A., Air Cooled; †, Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbg., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith; Buic., Buick; Mill., Miller; Shakes., Shakespeare; Mon., Monarch; Stew., Stewart; Dupl., Duplex. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray & David; Al-Ch., Allis-Chalmers; At-K., Atwater Kent; Auto., Autolite; Split., Splitdorf; U. S. L., U. S. Lt. & Heating Co.; Wd. Leon., Ward-Leonard; N. E., North East; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc; D.-D, Dry Disc; P., Plate; D-P., Dry Plate; C., Cone; O-C., Oil Cone; C-U., Control Unit; F-D., Friction Drive. GEARSET LOCATION—U P P., Unit Power Plant; To'T., Gearset on Forward End of Torque; R. Ex., Gearset Unit with Rear Axle; Sep., Gearset Separate. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Flating; S. F., Semi-Flating; D., Dead. GEARS—Sp. B., Spiral Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptic; ¾ El., Three-Quarter Elliptic; F-El., Full Elliptic; Cant., Cantilever; D. Cant., Double Cantilever; 3 P. Cant., 3 point cantilever; Plat., Platform. BEARINGS—B., Ball R., Roller; P., Plane.

| NAME AND MODEL | Price Touring Car | ENGINE: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacemt. | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P. Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make | Fed by | IGNITION SYSTEM: Make, Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | 1395 | Own | 4 | 3½x5 | 192 | 19.60 | 37 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | T-S | F & S | Stmb | V | Conn S-H |
| ¶Alsace | 1485 | H-Spill | 4 | 3½x5 | 192 | 19.60 | .... | .... | .. | .... | .. | .... | .... | .... | T-S | F | Zeni | V | Bosch |
| American Beauty | 2000 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 48 | 2400 | L | Blk | ¼ | 1.39 | 11/32 | H l | P | F & S | Rayf | V | At-K |
| ¶American | 1865 | Ruten | | 3½x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ³⁄₁₆ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | At K S-H |
| Anderson 400-C | 1675 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅛ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn |
| Anderson De Lux | 1775 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | L | Blk | ⅜ | 1½ | ⅜ | Hel | P | F & S | Zeni | G | Conn |
| Apperson Anniver | 4000 | Own | 8 | 3¼x5 | 332 | 33.80 | 65 | 2500 | L | 4 | ⅜ | 1⅝ | 11/32 | Hel | T-S | F | John | V | Remy D-H |
| Apperson, 8-20 | 2950 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Argonne | 4000 | ........ | 4 | 3¼x5½ | 226 | 22.50 | .... | .... | L | Blk | .. | .... | .... | .... | .... | .... | .... | V | ........ |
| Auburn, 6-39 H | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅜ | 1⅝ | ⅜ | Hel | P | F & S | Rayf | V | Remy S-H |
| Austin, 12 | 4250 | Weidely | 12 | 2¾x5 | 389 | 39.68 | .... | .... | I | 3 | ⅜ | .... | .... | Hel | P | F | Stmb | V | Delco S-H |
| ¶Beggs Six | 1630 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | 3 | ⅜ | 1.39 | .28 | Hel | P | F & S | Stmb | V | Conn |
| ¶Bell, '18 | 1595 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | 32 | 2800 | L | Blk | ⅛ | .... | .... | Hel | T-S | F & S | Stmb | V | At K S-H |
| Biddle, '18 | 2985 | Buda | 4 | 3¾x5½ | 220 | 22.50 | 48 | 2200 | L | Blk | ⅛ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Bosch |
| Birch Light Six, 40 | 1495 | Beaver | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2200 | L | Blk | ⅛ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Conn |
| Birch Super-Four | 1085 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 36 | 1800 | I | Bl | ⅛ | 1⅝ | 11/32 | Hel | T-S | ...... | Cart | G | At K |
| ¶Bour-Davis | 1850 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2100 | L | Blk | ⅛ | 1⅞ | .... | Hel | P | F & S | Stmb | V | Remy |
| Brewster | 7200 | Own | 4 | 4 x5½ | 276 | 25.20 | ... | 2200 | S | Blk | ⅛ | .... | .... | Ch | P | F | Zeni | V | Bosch S-H |
| Briscoe, 4-24 | 985 | Own | 4 | 3⅛x5½ | 163 | 16.25 | 30 | 2000 | L | Blk | ⅛ | 1⅞ | 11/32 | Hel | T-S | F & S | Buic | G | Conn S-H |
| Buick, H-45 | 1495 | Own | 6 | 3⅜x4½ | 241 | 27.34 | 60 | .... | I | Blk | ⅛ | 1⅝ | 11/32 | Hel | P | S | Marv | V | Delco S-H |
| Buick, H-49 | 1785 | " | " | " | " | " | " | .... | " | " | .. | " | " | " | " | " | " | " | " |
| Bush | 1395 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 2500 | I | Blk | ⅛ | 1⅝ | ⅜ | Hel | T-S | S | Cart | V | At K |
| ¶Cadillac, 57 | 3490 | Own | 8 | 3⅛x5⅛ | 314 | 31.25 | ... | 2650 | L | 4 | ⅛ | 1⅝ | ⅜ | Ch | P† | F | Own | P | Delc S-A |
| ¶Cameron 55 | 1400 | Own | .. | 2⅝x4½ | ... | ... | ... | ... | .. | Blk | .. | .... | .... | .... | A | F | Rayf | V | Conn |
| ¶Cameron 45 | 1700 | Own | .. | 3¼x4½ | ... | 33.75 | ... | ... | .. | Blk | .. | .... | .... | .... | P | F | Rayf | V | Conn |
| Campbell | 835 | Own | 4 | 3⅞x4 | 189 | 24.00 | ... | ... | L | Blk | ⅛ | .... | .... | Spur | T | F & S | Amer | V | At S-H |
| Case | 2200 | Cont | 6 | 3¼x5¼ | 303 | 29.40 | 55 | 2000 | L | B'k | ⅛ | 1⅜ | ⅜ | Hel | P | F & S | Rayf | V | Del o |
| Chalmers, 6-30 | 1685 | Own | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2650 | L | Blk | ⅛ | 1½ | ⅜ | Ch | T-S | F & S | Stmb | V | Re y S-H |
| Chalmers, 6-30 | 1765 | " | " | | | | | | | | | | | | | | | | |
| Champion | 1150 | ...... | 4 | | | | | | | | | | | | | | | | |
| Champion | 1295 | ...... | 4 | | | | | | | | | | | | | | | | |
| Chandler | 1795 | Own | 6 | 3½x5 | 289 | 29.40 | .... | .... | L | 3 | ⅛ | 1⅜ | 11/32 | Ch | P | F & S | Rayf | V | Bosch S-H |
| Chevrolet, 490 | 735 | Own | 4 | 3⅝x4 | 171 | 21.75 | .... | .... | I | Blk | ⅛ | 1⅜ | 11/32 | Hel | P | F & S | Zeni | G | Remy S-H |
| ¶Chevrolet, F B | 1235 | Own | 4 | 3⅝x5¼ | 224 | 21.75 | .... | .... | I | Blk | ⅛ | 1⅜ | ⅜ | Hel | P | F & S | Zeni | V | Remy S-H |
| ¶Cleveland | 1385 | Own | 6 | 3 x4½ | 191 | 21.60 | .... | .... | I | Blk | .. | .... | .... | Ch | P | F & S | Stmb | .. | ...... |
| ¶Climber Six | 2395 | Cont | .. | 3¼x5¼ | 303 | 29.40 | .... | .... | L | .... | .. | .... | .... | .... | .... | .... | Stmb | .. | Delco |
| ¶Climber Four | 1500 | H.Spill | .. | 3¼x5 | 166 | 16.90 | .... | .... | L | .... | .. | .... | .... | .... | .... | .... | Stmb | .. | Delco |
| Cole, 570 | 2750 | North | 8 | 3½x4½ | 346 | 39.22 | 80 | 2800 | L | 4 | ⅛ | 1½ | ⅜ | Hel | P | F & S | Stmb | V | Delco S-H |
| Colonial, 35 | 1095 | Falls | 6 | 3 x4½ | 191 | 21.60 | .... | .... | .. | Blk | .. | .... | .... | Hel | T-S | F & S | Stew | V | Remy S-H |
| Columbia Six JC | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 38 | 2000 | L | Blk | ⅛ | 1.39 | .31 | Hel | P† | F & S | Stmb | V | A-K |
| Comet 6-C-53 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2600 | L | Blk | ⅛ | 1⅝ | .... | Hel | P | F & S | Stmb | V | Wagner |
| Commonwealth | †1395 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 40 | 2200 | L | Blk | ⅛ | 1⅝ | ⅜ | Hels | T-S | F & S | Cart | V | At-K |
| Crawford | 2750 | Cont | 6 | 3½x5¼ | 303 | 29.40 | .... | .... | L | Blk | ⅛ | .... | .... | Hel | P | F & S | Stmb | V | Bosch |
| Crow-Elkhart, L-55 | 1295 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 1800 | L | Blk | ⅛ | 1⅝ | ⅜ | Hel | T-S | F & S | Zeni | V | Conn S-H |
| Crow-Elkhart, K-55 | 1545 | Ruten | 6 | 3¼x5 | 230 | 23.14 | 45 | 2400 | L | Blk | ³⁄₁₆ | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Conn S-H |
| Cunningham, V | on ap | Own | 8 | 3¾x5 | 445 | 45.00 | 90 | 2200 | L | 4 | ⅛ | 1¾ | ⅜ | Hel | P | F | Stmb | V | Delco S-H |
| ¶Daniels, D | 4500 | Own | 8 | 3½x5¼ | 404 | 39.20 | 70 | 2000 | L | 4 | ⅛ | 1¾ | ⅜ | Hel | P | F | Zeni | V | Delco S-H |
| ¶Davis, 51 | 1985 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 58 | 2650 | T | Blk | ⅛ | 1⅝ | ½ | Hel | P | F & S | Stmb | V | Delco D-H |
| Disbrow, A | †2950 | Wisc | 4 | 5Mx5½ | 446 | 41.60 | .. | .... | T | .... | .. | .... | .... | Hel | P | F | Mill | P | KW S-H |
| Dispatch | 1290 | Wisc | 4 | 3¾x5 | 221 | 22.50 | 35 | 2000 | L | Blk | ¼ | 1¾ | 11/32 | Hel | T-S | F | Ray | V | Bosch |
| ¶Dixie Flyer, H-S50 | 1465 | H-Splm | 4 | 3¼x5 | 166 | 16.90 | 42 | 2200 | L | Blk | ³⁄₁₆ | .... | .... | Hel | T-S | F & S | Stmb | V | Conn S-H |

| NAME AND MODEL | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | REAR AXLE: Make | Type | Type of Gears Used | Gear Ratio | Car Drives Through | Torque Taken By | RUNNING GEARS: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | BEARINGS: No. Crankshaft Bgs. | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Allen, 43 | Auto | D D | U P 3 | Columbia | F | SpB | 4.60 | S | S | 110 | 32x4 | Firestone | Semi | 3 | B-R | R | R | 2508 |
| ¶Alsace | Dyneto-2 | D D | 3 | Standard | .... | ...... | ..... | S | S | 116 | 32x4 | ........ | Semi | .. | ... | ...... | ...... | 2600 |
| American Beauty | West | D D | U P 3 | Timken | S-F | Sp B | 4.45 | S | S | 121 | 34x4½ | Firestone | Semi | 3 | B-R | R | R | 2900 |
| ¶American | West | D D | U P 3 | Salisbury | F-F | Sp B | 4.42 | S | S | 122 | 32x4 s | Firestone | Semi | 3 | B-P | B-R | R | 2900 |
| Anderson 400-C | West-2 | D D | U P 3 | Columbia | F F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | B | B | B | 2750 |
| Anderson De Lux | West-2 | D D | U P 3 | Columbia | F-F | Bev | 4.42 | S | S | 120 | 33x4 s | Firestone | Semi | 3 | R | B | B | 2750 |
| Apperson Anniver | Bijur-2 | D D | Sep 3 | Own | F | Sp B | 4.25 | S | S | 130 | 34x4½ | Firestone | ¾ El | 3 | R | R | R | 3600 |
| Apperson, 8-20 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Argonne | West | D D | 4 | ........ | .... | ...... | ..... | .. | .. | 119-32 | 32x4 | ........ | Semi | .. | ... | ...... | ...... | .... |
| Auburn, 6-39 H | Remy-2 | D D | U P 3 | Columbia | F-F | Sp B | 4.42 | S | A | 120 | 32x4s | Firestone | Semi | 3 | B | R | B | 2800 |
| Austin, 12 | Delco-2 | D D | U P 6 | Spec. Aust | in | 3-sp | Axle | S | S | 142 | 34x4½q | Firestone | D Cant | 3 | B | B & R | R | .... |
| ¶Beggs Six | Auto | D D | U P 3 | Timken | ¾ F | ...... | ..... | S | S | 120 | 33x4 | Firestone | Semi | 3 | .... | R | R | 2840 |
| ¶Bell, '18 | Auto | D D | U P 3 | Peru | F | Bev | 4.25 | S | S | 114 | 31x4s | Firestone | Cant | 3 | R | R | B | .... |
| Biddle, '18 | G & D-2 | D D | U P 4 | Standard | ¾ F | Sp | 4.00 | S | S | 121 | 32x4s | Firestone | Semi | 3 | B | R | R | 3250 |
| Birch Light Six, 40 | Remy | D D | U P 3 | Timken | ¾ F | Bev | 4.15 | S | S | 115 | 34x4 | Stanweld | ¾ El | 3 | B | R | B | 2680 |
| Birch Super-Four | Dyneto-2 | D-D | U P 3 | Peru | .... | Sp B | 4.25 | S | S | 115 | 32x3½ | Stanweld | ¾ El | 2 | B | R | ...... | 2200 |
| ¶Bour-Davis | Remy | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4 | Perlman | Semi | 3 | B-R | R | B | 2900 |
| Brewster | U S L-1 | C | To-T 3 | Own | F | Sp B | 4.25 | T | T | 125 | 34x4½ s | Firestone | Cant | 3 | B | B | R | .. |
| Briscoe, 4-24 | Auto-2 | C | R Ax 3 | Own | S-F | Bev | 4.23 | S | A | 104 | 30x3½q | Cleveland | F-El | 2 | RRP | B & R | B | 2100 |
| Buick, H-45 | Delco-1 | D P | U P 3 | W. Mott | F | Sp B | 4.07 | T | T | 118 | 33x4s | Baker | Cant | 4 | B | B & R | R | .... |
| Buick, H-49 | " | " | " | " | " | " | 4.61 | " | " | 124 | 34x4½s | " | " | " | " | " | " | .... |
| Bush | Dyneto 2 | D | U P 3 | Salisbury | F-F | Bev. | 4.00 | T | T | 116 | 32x3½ | Firestone | ¾ El | 2 | B | R | B | 2450 |
| ¶Cadillac, 57 | Delco-1 | D D | U P 3 | Timken | F | Sp B | 4.43 | S | A | 125 | 35x5s | Kelsey | Plat | 3 | B-R | R | R | .... |
| ¶Cameron 55 | ........ | ...... | Sep | Own | .... | Sp B | ..... | .. | .. | 108 | 32x4 | ........ | ...... | .. | ... | ...... | ...... | .... |
| ¶Cameron 45 | ........ | ...... | Sep | Own | .... | Sp B | ..... | .. | .. | 123 | 32x4 | ........ | ...... | .. | ... | ...... | ...... | .... |
| Campbell | Auto | D | U P 3 | Salisbury | F-F | Sp B | 4.25 | S | S | 110 | 30x3½c | U. S. | Semi | 3 | B | B | B-R | 2000 |
| Case | West | D D | U P 3 | Columbia | ¾ F | Sp B | 4.45 | S | S | 126 | 34x4½ | Firestone | Semi | 3 | B | R | R | 3300 |
| Chalmers, 6-30 | Auto | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 117 | 32x4s | Kelsey | Semi | 3 | R | R | R | 2800 |
| Chalmers, 6-30 | | | | | | | 5.18 | | | 122 | 34x4s | | | | | | | 2950 |
| Champion | | | | | | | | | | 116 | 32x3½ | | | | | | | |
| Champion | | | | | | | | | | 116 | 32x3½ | | | | | | | |
| Chandler | West-2 | D D | U P 3 | Own | F | Sp B | 4.40 | S | A | 123 | 33x4s | Fire&Clev | Semi | 3 | B | B | R | 2985 |
| Chevrolet, 490 | Auto-2 | C | U P 3 | Own | ¾ F | Bev | 3.63 | S | S | 102 | 30x3½q | Demount | ¾ Cant | 3 | B | B | B | 1890 |
| ¶Chevrolet, F B | Auto-2 | C | U P 3 | Own | ¾ F | Sp B | 4.25 | S | S | 110 | 33x4s | Demount | ¾ Cant | 3 | B-P | R | B | 3200 |
| ¶Cleveland | G & D | C | U P 3 | Own | .... | Sp B | ..... | .. | .. | 112 | 32x4 | Firestone | Semi | 3 | .... | R | ...... | .... |
| ¶Climber Six | Delco | D P | 3 | ........ | ¾ F | ...... | ..... | .. | .. | 127 | 32x4½ | ........ | Semi | .. | ... | ...... | ...... | .... |
| ¶Climber Four | West | D | 3 | ........ | .... | ...... | ..... | .. | .. | 112 | 32x3½ | ........ | Semi | .. | ... | ...... | ...... | .... |
| Cole, 570 | Delco-2 | C | U P 3 | Columbia | F | Sp B | 4.46 | S | S | 127 | 33x5q | Firestone | Semi | 3 | B | R | R | 3590 |
| Colonial, 35 | Al-Ch-1 | C | U P 3 | Lewis | F | Bev | 4.41 | .. | .. | 116 | 32x3½ | Goodyear | Cant | 3 | B | B | B | 2775 |
| Columbia Six JC | Auto | D D | U P 3 | Timken | ¾ F | Sp B | 4.75 | S | A | 115 | 32x4 | Firestone | Cant | 3 | B | R | R | 2800 |
| Comet 6-C-53 | Wagner | D D | U P 3 | Columbia | F-F | Sp B | 4.50 | S | A | 125 | 33x4s | Firestone | Cant | 3 | B | R | R | 3200 |
| Commonwealth | Dyneto-2 | D D | U P 3 | Peru | F-F | Sp B | 4.25 | S | S | 117 | 32x4 | Stanweld | Semi | 2 | B | R | R | 2500 |
| Crawford | West | D | U P 3 | Timken | ¾ F | Sp B | 4.50 | .. | S | 122½ | 32x4c | ........ | Semi | 3 | R | R | R | .... |
| Crow-Elkhart, L-55 | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 32x3½s | Firestone | Semi | 2 | B | R | R | 2370 |
| Crow-Elkhart, K-55 | Dyneto-2 | D D | U P 3 | Peru | F-F | Bev | 4.25 | S | S | 117 | 33x4s | Firestone | Semi | 3 | B | R | R | 2470 |
| Cunningham, V | West | D D | U P 3 | Timken | F | Sp B | 4.08 | S | A | 132 | 35x5 | Goodrich | ¾ El | 3 | B-R | ...... | R | 4350 |
| ¶Daniels, D | Delco-2 | D D | U P 3 | Timken | F-F | Sp B | 4.42 | S | A | 132¼ | 34x4½ c | Firestone | Semi | 3 | B | R | R | 3800 |
| ¶Davis, 51 | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 120 | 33x4s | Firestone | Semi | 3 | B | R | R | 2750 |
| Disbrow, A | Leece-N | D | U P 3 | American | F | Bev | ..... | .. | S | 116 | 33x4½ | Wire W | Semi | 3 | R | R | R | .... |
| Dispatch | U S L | C U | ...... | Own | .... | C U | 4.12 | R | S | 120 | 34x4 | Stand | El | 3 | B | P | B | 2300 |
| ¶Dixie Flyer, H-S50 | Dyneto-2 | D D | U P 3 | Peru | F F | Sp B | 4.70 | T | T | 112 | 32x4s | Fisk | ¾ El | 2 | B-P | B & R | B | 2450 |




# This Line-Straight-Helps Keep Your Truck Out of the Shop

BROWN-LIPE GEAR TRANSMISSIONS

IT shows that furnace 47 — Heat-treating gears for **your** truck—was kept at an **absolutely** even temperature. And the pyrometer readings were taken every 5 minutes.

This extreme care found in every operation and every inspection throughout the entire process of manufacture is to make your Truck's (or Motor Car's) transmission or differential "above suspicion."

**BROWN-LIPE-CHAPIN CO.**
**DIFFERENTIALS**

**BROWN-LIPE GEAR CO.**
**TRANSMISSIONS**

**Both at SYRACUSE, N. Y.**

BROWN-LIPE CHAPIN DIFFERENTIALS

**No. 6 of 40 Reasons for Superiority**

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| NAME AND MODEL | Price Touring | Make of Engine | Number Cylin | Bore and Stroke in Inches | Piston Displace | Rated H. P. | Max. Brake H. P. | R. P. M. at Max H. P. | Shape of Cylin | How Cylinders Cast | With P. Ring Ga | Diam. Inlet V (Clear) | Lift of Valve | Cam Shaft Drive | Type of Co System | Type of Oiling System | Make | Fed by | Make Type | Make of Startin Lighting Syst | Clutch | Gearset Locatio and Forward Sp | Make | Type | Type of Gears Used | Gear Ratio | Car Drives Thro | Torque Take By | Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft | Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Roa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Dodge Brothers | 1085 | Own | 4 | 3⅞x4½ | 212 | 24.03 | 35 | 2200 | L | Blk | ⅝ | 1⅝ | 5/16 | Hel | P | F & S | Stew | V | N-E A-H | N. East-1 | D D | U P 3 | Own | F-F | Sp B | 4.17 | S | T | 114 | 32x3½s | Own | ¾ El | 3 | B | R | R | 2365 |
| Dorris, 6-80 | 4350 | Own | 6 | 4 x5 | 377 | 38.40 | 80 | 2400 | I | 3 | ⅝ | 1¾ | 11/32 | Hel | P | F | Stmb | V | Bosch S-H | West-2 | D D | U P 3 | Timken | F F | Sp B | 4.08 | S | S | 132 | 35x5 | Firestone | Semi | 7 | R | R | R | 3750 |
| ¶Dort | 985 | Own | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅝ | 1⅝ | 19/64 | Hel | T-S | S | Cart | V | Conn S-H | West-2 | C | U P 3 | Walker W | ¾ F | Bev | 4.07 | S | T | 105½ | 30x3½s | Cleveland | Cant | 2 | B | B R & P | B | 2300 |
| Douglas | 2000 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 75 | 2400 | L | 4 | ⅝ | 1⅝ | ⅜ | Hel | P | F | Zeni | V | est S-H | West-1 | D D | U P 3 | Columbia | F F | Sp B | 4.42 | S | A | 122 | 34x4- | Firestone | Cant | 3 | B | R | R | 2350 |
| ¶Du Pont, A | 4000 | Own | 4 | 3⅞x5⅛ | 247 | 24.80 | 55 | 2000 | L | Blk | ⅝ | 1¾ | ⅜ | Hel | T-S | F | ..... | V | .......... | ....... | P . | U P | Columbia | .... | Sp B | 4.45 | S | S | 124 | 32x4½s | Firestone | Semi | 3 | B | R | R | 3200 |
| Duryea Gem | †400 | Spacke | 2 | 3½x3⅝ | 71 | 9.80 | 13 | 2500 | L | Sing | ⅝ | 1⅛ | ¼ | Hel | A | F | Schb | G | Mag | Own | None | 3 | Own | D | ..... | 5.00 | S | .. | 100 | 28x3 | Standard | Torsion | 2 | P | B | B | 515 |
| ¶Economy, 6-46 | 1795 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F-S | Zeni | V | Conn | Auto | D P | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 115 | 33x4 | Firestones | Semi | 3 | B | R | R | 2750 |
| ¶Elcar, D-4 | 1395 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 2100 | L | Blk | ⅝ | 1½ | ⅝ | Hel | T-S | F & S | Stmb | V | Delco | Delco | D P | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 33x4s | Firestone | Semi | 2 | B | B | R | 2740 |
| Elcar, D-6 | 1595 | Cont | 6 | 3¼x4½ | 224 | 25.35 | | | | Blk | ⅝ | 1⅝ | 5/16 | Hel | P | F & S | Stmb | V | Delco | Delco | D-P | U P 3 | Salisbury | F-F | Sp B | 4.50 | S | S | 116 | 33x4s | Firestone | Semi | 3 | B | B | R | 2850 |
| Elgin | 1485 | Falls | 6 | 3⅛x4¼ | 196 | 23.44 | 40 | 2000 | I | Blk | ⅝ | 1¼ | ⅜ | Hel | T-S | F & S | Stmb | V | Wagner | Wagner | D D | U P 3 | Columbia | ¾ F | Sp B | 5.00 | S | A | 118 | 33x4s | Firestone | Cant | 3 | B | B | R | 2650 |
| Erie | 850 | GB&S | 4 | 3¾x4¼ | 188 | 22.50 | ... | ..... | L | Blk | ⅝ | ... | .... | Chn | T | F & S | Scheb | G | Split | Dyneto | D-D | U P 3 | Salisbury | F | Sp B | 4.00 | T | T | 118 | 33x45s | Stanweld | Semi | 3 | R | B | R | 2300 |
| ¶Essex | 1495 | Own | 4 | 3⅜x5 | 179 | 18.22 | 55 | 2800 | F | Blk | ⅝ | 1⅞ | .... | Hel | T | S | Own | V | Delco | Delco | O-D | U P 3 | Timken | S-F | Sp B | 4.67 | S | S | 108½ | 32x4 | Kelsey | Semi | 3 | R | R | R | 2580 |
| Fiat, 55 | 6000 | Own | 4 | 5¼x6¾ | 567 | 42.03 | ... | ..... | L | Blk | ... | ... | ... | Hel | P | F | Zeni | P | Bosch D-H | West-3 | O D | Sep 4 | Own | S-F | Sp B | 2.75 | T | T | 140 | 35x5c | Firestone | Semi | 3 | B | B | B | 4335 |
| Ford, T | 525 | Own | 4 | 3¾x4 | 177 | 22.50 | 20 | 1400 | L | Blk | ¼ | 1⅝ | 5/16 | Hel | T-S | S & G | Holl | G | Own S-H | ......... | O D | U P 2 | Own | S-F | Bev | 3.63 | T | T | 100 | 30x3½c | Clincher | Trans. | 3 | P | R | B | 1480 |
| F. R. P. 45 (16 valve) | *7000 | Own | 4 | 4⅜x6¾ | 448 | 34.28 | ... | ..... | I | Blk | ¼ | ... | ... | Wm | P | F & S | Long | P | Bosch 2-Pt | Bosch-2 | C | Sep 4 | Own | F | Bev | 3.00 | S | T | 140 | 36x5 | D Wheels | Semi | 3 | B | B | B | 3500 |
| Franklin, 9-B | 2750 | Own | 6 | 3¼x4 | 199 | 25.35 | ... | ..... | I | Sing | ⅝ | 1⅝ | ⅝ | Hel | A | F | own | V | At K S-A | Dyneto-1 | D P | Sep 3 | Own | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | F-El | 7 | B | B | B | 2145 |
| ¶Gardner G | 1125 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅝ | 1½ | 11/32 | .... | T-S | F | Cart | V | West | West | D D | U P | Flint | F-F | Bev. | 4.42 | S | S | 112 | 32x3½s | Jaxon | Semi | 2 | B | R | B | 2400 |
| Geneva | 2500 | H-Splm | 6 | 4 x5½ | 415 | 13.40 | ... | ..... | T | 3 | 5/16 | ... | ... | Hel | P | F & S | Rayf | V | Else'n S-H | West-2 | D D | U P 4 | Timken | F | Sp B | 3.76 | S | S | 139 | 34x4½ | D Wheels | Semi | 3 | R | R | B | .... |
| Geronimo | 1550 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/16 | ... | ... | Hel | P | F & S | Stmb | V | Delco | Dyneto | D-D | U P 3 | W-Weles | ¾-F | Sp B | 4.50 | S | S | 122 | 32x4s | Firestone | Semi | 3 | B | ..... | B | 2700 |
| Glide, 40 | 1655 | Ruten | 6 | 3½x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 5/16 | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | West S-H | West-3 | D D | U P 3 | American | ¾ F | Sp B | 4.64 | S | S | 119 | 34x4s | Goodyear | ¾ E | 3 | B-P | B | B | 2850 |
| ¶Grant H | 1495 | Own | 6 | 3⅛x4¼ | 196 | 23.44 | 40 | 2500 | I | Blk | ⅝ | 1¼ | 5/16 | Hel | T-S | F & S | Stmb | V | At K S-A | Wagner-2 | D D | U P 3 | Columbia | ¾ F | Bev | 4.50 | T | T | 116 | 32x4s | Goodyear | Semi | 3 | B-P | B & R | R | 2500 |
| Halladay, 22 | 1985 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 46 | 2400 | L | Blk | 5/16 | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | At K | West | D D | U P 3 | Spacke | F | Sp B | 4.75 | S | S | 118 | 33x4 | Firestone | ¾ El | 3 | B-P | R | R | 2750 |
| Hamlin-Holmes | 550 | | 4 | 3x4 | 113 | 14.40 | ... | ..... | L | Blk | | | | | T-S | F & S | | | At K | Wagner | D D | U P 3 | | | | | | | 100 | 30x3½ | | ¼ El | | | | | 1200 |
| Hanson | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | .. | ... | ... | ... | ... | .... | P | F & S | Stmb | V | .......... | ......... | D P | U P 3 | Timken | ¾ F | ..... | ..... | .. | .. | 119 | 32x4 | ......... | Semi | ... | ..... | ..... | ..... | .... |
| Harroun, A | 995 | Own | 4 | 3¼x5¼ | 174 | 16.90 | 43 | 2400 | I | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | F & S | Stmb | V | Remy | Remy-2 | O C | U P 3 | Adams | F | Bev. | 4.00 | S | T | 106 | 30x3½q | Stanwald | Cant | 3 | B | B & R | B | 2000 |
| Harvard 4-20 | 850 | Sterl | 4 | 3 x4½ | 120 | 14.40 | 28 | ..... | I | Blk | ⅝ | ... | ... | Hel | T-S | S & F | Zeni | G | At K S-H | Wagner-2 | C | U P 3 | ......... | S-F | Bev. | 4.00 | S | T | 100 | 28x3 | Baker | Cant | 2 | B-P | B & R | B | .... |
| ¶Hatfield, A42 | 1695 | ....... | 4 | 3¼x5 | ... | 16.90 | 42 | ..... | | | | ... | ... | | T-S | F & S | | V | Conn | Dyneto | D D | 3 | ......... | F-F | Sp B | ..... | S | S | 115 | 32x4 | Firestone | Semi | | | | | |
| Haynes, 45 | 2685 | Own | 6 | 3½x5 | 289 | 29.40 | 50 | 2000 | L | Blk | ¼ | 1⅝ | .31 | Hel | P | S | Rayf | V | Kings | Leece-N 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.42 | S | S | 127 | 34x4½s | Firestnne | Semi | 3 | B | B | B | 3225 |
| Haynes, 46 | 3450 | Own | 12 | 2¾x5 | 356 | 36.30 | 70 | 2200 | I | 6 | ¼ | 1½ | .31 | Chn | P | F | Rayf | V | Delco SHA | Leece-N 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.07 | S | S | 127 | 34x4½s | ......... | Semi | 3 | B | B | B | 3700 |
| Holmes | 2900 | Own | 6 | 3¼x4¼ | 245 | 29.40 | 40 | 1650 | I | Sing | ⅝ | 1⅝ | ⅝ | Hel | A | F | Newc | V | Else'n S-A | Dyneto | D-P | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 126 | 34x4½ | Goodyear | F-El | 7 | B-R | B | B | 2800 |
| Hollier, 206 | 1985 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 42 | 2200 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Zeni | V | Remy | West | D D | U P 3 | Own | F-F | Sp B | 4.41 | T | T | 120 | 32x4s | Firestone | Cant | 3 | B | B | B | 2800 |
| ¶Hudson-Super 6 | 2200 | Own | 6 | 3½x5 | 288 | 29.40 | 76 | 2450 | L | Blk | ⅝ | 1⅝ | .31 | Hel | P† | S | own | V | Delco SHA | Delco-1 | O D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 34x4½s | Kelsey | Semi | 4 | R-P | B | B | 3200 |
| Hupmobile, R 0 | 1450 | Own | 4 | 3¼x5½ | 183 | 16.90 | ... | ..... | I | Blk | ⅝ | 1⅝ | ⅝ | Chn | T-S | F | Stmb | V | At-K S-H | West 2 | D D | U P 3 | Own | ¾ F | Sp B | 4.87 | S | S | 112 | 32x4ss | Kelsey | Semi | 3 | B-P | R | B | 2450 |
| Jones, B-28 | 2250 | Cont | 6 | 3¼x5¼ | 303 | 29.40 | 60 | 2600 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Rayf | V | Remy D-H | Auto | D D | U P 3 | Stan-Par | S-F | Sp B | 4.50 | S | S | 126 | 34x4s | Firestone | Semi | 3 | B | R | R | 3000 |
| ¶Jordan, M | 2550 | Cont | 6 | 3¼x4½ | ... | 25.35 | 55 | 2750 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmt | V | Delco | Delco | D D | U P 3 | Timken | S-F | Sp B | 4966 | S | S | 120 | 32x4s | Goodyear | Semi | 4 | R | R | R | 2900 |
| ¶Jordan | 2975 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 60 | 2275 | L | Blk | ⅝ | 1 11/16 | ⅝ | Hel | P | F & S | Stmb | V | Delco SHA | Delco | D D | U P 3 | Timken | S-F | Sp B | 4.08 | S | S | 127 | 32x4½s | Goodyear | Semi | 3 | B | R | R | 3200 |
| ¶King, G | 2585 | Own | 8 | 3 x5 | 283 | 28.80 | 60 | 2400 | L | 4 | ⅝ | 1½ | ⅝ | Chn | T-S | F | Ball | V | At K S-H | West | D D | U P 3 | Columbia | F | Sp B | 4.87 | S | T | 120 | 32x4½s | Stanweld | Cant | 3 | R-B | R | R | 3150 |
| ¶Kissel C.B. 6 | 2975 | Own | 6 | 3⅜x5½ | 284 | 25.75 | 60 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P | F & S | Stmb | \ | Remy S-H | Remy | C | U P 3 | Own | F-F | Sp B | 4.58 | S | S | 124 | 32x4½ | Firestone | ¾ El | 3 | B | R | R | 3400 |
| ¶Kline, 6-55 J | 1965 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 55 | 2500 | L | Blk | ¼ | 1⅜ | 11/32 | Hel | P | F | Rayf | V | Conn | Wagner-2 | D D | U P 3 | Hess | F | Sp B | 4.58 | S | S | 121 | 33x4s | Firestone | ¾ El | 4 | B | R | R | 2800 |
| La Marne | 1485 | Own | 8 | 3¼x5½ | 365 | 33.80 | 85 | 2200 | I | Blk | ¼ | 1⅝ | ⅜ | Hel | .... | F & S | Own | V | West | West | D D | U P 3 | .......... | F-F | Sp B | 4.00 | .. | .. | 128 | 33x4s | Stanweld | Semi | 5 | B | B | ...... | 2900 |
| Laurel, 35 | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | ... | ..... | L | Blk | ⅝ | ... | .... | Chn | T-S | F & S | Schb | G | Split S-H | Disco-2 | O D | U P 3 | Peru | F | Bev | 4.25 | S | ? | 112 | 32x3½s | Goodyear | Cant | .. | B | R | B | .... |
| Lenox, O | 2850 | Buda | 6 | 3¾x5½ | 364 | 33.50 | ... | ..... | .. | Blk | ¼ | ... | .... | Spur | P | S | Cart | V | Else'n S-H | Bijur-2 | D D | U P 3 | Timken | F | Sp B | 4.10 | .. | .. | 130 | 34x4½ | Firestone | Semi-El | 3 | .... | ....... | ....... | .... |
| Lexington, 6-R | 1885 | Cont | 6 | 3¼x4½ | 224 | 25.39 | 40 | 2250 | L | Blk | ⅝ | 1⅝ | 11/32 | Hel | P | F & S | Rayf | V | Conn S-H | West-2 | D D | U P 3 | Hess | F | Sp B | 5.00 | S | S | 122 | 34x4s | Goodyear | Semi | 3 | B-P | B & R | B | 2875 |
| Liberty Six, 10-B | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 40 | 2200 | L | Blk | ⅝ | 1⅞ | 11/32 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner | D D | U P 3 | Timken | S-F | Sp B | 4.75 | S | S | 115 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| Locomobile, 48-4 | 8100 | Own | 6 | 4½x5½ | 525 | 48.60 | ... | ..... | T | 2 | ½ | 2⅛ | ⅝ | Hel | P | F & S | Ball | P | Berling D | West-2 | D D | Sep 4 | Own | F-F | Sp B | 3.85 | R | A | 142 | 35x5q | Firestone | ¾ El | 7 | B | B | R | .... |
| ¶Lorraine | 1425 | H.Splm | 4 | 3¼x5 | 288 | 19.60 | 43 | 2500 | L | Blk | .. | ... | .... | Hel | T-S | F & S | John | V | West | West | D P | U P 3 | Hess | S-F | Sp B | 4.50 | S | S | 114 | 32x4s | Stanweld | ¾ El | 2 | B-P | R | R | 2450 |
| Losier, 84 }Made to | 1695 | Own | 4 | 4¼x6½ | 369 | 28.90 | ... | ..... | L | Blk | ¼ | ... | .... | Chn | P | F & S | Stew | P | Bosch D-H | G & D-2 | O D | U P 3 | Timken | F | Bev | 3.91 | .. | .. | 120 | 36x4½s | Stanweld | Plat | 3 | .... | ....... | ....... | .... |
| Losier, 82 }order only | 2775 | Own | 6 | 3¾x6 | 424 | 36.04 | ... | ..... | L | 3 | ¼ | ... | .... | Chn | P | F & S | Rayf | P | Else'n S-H | G & D-2 | O D | U P 3 | American | F | Sp B | 3.27 | .. | .. | 132 | 36x4½s | Stanweld | Plat | 3 | .... | ....... | ....... | .... |
| Madison | 1550 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2400 | L | Blk | 11/32 | 1⅝ | ⅝ | Hel | P | F | Rayf | V | Atk | West | D D | U P 3 | Salisbury | ¾ F | Sp B | 4.58 | S | S | 115 | 33x4s | Goodyear | ¾ El | 3 | B | B | B | 2950 |
| Malbohm, B | 1395 | Falls | 6 | 3⅛x4¼ | 196 | 23.44 | 46 | 2290 | I | Blk | ⅝ | 1⅛ | 11/32 | Hel | T-S | F & S | Stmb | V | At-K S-H | Wagner 2 | D D | U P 3 | Peru | F-F | Bev | 4.50 | S | S | 116 | 32x3½s | Stanweld | Semi | 3 | B | R | R | 2350 |
| Marion-Handley Br | 1850 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 2100 | L | Blk | ⅝ | 1.31 | .31 | Hel | P | F & S | Stml | V | West S-H | West-2 | D D | U P 3 | Salisbury | F | Sp B | 4.07 | S | S | 125 | 35x4½s | Firestone | Semi | 3 | B | B & R | B | 3000 |
| ¶Marmon, 34 | 4650 | Own | 6 | 3¾x5¼ | 340 | 33.75 | 80 | 2450 | I | Blk | ⅝ | 1¾ | .37 | Hel | P | F | Stmb | G | Delco | Delco | D D | To-T 3 | Own | ¾ F | Sp B | 3.74 | T | T | 136 | 32x4½s | D Wheels | C Trans | 3 | B-R | B R | R | 3450 |
| Marshall | 1275 | ....... | 4 | 3½x5 | 192 | 19.60 | | | | | .. | .. | .... | ..... | T | ...... | Cart | .. | Delco | Dyneto 2 | D | ...... | .......... | ¾F | ..... | ..... | .. | .. | 118 | 32x3½ | ......... | Semi | | | | | |
| ¶Maxwell, 25 | 985 | Own | 4 | 3⅝x4½ | 186 | 21.03 | 25 | 1700 | L | Blk | ⅝ | 1 11/16 | 19/64 | Hel | T-S | F & S | John | V | At K S-H | Simms-1 | O C | U P 3 | Own | ¾ F | Bev | 3.58 | S | S | 109 | 30x3½c | Jackson | Semi | 2 | R-P | R | B | 2100 |
| ¶McFarlan, 127 | 4800 | Ttor | 6 | 4½x6 | 573 | 48.60 | 100 | 1850 | T | Blk | ¼ | 2 | .34 | Hel | P | F & S | Stmb | V | Bosch | West-2 | D D | Sep 3 | Timken | F | Sp B | 3.50 | S | S | 136 | 35x5s | Firestone | Semi | 4 | R | R | R | 4465 |
| Mercer, Series 5 | 4500 | Own | 4 | 3¾x6¾ | 298 | 22.50 | 72 | 2800 | L | Blk | ⅝ | 2⅛ | ⅝ | Chn | P | F | Ball | V | Berling S-H | West | D D | Sep 4 | Own | F | Sp B | 3.62 | S | S | 132 | 32x4½s | Howard | Semi | 3 | B | B R | R | 3900 |
| Mercury, 19-50 | 2750 | Weidely | 4 | 3½x5½ | 212 | 19.60 | 50 | 2400 | I | Blk | ⅝ | 1⅞ | ⅝ | Hel | P | F | Stmb | V | Delco | Delco-2 | D-D | U P | .......... | ¾ F | Sp B | 4.83 | S | S | 114 | 31x4 | Firestone | Semi | 3 | B | R | B | 2500 |
| ¶Mets | 1695 | Ruten | 6 | 3⅛x5 | 230 | ..... | 45 | 2344 | .. | Blk | .. | .. | .... | ..... | P | ...... | Stmb | .. | Conn S-H | West-2 | ...... | U P 3 | Timken | Semi | ..... | .... | S | S | 120 | 32x4s | Firestone | Semi | .. | .... | R | R | 2750 |
| ¶Mitchell, E-40 | 1690 | Own | 6 | 3¼x5 | 249 | 25.35 | 40 | 2200 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | P-† | F & S | Ray | V | Remy | Remy | D D | To-T 3 | Own | F F | Sp B | 4.41 | S | T | 120 | 33x4s | Stanweld | Cant | 3 | B-R | R | R | 2860 |
| ¶Mitchell, F-42 | 1875 | Own | 6 | 3½x5 | 288 | 29.70 | 48 | 2200 | L | Blk | ⅝ | 1⅝ | .27 | Hel | P | F & S | Rayf | V | Remy | Remy | D D | Sep 3 | Own | F-F | Bev. | 4.71 | S | T | 127 | 34x4 | ......... | Cant | 3 | B-R | B R | R | 3200 |
| Monitor, M | 1575 | Cont | 6 | 3¼x4½ | 224 | 25.35 | ... | ..... | L | Blk | ¼ | ... | .... | Hel | P | S | Stmb | V | Conn | Dyneto | D D | U P 3 | Stanpar | F | Sp B | 4.25 | S | S | 117 | 33x4s | Stanweld | ¾ El | 3 | B-R | R | B | 2500 |
| Monroe, S-9 | 1295 | Own | 4 | 3¼x4½ | 149 | 16.90 | 44 | 2600 | I | Blk | ⅝ | 1⅝ | ⅜ | Hel | T-S | F | Zeni | V | Conn S-H | Auto-2 | D D | U P 3 | Hess | S-F | Sp B | 4.75 | S | A | 115 | 32x3½ | Firestone | C Cant | 2 | Bj | R | R | 2375 |
| Moon | 1685 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 45 | 2200 | L | Blk | ⅝ | 1⅜ | 11/32 | Hel | P | F & S | Tell | G | Delco | Wagner | D-D | U P 3 | Timken | S-F | Sp B | 4.60 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2680 |
| Moore, 30-SF | 1095 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 36 | 2800 | .. | Blk | ⅝ | 1⅝ | ½ | Gr | T-S | F & S | Marv | G | Conn S-H | Auto | D | U P 3 | Peru | F-F | Sp B | 4.25 | S | S | 106 | 30x3½q | Firestone | Semi | 3 | R-B | B & R | B | 2000 |
| Murray, 30-F | 2800 | H-Splm | 8 | 3¼x5 | 332 | 33.80 | 80 | 2700 | L | 4 | ⅝ | ... | .... | Hel | P | F | Zeni | V | Split D-H | West | D D | U P 3 | Timken | F | Sp B | 4.46 | S | S | 128 | 34x4½s | Firestone | ¾ El | 3 | R | R | R | 3750 |
| ¶Nash, 681 | 1490 | Own | 6 | 3¼x5 | 249 | 25.35 | 67 | 2600 | I | Blk | ⅝ | 1⅝ | .35 | Hel | P | S | Marv | V | Wagner SHA | Wagner 2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | S | 121 | 33x4 | Firestone | Semi | 3 | .... | R | R | 2850 |
| ¶National Sextett | 3290 | Own | 6 | 3½x5¼ | 303 | 29.40 | 71 | 2600 | I | Blk | ⅝ | 1 11/16 | ⅜ | Chn | P | F | Rayf | V | Delco S-H | West-2 | D D | U P 3 | Columbia | F | Sp B | 4.83 | S | A | 130 | 32x4½ | Firestone | Semi | 3 | B | R | R | 3600 |
| Nelson, Four-29 | 1500 | Own | 4 | 3⅛x4¾ | 146 | 15.60 | 29 | 2200 | I | Blk | ⅝ | 1⅛ | ⅝ | Bev | T-S | F-F | Zeni | V | Bosch S-H | U-S-L-1 | O D | R. Ax 3 | Own | F-F | Sp B | 4.25 | .. | .. | 104 | 32x4s | Kelsey | Semi | 2 | B-R | B & R | B | 2064 |
| ¶Noma, A | ‡2900 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 55 | 2600 | L | Blk | ¼ | 1⅝ | 11/32 | Hel | P | F | Zeni | V | Delco | Delco | D D | U P | Timken | ¾ F | Sp B | 4.50 | S | S | 128 | 32x4½s | ......... | Semi | 3 | B | B & R | B & R | 2550 |
| Norwalk | ..... | Lycmg | 4 | 3⅛x5 | 192 | 19.60 | .. | 2500 | L | Blk | ⅝ | 1⅝ | ⅝ | Hel | T-S | S | Cart | V | Delco | Dyneto | D | U P 3 | Adams | ¾ F | Sp B | 4.00 | T | S | 116 | 32x3½c | Firestone | Semi | 2 | B | B R | ..... | 2900 |

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# 12 more

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# Westinghouse
STARTING, LIGHTING & IGNITION EQUIPMENT


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| Name and Model | Price Touring Car | Engine: Make of Engine | Number Cylinders | Bore and Stroke in Inches | Piston Displacement | Rated H. P. | Max. Brake H. P. | R. P. M. at Max. H. P. | Shape of Cylinder | How Cylinders are Cast | Wth. P Ring Groove | Diam. Inlet Valve (Clear) | Lift of Valve | Cam Shaft Drive | Type of Cooling System | Type of Oiling System | Carburetor: Make and Type | Fed by | Ignition System: Make Type | Make of Starting-Lighting System | Clutch Type | Gearset Location and Forward Speeds | Make | Type | Type of Gears Used | Gear Ratio | Car Drives Th ough | Torque Tak... By | Running Gears: Wheelbase in Inches | Tires | Make of Rims | Type of Rear Springs | No. Crankshaft Brgs. | Bearings: Gearset | Rear Axle | Front Wheel | Weight of Car Ready for Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Oakland, 34-B | 1075 | Own | 6 | 2 13/16x4¾ | 177 | 18.97 | 44 | 2600 | I | Blk | ⅝ | 1½ | ⅜ | Hel | P | F | Marv | V | Remy | Remy | C | U P 3 | Mott | F | Bev | 4.50 | S | S | 112 | 32x4s | Perlman | Semi | 3 | B | R & B | B | 2170 |
| ¶Oldsmobile, 37-A | 1395 | Own | 6 | 2⅞x4¾ | 177 | 18.90 | 41 | 2600 | I | Blk | ⅝ | 1⅛ | ⅜ | Hel | P | F | John | V | Remy | Remy | C | U P 3 | W. Mott | F | Sp B | 4.60 | S | S | 112 | 32.4s | Jaxon | Semi | 3 | B-R | B R | R | 2452 |
| ¶Oldsmobile, 45-B | 1895 | Own | 8 | 2⅞x4¾ | 248 | 26.55 | 58 | 2600 | L | 4 | ⅝ | 1⅛ | ⅜ | Hel | P | F | B&B | V | Delco S-A | Delco-2 | C | U P 3 | W. Mott | F | Sp B | 4.91 | S | S | 122 | 34x4½s | Jaxon | Semi | 2 | B-R | B & R | R | 3150 |
| ¶Olympian | 1240 | Own | 4 | 3¼x4½ | 149 | 16.90 | 40 | 2600 | I | Blk | ⅝ | 1¾ | ⅜ | Hel | T-S | F | Stmb | V | Conn | Auto | O D | U P 3 | Own | F F | Sp B | 4.75 | .. | R | 112 | 32x3½s | Goodrich | Trans | 2 | B-P | B-R | B | .... |
| ¶Overland, 4 | 845 | Own | 4 | 3⅜x4 | 143 | 18.23 | 27 | .... | L | Blk | .... | .... | .... | Hel | T-S | S | Tilt | G | Conn S | Auto 2 | P | U P 3 | Own | ¾ F | Sp B | 4.50 | S | T | 100 | 30x3½ | Stanweld | 3 P Cant | 3 | B | B | R | 1940 |
| ¶Owen Magnetic W42 | 6500 | Own | 6 | 4 x5½ | 414 | 38.40 | 78 | .... | I | 3 | ¼ | 1¼ | ⅜ | Hel | P | F | Zeni | V | Bosch | Owen Sys | Ow. M | ag.TR | American | F | Sp B | 4.00 | S | S | 142 | 35x5q | Firestone | Semi | 3 | .... | R | R | 5200 |
| Packard, 3-35 | 5200 | Own | 12 | 3 x5 | 424 | 43.20 | 95 | 2600 | L | 6 | ⅝ | 1½ | .344 | Chn | P† | F | own | P | DelcoS-HA | Bijur-2 | D D | U P 3 | Own | S-F | Sp B | 4.36 | S | A | 128 | 35x5c | Firestone | Semi | 3 | B-R | B | R | 4435 |
| Packard, 3-35 | 5550 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 136 | " | " | " | " | " | " | " | 4490 |
| Paige-Linwood, 6-40 | 1595 | Ruten | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2700 | L | Blk | 5/32 | 1⅝ | .312 | Hel | P* | F & S | Stmb | G | Remy S-H | G & D- | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.42 | T | T | 117 | 33x4s | Cleveland | Cant | 3 | B-R | B & R | R | 2802 |
| Paige, Essex, 6-55 | 2150 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 55 | 1900 | L | Blk | ¼ | 1.54 | .305 | Hel | P | F & S | Rayf | V | Remy S-H | Remy | D P | U P 3 | Salisbury | ¾ F | Sp B | 4.33 | T | T | 127 | 34x4½s | Kelsey | Cant | 3 | B-R | B & R | R | 3373 |
| Pan, A | ..... | Own | .. | 3¼x5 | 166 | 16.00 | 50 | 3000 | I | Blk | ⅝ | 1¾ | ⅜ | Chn | T-S | F & S | Stmb | ( | Auto | Auto | D P | U P 3 | Own | Semi | Sp B | 1.90 | S | S | 108 | 33x4q | Firestone | Semi | 2 | B | R | R | 2300 |
| Paterson, 6-46 | 1695 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 34 | 1600 | L | Blk | ¼ | 1¼ | ⅜ | Hel | P | F & S | Stmb | V | Delco-D-H | Delco-2 | D P | U P 3 | Hess | S-F | Sp B | 4.50 | S | S | 120 | 33x4 | Detroit | Semi | 3 | B | R | R | 2900 |
| Peerless, 56 | 2900 | Own | 8 | 3¼x5 | 332 | 33.80 | 80 | 2800 | L | 4 | ⅝ | 1⅝ | ⅜ | Hel | P | F | Ball | V | At K S-H | Auto 2 | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 125 | 34x4½s | Firestone | Platf | 3 | B-R | R | R | 3500 |
| Penney 18 | 1085 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | .. | Blk | ⅝ | 1⅝ | 5/16 | Hel | T-S | F & S | Cart | V | Conn S-H | Dyneto-2 | D D | U P 3 | Weiss | S-F | Bev | 4.00 | S | S | 115 | 32x4s | Goodyear | Semi | 3 | R | R | B | 2600 |
| Penney, d-18 | 1585 | Cont | 6 | 3¼x4½ | 224 | 25.35 | .... | .... | I | Blk | .. | .... | .... | Hel | P | F & S | Rayf | V | S-H | Heinze | P | U P 3 | Columbia | F | Sp B | 4.58 | . | S | 120 | 33x4s | ......... | ¾ El | 3 | B | R | B | .... |
| Phianna | 6000 | Own | 4 | 3 15/16x6 | 287 | 24.90 | .... | .... | L | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | Stmb | P | BoschS-H | Ward L | L D | Sep-4 | American | F | Sp B | 4.00 | R | R | 128 | 32x4½ | Firestone | Cant | 3 | B | R | B-R | .... |
| ¶Piedmont, N-30 | 1095 | Lycmg | | 3½x5 | 192 | 19.6 | 40 | 2200 | I | Blk | ⅝ | 1⅝ | .... | Hel | T-S | S | Cart | V | .......... | Dyneto | D P | U P 3 | Peru | F | ..... | 4.45 | | | 116 | 32x3½ | Firestone | Semi | .... | .... | .... | .... | .... |
| ¶Piedmont, S-40 | 1545 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 44 | 2800 | I | Blk | ⅝ | 1⅝ | .... | Hel | T-S | S | Zeni | V | Remy | Remy | D P | U P 3 | Timk | S-F | ..... | 4.45 | . | | 122 | 32x4 | Firestone | Semi | .. | .. | .. | .. | .... |
| Pierce-Arrow, 38 | 7250 | Own | 6 | 4 x5½ | 415 | 38.40 | .... | .... | T | 2 | ¼ | 1½ | ⅜ | Hel | P | F | Own | P | Delco | West | C | Sep 4 | Own | S-F | BSp | 3.78 | S | A | 134 | 34x4½ | Goodrich | ¾ El | 7 | B | B & R | R | 4370 |
| Pierce-Arrow, 48 | 7750 | Own | 6 | 4½x5½ | 525 | 48.60 | — | — | T | 2 | ¼ | 1½ | ⅜ | Hel | P† | F | own | P | Delco | West-2 | C | Sep 4 | Own | S-F | Sp B | Opt | S | A | 142 | 35x5q | Goodrich | ¾ El | 7 | B | B & R | R | 5103 |
| Pilgrim | 895 | G-B & S | 4 | 3¾x4¼ | 188 | 22.50 | 37 | 2800 | L | Blk | ⅝ | 1½ | ½ | Chn | T-S | F & S | Zeni | V | Eisman | West-2 | O D | U P 3 | Hess | ¾ F | Sp B | 4.08 | S | S | 114 | 32x3½s | Perlman | Semi | 3 | B | R | B | 2350 |
| ¶Pilot, 6-45 | ..... | Teetor | 6 | 3⅛x5 | 230 | 23.44 | 45 | 2100 | L | Blk | ⅝ | 1.37 | .31 | Hel | P | F & S | Tilt | V | Delco S-H | Delco-2 | D D | U P 3 | Spacke | F | Sp B | 4.90 | S | T | 120 | 32x4s | Perlman | Cant | 3 | B | B & R | R | 2890 |
| Premier, 6-C | 2585 | Own | 6 | 3⅜x5½ | 295 | 27.30 | 60 | 2400 | I | Blk | ⅝ | 1 11/16 | ⅜ | Hel | P† | F & S | John | V | Delco S-A | Delco-2 | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 125½ | 32x4½s | Firestone | Semi | 3 | B-P | R | R | 3400 |
| ¶Reo, T-6 | 1650 | Own | 6 | 3⅜x5 | .. | 24.30 | 50 | 2000 | F | 2 | ⅝ | 2.33 | .26 | Hel | P | S | Ray | V | N. E. | N. E. | D D | Sep 3 | Own | S-F | Sp B | 4.30 | S | S | 120 | 33x4s | Firestone | Semi | 4 | R | R | R | 2935 |
| Ri-Chard | 8000 | Own | 8 | 3⅞x6¾ | 600 | ..... | 120 | 1800 | I | 4 | ¼ | 2¾ | ⅜ | Hel | P | F-S | Own | V | 2 Bosch M | West | D D | Sep 3 | Own | F-F | Bev. | 2.00 | T | T | 137 | 34x6 | Firestone | Semi | 5 | B | B | B | 4500 |
| Revere B | 3850 | Own | 4 | 4⅜x6 | 361 | 30.63 | 105 | 2600 | .. | Blk | ½ | 2¼ | ⅜ | Spr | P | F-S | Mill | P | Bosch | West | D D | U P 4 | American | F-F | Beb | 3.50 | | A | 131 | 32x4½q | Goodyear | Semi | 2 | B | B | B | 3850 |
| ¶Roamer, C-6-54 | ..... | Cont | 6 | 3½x5¼ | 303 | 29.40 | 54 | 2450 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Stmb | V | Bosch D-H | Bijur-2 | D P | U P 3 | Stanpar | ¾ F | Sp B | 4.50 | S | S | 128 | 32x4s | Wire W | Cant | 3 | B-R | B | B | 3000 |
| ¶Roamer, D-4-75 | ..... | Duesen | 4 | 3 11/16x6 | 299 | 25.40 | 75 | 1800 | I | Blk | ¼ | 2 | ⅜ | Chn | P | F & S | Stmb | V | Bosch | Bijur-2 | D P | U P 4 | Stanpar | ¾ F | Sp B | 3.55 | S | S | 128 | 32x4½s | Wire W | Cant | 2 | B | B | R | 3150 |
| Rock Falls, 10 | ..... | Buda | 6 | 3½x5¼ | 303 | 29.40 | .... | .... | I | Blk | .. | .... | .... | .... | P | F & S | Rayf | V | Bosch | West | D P | U P 3 | Columbia | F-F | .... | 4.50 | | | 126 | 35x5 | Firestone | ¾ El | | .... | ........ | ...... | 2800 |
| ¶R & V Knight, J | 3150 | Own | 6 | 3½x4½ | 260 | 29.40 | .... | .... | K | Blk | ¼ | .... | .... | Chn | T-S | F | Sche | V | Wagner | Wagner | D D | U P 3 | Timken | S-F | Sp B | 4.90 | S | S | 127 | 32x4½ | Firestone | Semi | 3 | R | R | R | 3550 |
| ¶R. & V. Knight, R | 2150 | Own | 4 | 3¾x5 | 221 | 22.50 | .... | .... | K | Blk | 3/16 | .... | .... | Chn | T-S | F | W | | Wagner | Wagner | D D | U P 3 | Salisbury | F | Sp B | 4.75 | S | S | 115 | 32x4 | Firestone | Semi | 3 | B | R & B | R | 2900 |
| Saxon, Six | 1295 | Cont | 6 | 2⅞x4½ | 175 | 19.84 | 36 | 2600 | L | Blk | ⅝ | 1 11/16 | 5/16 | Hel | T-S | F & S | Stmb | G | Remy S-H | Wagner-2 | D D | R Ax 3 | Timken | S-F | Sp B | 4.75 | T | T | 112 | 32x3½s | Firestone | Cant | 3 | R-P | R | R | 2376 |
| ¶Sayers | 1745 | Cont | 6 | 3¼x4½ | 224 | 25.40 | 42 | 2200 | I | Blk | ¼ | 1⅝ | ⅜ | Hel | P | F & S | Zeni | V | Delco | Delco-2 | D D | U P 3 | Stanpar | ¾ F | Sp B | 4.75 | S | S | 118 | 32x4s | Firestone | Semi | 3 | B | R | R | 2600 |
| Scripps-Booth, G | †1065 | Mason | 4 | 3 11/16x4 | 171 | 21.70 | 32 | 2100 | I | Blk | ⅝ | 1¼ | 5/16 | Hel | P | ...... | Zeni | | Remy | Remy | C | U P 3 | W. Weiss | ¾ F | Bev | 4.07 | S | A | 110 | 30x3½c | D Wheels | Cant | 3 | B-R | R | B | 2100 |
| Scripps-Booth 6-39 | 1295 | North | 6 | 2 13/16x4¾ | 177 | 18.99 | 44 | 2600 | I | Blk | ⅝ | .... | .... | Hel | P | F-S | Marv | V | Remy | Remy-2 | C | U P 3 | W-Mott | ¾ F | Bev | 4.50 | S | S | 112 | 32x4 | Perlman | Semi | 3 | B-P | B-R | B | .... |
| Seneca, 4-27 | 1085 | LeRoi | 4 | 3⅛x4½ | 138 | 15.63 | 27 | 2200 | I | Blk | ⅝ | .... | ¼ | Hel | T-S | F & S | Scheb | .. | Conn | Al-Ch | D-D | U P 3 | Peru | F F | Sp B | 4.50 | | T | 108 | 30x3½ | Jackson | Cant | 2 | B | R | R | 2100 |
| Simplex-Crane | *7000 | Own | 6 | 4⅜x6¼ | 564 | 45.94 | .... | .... | L | 3 | ⅝ | .... | .... | Chn | P | F | Newc | P | Eisen | Bosch-2 | D | U P 4 | Own | F | Sp B | Opt | S | S | 143½ | 35x5q | ......... | Semi | 3 | B | B | R | .... |
| Singer, 19 | 5000 | H-Spim | 6 | 4 x5½ | 415 | 38.40 | 100 | 1950 | T | 3 | ⅝ | 1⅞ | ⅝ | Hel | P | F | Rayf | V | Bosch S-H | West-1 | D D | U P 4 | Timken | F | Sp B | 3.70 | S | A | 139 | 35x5 | D Wheels | Cant | 3 | B | R | R | 4400 |
| Standard, I | 3000 | Own | 8 | 3¼x5 | 332 | 33.80 | 70 | 2200 | L | 4 | ⅝ | 1⅞ | ⅝ | Hel | P | F | Zeni | V | Split | West | D D | U P 3 | Timken | S-F | Sp B | 4.46 | S | S | 127 | 34x4½s | Firestone | Semi | 3 | B-R | B R & P | R | 3500 |
| Stearns-Knight, 4 | 2350 | Own | 4 | 3¾x5¾ | 248 | 22.50 | 50 | 2000 | S | Blk | ⅝ | .... | .... | Chn | P | F & S | Schb | V | At-K S-H | West-2 | D D | U P 3 | Own | S-F | Sp B | 4.50 | S | A | 125 | 34x4½s | Firestone | Cant | 3 | B-R | B & R | R | 3400 |
| Stephens, 84 | 1975 | Own | 6 | 3¼x4½ | 225 | 25.35 | 57 | 2600 | I | Blk | ⅝ | 1⅝ | ⅜ | Hel | T-S | F | Till | V | Auto | Auto | D D | U P 3 | Stanpar | S-F | Sp B | 4.75 | S | S | 122 | 32x4s | Stanweld | Semi | 3 | B | R | R | 3100 |
| S-S-E, A-4 | 7000 | Own | 6 | ........ | 300 | 30.24 | 77 | 2700 | .. | Blk | .. | 2 | ⅜ | Chn | P | F & S | Zeni | P | Delco D | Delco-2 | D D | R Ax 3 | Own | S-F | Sp B | 3.40 | T | T | 122 | 33x4½ | D Wheels | Cant | 7 | .... | ........ | ...... | 1800 |
| Studebaker, E-H | 1695 | Own | 6 | 3½x5 | 289 | 29.40 | 51 | 2000 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | P | F & S | Stmb | V | Wagner | Wagner | C | Sep-3 | Own | S-F | Sp B | 4.00 | S | S | 119 | 32x4q | Kelsey | Semi | 4 | R | R | R | 2950 |
| Studebaker, E-G | 2135 | Own | 6 | 3⅞x5 | 354 | 36.04 | 62 | 2000 | L | Blk | ⅝ | 1⅝ | ⅜ | Hel | P | F & S | Ball | V | Wagner | Wagner-2 | C | Sep-3 | Own | S-F | Sp B | 3.70 | S | S | 126 | 33x4½q | Kelsey | Semi | 4 | R | R | R | 3125 |
| ¶Stutz 16-valve | 3350 | Own | 4 | 4⅜x6 | 361 | 30.63 | . | .... | T | Blk | ¼ | .... | .... | Hel | P | F & S | Stmb | P | Delco D-H | Remy-2 | C | R Ax 3 | Own | ¾ F | Sp B | 3.75 | T | T | 130 | 32x4½s | D Wheels | Semi | 3 | B | B-R | R | .... |
| ¶Templar, 4-45 | 2685 | Own | 4 | 3⅜x5½ | 197 | 18.23 | 45 | 2100 | I | Blk | ⅝ | 1⅝ | ⅜ | Chn | P | F | Stmb | V | Magneto | Bijur-2 | D D | U P 3 | American | S-F | Sp B | 4.41 | S | S | 118 | 32x4 | Firestone | Semi | 3 | B | B & R | R | 2750 |
| ¶Texan | 1250 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 2000 | L | Blk | ⅝ | .... | .... | ..... | T | F & S | Cart | V | Delco | Auto | P | U P 3 | Peru | F F | Sp B | 4.25 | S | A | 115 | 33x4s | Firestone | Cant | 3 | B | R | R | 2400 |
| ¶Tulsa, D-1 | 1335 | Lycmg | 4 | 3½x5 | 192 | 19.60 | 35 | 1800 | L | Blk | ⅝ | .... | .... | Hel | T | F & S | Mill | V | Delco | Dyneto | D D | U P 3 | Salisbury | F F | Sp B | 4.50 | S | S | 117½ | 33x4s | Stanweld | Semi | 2 | B | R | B | 2400 |
| Velie, 34 | 1525 | Cont | 6 | 3¼x4½ | 224 | 25.35 | 35 | 2050 | L | Blk | ⅝ | 1.39 | .33 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 3 | Timken | S-F | Sp B | 4.33 | S | S | 115 | 32x4s | Goodyear | ¾ El | 3 | B-P | R | R | 2716 |
| Velie, 39 | 1910 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 2000 | L | Blk | ⅝ | 1¼ | .28 | Hel | P | F & S | Rayf | V | Remy S-A | Remy-2 | D D | U P 4 | Timken | S-F | Sp B | 4.08 | S | S | 124 | 33x4½s | Firestone | ¾ El | 3 | B-R | R | R | 3316 |
| Vernon, 419 | ..... | Own | 4 | 3⅛x4 | 123 | 15.62 | 45 | 2800 | T | Blk | ¼ | 1⅜ | 5/16 | Hel | T | F & S | Own | G | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.63 | S | S | 108 | 30x3½c | Baker | Cant | 2 | B | R | R | 1500 |
| Vernon, 819 | ..... | Own | 8 | 2⅝x4 | 173 | 22.05 | 62 | 2500 | T | 4 | ⅝ | 1⅜ | 5/16 | Hel | T | F & S | Own | V | At K S-A | Wd. Leon | D | U P 3 | Own | F-F | Sp B | 4.25 | S | S | 115 | 31x4c | Baker | Cant | 2 | R | R | R | 2100 |
| ¶Waco T-37 | 950 | ....... | 4 | 3¾x4¼ | 188 | 22.50 | 37 | .. | I | Blk | ... | .... | .... | ..... | T | F & S | Schb | V | Split | ........ | D | U P 3 | ......... | F-F | .... | .... | .. | .. | 112 | 32x3½q | ......... | ¾ El | . | .... | B | ..... | 2350 |
| ¶Westcott B-38 | 2390 | Cont | 6 | 3¼x4½ | 223 | 25.35 | 56 | 2690 | I | Blk | ⅝ | 1 11/16 | ¼ | Hel | P | F & S | Rayf | V | Delco | Delco | D D | U P 3 | Timken | S-F | Sp B | 5.09 | S | S | 118 | 33x4s | Firestone | Semi | 4 | R | R | R | 3100 |
| Westcott, A-48 | 2890 | Cont | 6 | 3½x5¼ | 303 | 29.40 | 50 | 1900 | L | Blk | ⅝ | 1.54 | .30 | Hel | P | F & S | Rayf | V | Delco | Delco-3 | D D | U P 3 | Timken | S-F | Sp B | 4.50 | S | A | 125 | 32x4½s | Firestone | Semi | 3 | B-R | R | R | 3200 |
| Willys-Knight 88-4 | 1725 | Own | 4 | 4⅛x4½ | 240 | 27.23 | 55 | 2200 | S | Blk | ⅝ | .... | .... | Hel | T-S | F & S | Tilt | V | Conn S | Auto-2 | C | R Ax 3 | Own | F | Sp B | 4.30 | T | T | 121 | 34x4½s | Stanweld | Cant | 3 | BRP | R | R | 3695 |
| Winton, 33 | 3950 | Own | 6 | 3¾x5¼ | 348 | 33.75 | 70 | 2200 | L | 2 | ¼ | 1¾ | ⅜ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.90 | S | T | 132 | 35x5 | Firestone | Semi | 4 | B-R | R | R | 3870 |
| Winton, 48 | 4350 | Own | 6 | 4½x5½ | 525 | 48.60 | 80 | 1800 | L | 2 | ¼ | 2¼ | ⅝ | Chn | P | F | Stmb | V | Bosch S-H | Bijur-2 | D D | U P 4 | Own | F | Sp B | 4.08 | S | T | 138 | 35x5 | Firestone | ¾ El | 4 | B-R | R | R | 4440 |
| Wolverine | 3500 | Duesen | 4 | 3 11/16x6 | 299 | 25.00 | 90 | 2600 | .. | Blk | .. | 2¼ | ⅝ | Gear | P | F & S | Mill | V | Bosch | Bijur | D D | U P | American | F-F | Sp B | 3.94 | .. | S | 117 | 32x4½ | .... | Semi | 3 | B | R | R | 2340 |

**STEAM CARS**

| Name and Model | Price | Wheel-Base | Type of Boiler | Boiler Location | Type of Engine | Type of Valve Gear | Type of Valves | No. Cyl. | Bore and Stroke | Engine Location | Final Dive | Fuel Used | Burner Type | Condensing or Non-Conden. | Gear Ratio | Tire Size | Type of Rear Spring | Car Drives Through | Torque Taken by |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Doble Detroit | 5000 | 135 | Semi Flash | Hood | Simp D Act | Own | Slide | 2 | 5x4 | Rear Axle | Spur Gr | Kero | Atomizing | Condensing | 1.28 | 35x5 | Semi | Springs | Eng. Frame |
| Stanley, 735 | 3740 | 130 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 2 | 4x5 | Rear Axle | Spur Gr | Kero | Vaporizing | Condensing | 1.50 | 35x4½ | Elliptic | Springs | Eng. Frame |
| Super-Steamer | 3000 | 125 | Fire Tube | Hood | Simp D Act | Steve Link | Slide | 4 | 3¼x5 | Rear Axle | No Gr. | Kero | Bunson | Condensing | ...... | 33x4 | Semi | Springs | Eng. Frame |

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THE danger of the high prices of accessories causing a price-cutting era is discussed in the *Automobile Trade Journal,* as follows:

It is believed by many that the prices of a large number of accessories and automobile articles have gone just about as high as they can go. Nothing is indispensable, and it may be that some of these goods will not move as they should.

Raising of prices has become a sort of habit, and there is no question but what certain goods have been raised merely because it was believed the trade would pay the additional price, because everything else had gone up.

There must inevitably be a reaction. The pendulum is going to swing the other way. Irresponsible dealers in automobile accessories and parts are going to come into the market with goods at lower prices. The legitimate dealers are going to have their business cut from under them by an era of price cutting unless prices are very rapidly brought to a normal figure, which means the lowest point at which they can be sold commensurate with a living profit.

As a sign of the times it may be quoted that in lines outside of the automobile business, certain retailers are actually advertising the profit margin on several of their best selling items to establish confidence on the part of the buying public. This is not advisable, nor is it a practice we can commend. This, however, is taken as an indication that the price levels have reached practically their high mark, and that from now on there will be a tendency for the return of the price cutting evils which have disrupted the trade in the past.

It would seem advisable for accessory retailers to go over their stocks as carefully as possible, and put prices on them which will prevent possibility of irresponsible dealers coming in and taking the business from them.

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UNDER the title of "Better Equipment Means Better Service," the following editorial appeared in a recent issue of *Motor Age:*

That the accessory industry is taking considerable interests in the time saving service equipment is evidenced by the unusual amount of it displayed at the show of the Automotive Equipment Association last week. A real field exists for this sort of equipment and, thanks to the manuacturer, good progress is being made in the development of new forms of tools.

Perhaps the demand for better service equipment has been accelerated by the more progressive service stations which are always on the alert for some new method of improving their service. Car operators are responsible directly for the present status of affairs. The motor car is primarily a business vehicle and as such demands business methods in service and in its service equipment.

The major feature of the new service equipment is that it is designed to increase the productiveness of mechanics.

It all tends for an improvement in the quality of work and incorporating such things as will enable a considerable saving in time consumed for repair and service operations.

Manufacturers may well investigate some of the equipment which the better class of service stations have devised to meet their own conditions. The thought expressed by many of these specially designed machines is basic for certain classes of repair operations. Many of these good shops have tools which will apply equally well to other shops. But to get these ideas spread broadcast so that service in general can profit from them is one of the problems. A survey of conditions will save manufacturers much experimental work and expense if they will only take advantage of the other fellow's experience.

---

DRIVEWAYS are practically inevitable this winter and preparation should be started at once to make ready for them, in the opinion of the *Automobile Trade Journal,* which says:

Repeated warnings are appearing in the daily papers to the effect that the railroad transportation system of the country is going to prove totally inadequate to handle the heavy demands that will be made upon it during the coming winter. Movements of coal, grain and many other essential commodities will be just as heavy as they were last winter, and there have been no substantial additions to the equipment of the railroads either in trackage or rolling stock to enable them to handle the increased business effectively.

Another factor which must not be overlooked is that we can hardly look for another winter as mild and open as last season was. Labor troubles also may develop, in spite of all efforts to forestall them. It is quite possible, therefore, that railroad transportation difficulties this coming winter may be even worse than last year.

There is one bright ray of hope in the situation, however, and that is that due to the experience last year, we all know pretty well what to expect, and so if we make proper use of the knowledge gained

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through necessity last winter, the situation should not be so bad after all.

To automobile dealers all this means that driveways are practically inevitable this coming winter, if deliveries of cars are to be obtained from the factories. Every preparation should be made at once, therefore, to make ready for drive-aways during the coming months.

One of the important things which requires immediate attention, in the northern part of the country at least, is the inauguration and whole-hearted support of a propaganda to keep the main roads clear of snow during the winter. In this connection an important point was brought out by the experience of the last two winters, and that is that it is very often **more expensive to let snow lie on the road than to clean it off.** It was found that in a good many instances the cost of repairing damage done to well-built roads by the melting of snow in the early spring amounted to at least as much and probably more than it would have cost to remove the snow immediately after it fell.

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DISCUSSING the strife between capital and labor, *Automobile Topics* says:

Along with the popular digestion of those natural laws that govern alike employer and employe, has been evolved a series of popular reactions, beyond the control of both, and in some degree equally unfavorable to each. It is now pretty generally understood that the net effect of increasing wages is to increase prices; the purport of Labor's present demonstration being to effect readjustments in working, as well as wage conditions. For every raise that is granted, and every concession bearing on the final rate of production by organized labor, however, it is coming to be felt, the ultimate consumer pays, the employer losing nothing, and the employee gaining but a temporary advantage.

Employers constituting but a small class, and organized labor itself taking a comparatively low place in ranks of the total population, it follows that the issues between them are issues between minorities, while the public becomes in most cases the innocent bystander. Crystallizing this idea, one authority on these very matters phrases it in effect that, Capital and Labor have no right to enter into a conspiracy against the Public."

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**Herschell-Spillman Plans Greatly Increased Production**

The Herschell-Spillman Motor Co., Tonawanda, N. Y., is engaged in the expansion of its plant. The present plant capacity of 45 four-cylinder enignes per day will be increased to 100. Equipment and machinery will also at once be provided for an additional production of 100 six-cylinder engines per day. For this purpose a building 160 feet long by 70 feet wide and four stories in height is being erected. Orders for one-half million dollars worth of new machinery are being released. The company has discontinued a number of models of fours, sixes, eights and the aeroplane engine work it has been doing for the Curtiss Company for the last four years, in order to clear the decks for a production on a very large scale of the Spillman 3½ by 5 four-cylinder and the 3¼ by 5 six-cylinder models.

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W. B. Powell has severed his connection with John Millen & Son, Limited, Montreal, Can., and is now with Northern Electric Co.

**New Du Pont Car**

Features of the new du Pont car brought out by the du Pont Motor Mfg. Corp., Wilmington, Del., include a four-speed forward selective transmission with direct drive on third, a single steel disk clutch, especially designed springs and spring hangings, aluminum alloy pistons and an unusually sturdy frame. A four-cylinder

DU PONT CAR

engine of the L-head type with the cylinders cast in a block is used. The bore is 3-15/16 in. and the stroke 5⅛ in. Cooling is by the thermo-syphon system and a high tension magneto is provided for ignition. The oiling system is of the full force feed type. A full floating rear axle is used and the brake drums are 16 inches in diameter with a 2½-inch face. The front springs are 39 inches long and 2 inches wide and have underslung rear shackles. The semi-elliptic rear springs are 58 inches long and 2½ inches wide. Both the front and rear tires measure 32 x 4½ inches and the wheelbase is 124 inches.

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**Duesenberg Racers Set Speed Records**

In three non-competitive speed trials under A. A. A. observation held at Sheepshead Bay, New York, on November 10, Duesenberg eight-cylinder cars established new class figures, one of which is expected to become an official record.

Milton with a 300 cu. in. piston displacement engine (3-1/32 x 5 ¼ in.) shattered all figures in the A. A. A. Class C, 231-300 cu. in. division from 1 to 25 miles, including De Palma's record made on this track in a Packard Special. Milton's time for the 25-mile course was 12 min. 55.74 sec. Several times during the trial Milton approached a speed of two miles a minute, his time between the fourth and fifth miles being 2:02.37-2:32.78.

Lewis, driving a Duesenberg car with 450 cu. in. displacement, established a new figure for the 25-mile course, and O'Donnell, testing for the first time the new Deusenberg 183 cu. in. displacement car, especially designed to conform with the new A. A. A. specifications for 1920 racing, set entirely new records from 1 to 140 miles, including the one-hour mark.

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**Phelps Made Purchasing Agent of Atterbury**

The Atterbury Motor Car Co., Buffalo, N. Y., announces the appointment of Mr. Harry Phelps as purchasing agent.

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**Makers Enter N. A. C. C.**

The Daniels Motor Car Co of Reading, Pa., and the William Small Co., Indianapolis, makers of the Monroe, and the Templar Motors Corp. of Cleveland have been elected members of the National Automobile Chamber of Commerce.

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# 42000lbs dead-weight

Even in the shadow of their birthplace do WOOD Wheels perform prodigious feats of strength.

Everywhere, every day are such achievements performed by trucks equipped with WOOD Wheels. Photographs of these are used frequently by truck, axle and even ignition manufacturers for publicity purposes. All deserve commendation, but after all it is the WOOD Wheels that actually *carry* the burden in addition to the truck weight.

For so many years have WOOD Wheels carried huge dead-weights that the performance is now a commonplace.

The tough, fibrous texture of wood has enormous tensile strength combined with resiliency.

This is another reason why WOOD Wheels have been used for years and will continue to be used on the world's best trucks.

AUTOMOTIVE WOOD WHEEL MANUFACTURERS' ASSOCIATION
105 West Monroe Street Chicago, Ill.

NOTE THE WOOD WHEELS EVERYWHERE

WOOD WHEELS for MOTOR VEHICLES

Reproduction of actual photograph of a Mack truck in operation


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ABBREVIATIONS AND EXPLANATIONS:—NAME AND MODEL— ¶ before name ondicates that changes have been made in specifications since last issue, or that model is listed for the first time. PRICE—C., Including Body. FRAMES MATERIAL—R-C., Rolled Steel Channel Section; R-I., Rolled Steel I Section; Pr-S., Pressed Steel. TIRES—P., Pneumatic; S., Solid; St., Steel. MAKE OF REAR AXLE—Salis., Salisbury; Torb., Torbenson; Wisc., Wisconsin. TYPE OF REAR EXLES—F., Full Floating; S-F., Semi-Floating; D., Dead. MAKE OF ENGINE—Wauk., Waukesha; Cont., Continental; Lycmg., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop, & Swartz; Wisc., Wisconsin; Her.-Spill., Herschell-Spillman; Beav., Beaver. CYLINDERS CAST—B., Block; 1, Single; 2, Pairs. LOCATION OF VALVES—R., Right; L., Left; O., Opposite; H., Head. COOLING SYSTEM—G., Gear; P., Pump; T., Thermos Syphon; A., Air. RADIATOR—Fin., Finned Tubes; Sq. T., Square Tubular; V-t., Vertical Tube; Z-Z-T., Zis-Zag Tubular; Cell., Cellular; Hel., Helical; Ring., Tubes arranged in Ring about Blower Fan. IGNITION AND STARTING AND LIGHTING SYSTEM AND SPARK ADVANCE—D., Dual; H., Hand Advance; S., Single; A., Automatic; F., Fixed; Eism., Eisemann; Split., Splitdorf; Conn., Connecticut; West., Westinghouse; G-D., Gray & Davis; Br'l'ng., Berling; At-K., Atwater-Kent; Al-Ch., Allis-Chalmers; U. S. L., United States Lt. & Heat Co.; N-East., North-East; Split-App., Splitdorf Apple; Huff-S., Huff-Simms; Auto., Auto-Life; Leece N., Leece Neville MAKE OF GOVERNOR—Wauk., Waukesha; Rugg., Ruggles; Mon., Monarch; Dup., Duplex; H. Sp., Herschel-Spillman; Mil., Milwaukee; Simp., Simplex; Con., Continental. CARBURETER—MAKE AND FEED—Scheb. Schebler; Ray., Rayfield; Stmbg., Stromberg; Shak., Shakespeare; Flech., Fletcher; Zen., Zenith; Johns., Johnson; King., Kingston; G., Gravity; V., Vacuum; P., Pressure. CLUTCH TYPE—D-D., Dry Disc.; P., Plate; C-U., Control Unit. GEARSET TYPE AND LOCATION—Sel., Selective Sliding Gear; Prog., Progressive Sliding Gear; Ind-C., Individual Clutch; Plan., Planatory; C-U., Control Unit; Fric., Friction; Eleed., Electric. GEARSET LOCATION—Amid., Amidship; U-M., Unit with Motor; U-J., Unit with Jackshaft; U-X., Unit with A-le. IFNAL DRIVE—Int-G.E Internal Gear; Chn., Chain; Sp-B., Spiral Bevel Gear; D-Red., Double Reduction Gear; S., Spur Gear; Ex., xternal, Gear; T., To Front Wheel; 4, on all Four Wheels; W., Worm.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carbureter | Size of Carbureter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A & B ...3T | 6,000 | on app | 144 | r-c | s | 48x3½d | 48x3½d | | | | | | | | | own | | own | 4 | 511/64x4½ | 42.76 | 2-r | | G | fin | Bosch D-H | none | | | Scheb | | g | | elec | amid | 2 | | int-g- |
| A & B ...5T | 10,000 | on app | 144 | r-c | s | 48x3½d | 48x5d | | | | | | | | | own | | own | 4 | 511/64x4½ | 42.76 | 2 r | | G | fin | Bosch D-H | none | | | Scheb | | g | | elec | amid | 2 | | int-g-f |
| Acason ...R | 2,000 | 2,100 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¼ | 2 | 9½ | 7½ | 4 | 3 | Timken | f-f | Wauk | 4 | 3¾x5½ | 22.50 | b-r | | T | cell | Eism | | | Wauk | | | g | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Acason ...RB | 3,000 | 2,300 | 142 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2¼ | 9½ | 9 | 4 | 3⅝ | Timken | f-f | Wauk | 4 | 3¾x5½ | 22.50 | 2-l | ¼ | P | cell | Eism | | | Wauk | Scheb | | v | l-p | sel | u-m | 3 | 8.75-1 | worm |
| ¶Acason ...H | 4,000 | 3,150 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4¾ | 5½ | Timken | f-f | Wauk | 4 | 4¼x5¼ | 28.90 | 2- | ¼ | P | cell | Eism S-H | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Acason ...L | 7,000 | 4,150 | 172 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 5½ | 7⅛ | Timken | f-f | Wauk | 4 | 4¼x6¾ | 28.90 | 2-l | ¼ | P | cell | Eism S-H | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Acason ...M | 10,000 | 5,150 | 172-187 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | | 7⅜ | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | ¼ | P | cell | Eism | | | Wauk | Scheb | | v | d-p | sel | u-m | 3 | 10.25-1 | worm |
| Acason Tractor | 4,000 | 3,350 | 114 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | | | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-l | | P | cell | Eism | | | Wauk | Scheb | | v | d-d | sel | u-m | 4 | 9.25-1 | worm |
| Acason Tractor | 10,000 | 4,750 | 130 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | | | Timken | f-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | | P | cell | Eism | | | Wauk | Scheb | | v | d-p | sel | u-m | 3 | 10.30-1 | worm |
| ¶Ace | 3000 | 2,800 | 144 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Buda | 4 | 3¾x5½ | 22.50 | | | | | | West | | Pierce | Scheb | 1¼ | v | d-d | | | 4 | 7.00-1 | worm |
| ¶Ace | 5,000 | 3,500 | 156 | pr-s | s | 36x4 | 36x7 | | | Da | y | Ste | el | Wh | eels | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | | P | | West | West | | Pierce | Scheb | 1¼ | v | d-d | | amid | 4 | 7.75-1 | worm |
| ¶Acme ...B | 2,000 | 2,075 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-H | G & D | Yes | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 7.75-1 | worm |
| ¶Acme ...F | 3,000 | 2,275 | 141 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 2 | 2 | 9 | | 4⅝ | | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eise S-H | G & D | Yes | Duplex | Ray | | v | d-d | ind-c | u-m | 3 | 8.75 | wer. |
| ¶Acme ...A | 4,000 | 2,875 | 148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅜ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-H | | | Duplex | Ray | | v | d-d | ind-c | u-m | 4 | 8.50-1 | worm |
| ¶Acme ...C | 7,000 | 3,875 | 168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2¼ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H | | | Duplex | Ray | | v | d-d | ind-c | amid | 4 | 10.33-1 | worm |
| ¶Acme ...E | 10,000 | 4,975 | 180 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅜ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-H | | | Duplex | Rayf | | v | d-d | ind-c | amid | 4 | 11.66-1 | worm |
| Air-O-Flex ...A | 3,500 | | 160 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | 8 | 9 | 3¼ | 4 | Russel | f-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | | P | v-t | | Wagner | none | Duplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 6.80-1 | int-g |
| All-American ...A | 2,000 | 1,395 | 130 | pr-s | p & s | 33x4 | 32x4 | 12 | 12 | 1½ | 1¾ | 6¼ | 9 | 3½ | 5 | Torb | f-f | Her-Spil | 4 | 3¼x5 | 16.90 | b-l | ⅜ | T | cell | Simms | | | | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.50-1 | int-g |
| All Power | 7,000 | 4,800 | 168 | 130 | s | 36x6 | 36x10 | | | | | | | | | Timken | | Cont | | 4½x5½ | 32.40 | | ⅜ | | | Eism | West | | Pharo | Zeni | | v | | sel | | 6 | 8.40-1 | worm |
| A. M. C. | 1,500 | | 112 | pr-s | p | 30x3½ | 31x4 | | | | | | | | | | | Lycmg | 4 | 3½x5 | | | | T | | Mag | | | | | | | | | u-m | 3 | | worm |
| A. M. C. | 3,000 | | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | | | Lycmg | 4 | 3½x5 | | | | T | | Mag | | | | | | | | | u-m | 3 | | worm |
| Apex | 2,000 | 1,395 | 130 | r-c | p & s | 33x4 | 32x3½ | 12 | 12 | 1½ | 1¾ | | | | | Torb | f-f | Buda | 4 | 3½x5⅛ | 19.60 | b-l | ⅜ | T | cell | Auto | Auto | | | Stmbg | 1 | | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Apex | 3,000 | 1,595 | 130 | r-c | s | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | | | | | Torb | f-f | Buda | 4 | 3½x5⅛ | 19.60 | b-l | ⅜ | T | cell | Auto | Auto | | | Stmbg | 1 | d- | d | sel | u-m | 3 | 8.00-1 | int-g |
| Apex | 5,000 | 2,450 | 150. | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¼ | 2½ | | | | | Torb | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | ¼ | P | cell | Eism | West | | | Stmbg | 1¼ | | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| Armleder ...HW | 4,000 | on app | 166-148 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2¼ | 2¼ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | | | Monarch | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Armleder ...KW | 7,000 | on app | 156-186 | r-I | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 2¼ | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | | | Monarch | Zenith | 1½ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Atlas ...18 | 1,500 | 1,260 | 118 | pr-s | p | 32x4½ | 32x4½ | 12 | 12 | 1¼ | 1¼ | | | | | Hess | s-f | Lycmg | 4 | 3½x5 | 16.92 | b-r | ⅜ | T | fin | At-K S-H | Bijur | 25.00 | | Scheb | | g | o-d | sel | u-m | 3 | 4.75-1 | sp-b |
| Atterbury ...7R | 3,000 | 2,575 | 140½ | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¼ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eisem | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Atterbury ...7CX | 5,000 | 3,175 | 153½* | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶Atterbury ...7D | 7,000 | 3,975 | 167½* | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism | | | Mon | Zenith | 1½ | g | d-d | sel | u-m | 4 | 10.33-1 | worm |
| ¶Atterbury ...8E | 10,000 | 5,475 | 167½ | pr-s | s | 36x5 | 40x5d | | M | all. | St | eel | Whe | el | | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅜ | P | fin | Eism | Delco | | Cont | Zenith | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Autocar ...21F | 4,000 | 2,300 | 97 | pr-s | s | 34x4† | 34x5† | 12 | 14 | 2 | 2 | 8½ | 9½ | [illegible] | [illegible] | own | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅜ | P | fin | Bosch | | | | Stmbg | 1½ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autocar ...21G | 4,000 | 2,400 | 120 | pr-s | s | 34x4 | 34x5† | 12 | 14 | 2 | 2 | 8½ | 9½ | [illegible] | [illegible] | | f-f | own | 2 | 4¾x4½ | 18.10 | 1-h | ⅜ | P | fin | Bosch | | | | Stmbg | 1½ | g | d-p | prog | amid | 3 | 7.14-1 | d-red |
| Autohorse ...10 | 10,000 | 2,100 | | ch-s | s | 34x10 | | 14 | | 3 | | | | | | | | Cont | 4 | 3¾x5 | 22.50 | b-r | | P | cell | Eism S-H | | | | Stmbg | 1 | g | d-p | sel | amid | 3 | 11.41-1 | int-g |
| ¶Available ...H2 | 4,000 | on app | 152 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-F | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Available ...H2½ | 5,000 | On App. | 152 | r-c | s | 36x4 | 36x8 | 14 | 14 | 2¼ | 2½ | 9 | 10½ | 4⅛ | 4 | Wisc | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | p | fin | Bosch S-F | | | Pierce | Strbg. | 1¼ | g | d-d | sel | amid | 4 | 8.66-1 | worm |
| ¶Available ...H3 | 7,000 | on app | 160-176 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3¼ | 9½ | 12½ | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-F | | | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Available ...H5 | 10,000 | on app | 190 | r-c | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¾ | 5½ | 7⅛ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Bosch S-F | | | cont | Stmbg | 1½ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Barber Tractor | 12,000 | 2,000 | 84 | r-s | s | 34x3½ | 34x7 | | | | | | | | | own | | Buda | 4 | 4¼x5½ | 29.00 | l | | p | | Bosch S-H | | | | Stmbg | | g | | sel | | 3 | | worm |
| ¶Beck ...A | 3,000 | 1,500 | 124 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¼ | 1¼ | 8½ | | 4⅛ | | Clark | | Cont | 4 | 3½x3¾ | | b-l | ⅜ | T | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Beck ...B | 4,000 | 1,900 | 144 | pr-s | s | 34x3½ | 34x6 | 12 | 14 | 1¾ | 1¼ | 8½ | | 4⅛ | | Clark | | Cont | 4 | 3¾x5 | | b-l | ⅜ | T | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | 6.50-1 | int-g |
| ¶Beck ...C | 5,000 | 2,350 | 144 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2 | 9 | | 5 | | Clark | | Cont | 4 | 4⅛x5¼ | | l | ¼ | P | v-t | Bosch | | | Pierce | Stmbg | | | d-d | sel | u-m | 3 | | int-g |
| ¶Beck ...D | 7,00† | | 144 | pr-s | s | 36x5 | 36x8 | | | | | | | | | Clark | | Cont | 4 | 4½x5½ | 32.40 | | | | | Bosch | | | | Strmb | | | | | u-m | | | int-g |
| Beech Creek ...3A | 6,000 | 3,850 | 132 | r-c | s | 36x6 | 36x6 | | | | | | | | | own | f-f | Wauk | 4 | 4½x5¾ | 29.00 | 2-l | ¼ | P | cell | Eism S-H | | | Wauk | King | 1½ | v | d-p | sel | amid | 6 | 8.03-1 | b-4 |
| Bell (York, Pa.) | 1,200 | | 114 | pr-s | p | 31x4 | 31x4 | | | | | | | | | | f-f | G B & S | 4 | 3¾x4½ | 22.50 | b-l | | T | | | Dyneto | | | Stmbg. | 1 | v | | sel | u-m | 3 | 4.62-1 | b |
| Bell (Ottumwa, Ia.) | 3,000 | | 146 | ch-s | s | 34x4 | 34x6 | 14 | 14 | 2 | 2¼ | | | | | Russell | | Buda | 4 | 4¼x5½ | 29.00 | | | p | | Eism | | | Duplex | Stmbg | | | d-d | sel | | 3 | | int-g |
| Bessemer ...G | 2,000 | 1,575 | 124 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 1¼ | 2 | | | | | Torb | f-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | T | cell | Split S-H | | | none | Zeni | 1 | g | d-d | sel | u-m | | 7.00-1 | int-g |
| Bessemer ...H | 3,000 | 1,945 | 144 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2¼ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 32.00 | b-r | | P | cell | Split S-H | | | Pierce | Ray | 1¼ | g | p | sel | amid | | 8.00-1 | int-g |
| Bessemer ...J | 4,000 | 2,490 | 144-158 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Split S-H | | | Pierce | Ray | 1½ | g | p | sel | amid | | 8.00-1 | int-g |
| Bessemer ...K | 7,000 | 3,450 | 146-175 | pr-s | | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Split S-H | | | Pierce | Ray | 1¼ | g | p | sel | amid | | 10.25-1 | int-g |

*Longer wheelbase offered at extra cost. †Other tire sizes optional. ‡Price ncluding body

# The Story Behind This Success

**About FRED VOGLER**

For forty-seven years Fred Vogler has been solving Transportation problems. From the earliest western railroading days to owner and operator of overland Stage Lines in the times when a leather-cased carbine was an essential part of the equipment.

It is men of Mr. Vogler's stamp that make the Bethlehem Organization such a strong factor in the Truck Field.

## NORTHWEST AUTO CO. INC.

DISTRIBUTORS "THE LINE COMPLETE"

PORTLAND, OREGON

Sept.
28th,
1919.

Bethlehem Motors Corporation,
Allentown, Pa.

Gentlemen:

From a two story building 50 x 100 to a five story building 100 x 100, partially illustrates the strides of the Northwest Auto Company during the past year. Although this Company was established in 1898, it was only two years ago that we became distributors for Bethlehem Trucks. We must attribute a good portion of our growth to the Bethlehem product.

Two years ago there was but a scattering of Bethlehem trucks throughout Oregon, Washington, Idaho and Montana. Today throughout every county, Bethlehems are represented in every agricultural pursuit and industrial activity.

The Bethlehem policy of utmost cooperation from the factory through the distributor and dealer to the owner, backed up by a meritorious product, sold at a fair price, is what has built up Bethlehem Truck business and we are certain will build business for any distributor or dealer no matter where located.

Bethlehem to us, stands for more than a truck and for more than a manufacturing plant. It stands for an organization supported by high ideals and the efforts of the Bethlehem Motors Corporation to maintain those ideals have reflected to our benefit, and we are glad to be, and hope to continue a representative of of the Bethlehem Organization.

Very truly yours,

NORTHWEST AUTO COMPANY

V/K F. W. Vogler
President

1½-Ton Chassis
**$1965**

2½-Ton Chassis
**$2365**
F. O. B. ALLENTOWN, PA.

3½-Ton Chassis
**$3465**

**BETHLEHEM MOTORS CORPORATION**
ALLENTOWN, PA.

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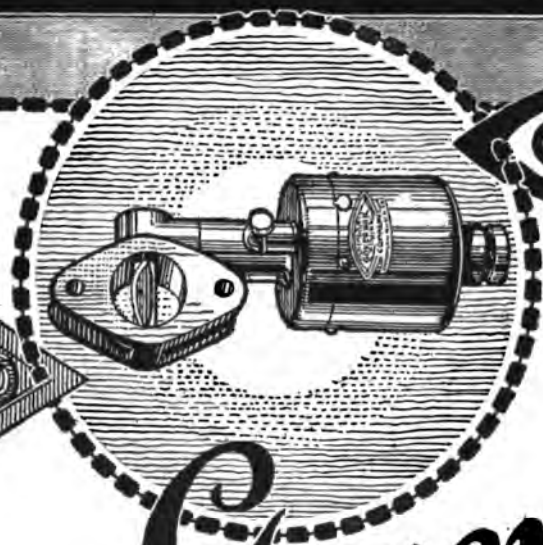
| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Bethlehem K | 1,500 | 1,495 | 125 | pr-s | p | 34x4½ | 35x5 | 14 | 14 | 1½ | 1¼ | 8¼ | 9 | 4⅛ | 2½ | Stanpar | s-f | Own | 4 | 3½x5 |
| ¶Bethlehem DG | 3,000 | 1,965 | 136 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8¼ | 8¼ | 4 | 3¼ | Russel | | Own | 4 | 4 x5¼ |
| ¶Bethlehem EH | 5,000 | 2,365 | 144 | pr-s | s | 34x4 | 34x6 | 14 | 14 | 1¼ | 2 | 10¼ | 11¼ | 4⅝ | 4⅞ | Russel | | own | 4 | 4x5¼ |
| ¶Bethlehem FJ | 7,000 | 3,465 | 162 | pr-s | s | 34x4 | 34x5d | 14 | 14 | 1¼ | 2 | 10¼ | 11¼ | 4⅝ | 4¼ | Russel | | own | 4 | 4½x5½ |
| Brinton | 3,000 | 2,500 | 135 | | p | 34x4 | 34x5 | 12 | 12 | 2 | | 9 | 10 | | | Timken | s-f | Cont | 4 | 4½x5 |
| Brinton F | 5,000 | 3,000 | 150 | | s | 36x4 | 36x6 | 12 | 12 | 2½ | 2½ | 9 | 10 | 4 | 3½ | Timken | f-f | Cont | 4 | 4½x5 |
| ¶Briscoe T-34 | 2,000 | 1,495 | 121 | pr-s | p&s | 34x4 | 34x3½ | 12 | 14 | 1½ | 1¼ | 8⅛ | 9⅞ | 4 | 4⅞ | Russell | d | own | 4 | 3¾x5 |
| Brockway S | 3,000 | 2,100 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 1¾ | 2 | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 |
| Brockway K-4 | 5,000 | 2,950 | 154 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 1⅞ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ |
| Brockway B | 7,000 | 3,900 | 164 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ |
| Brockway T | 10,000 | 5,000 | 174 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | f-f | Cont | 4 | 4⅝x6 |
| Burford O-3 | 4,000 | 2,250 | 144 | pr-s | s | 36x3½ | 36x6½d | 12 | 12 | 2 | 2½ | | | | | own | dead | Buda | 4 | 3¾x5¼ |
| Burford D-3 | 7,000 | 3,600 | 175 | pr-s | c | 38x5 | 38x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Wauk | 4 | 4½x6¾ |
| Champion | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | | s-f | own | 4 | 3½x4½ |
| Chevrolet | 2,000 | 1,325 | 125 | r-s | p&s | 31x4 | 32x4 | 12 | 12 | 2 | 2½ | 7¼ | | | | | | own | 4 | 3⅞x5¼ |
| ¶Clydesdale 32X | 2,000 | 2,185 | 144 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1⅝ | 2 | | | | | Stanpar | s-f | Cont | 4 | 3¾x5 |
| ¶Clydesdale 42 | 3,000 | 2,445 | 146 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2¼ | 2¼ | | | | Timken | s-f | Cont | 4 | 3¾x5 |
| ¶Clydesdale 65X | 5,000 | 3,175 | 163 | pr-s | s | 36x4 | 36x7 | 8 | 8 | 2¼ | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ |
| ¶Clydesdale 90 | 7,000 | 4,075 | 170 | pr-s | s | 36x5 | 40x10 | 8 | 10 | 3 | 3½ | | | | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ |
| ¶Clydesdale 120B | 10,000 | 4,975 | 176 | pr-s | s | 36x6 | 40x12 | 8 | 10 | 3 | 1 | | | 5½ | 7⅜ | Timken | f-f | Cont | 4 | 4⅝x6 |
| Collier 18 | 2,000 | | 140 | pr-s | s | 34x4 | 34x5 | 14 | 14 | | | | | | | | | Cont | 4 | 3½x5 |
| Collier 19 | 3,000 | | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | | | Cont | 4 | 3¾x5 |
| ¶Collier 20 | 4,000 | | 152 | pr-s | s | | | | | | | | | | | | | Cont | 4 | 4⅛x5¼ |
| Columbia F | 2,000 | 1,750 | 126 | o-s | s | 34x3 | 34x4 | | | | | | | | | Russel | | Cont | 4 | 3¾x5 |
| Columbus E | 4,000 | 2,350 | 144 | r-c | s | 36x4 | 36x6 | | | | | | | | | Russel | | Cont | 4 | 4⅛x5¼ |
| Comet | 3,000 | 1,750 | 130 | pr-s | p&s | 34x4 | 34x4 | 12 | 12 | 1½ | 2 | 8 | | 4 | | Standard | s-f | Lycm | 4 | 3½x5 |
| ¶Commerce E | 2,000 | 1,590 | 126 | pr-s | p&s | 34x3 | 34x4 | 12 | 14 | 1¼ | 1¼ | 8 | 9¼ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 |
| ¶Commerce EP | 4,000 | 1,965 | 134 | pr-s | p | 36x6 | 36x6 | 12 | 14 | 1¾ | 1¾ | 8 | 9⅝ | 4 | 5 | Torb | | Cont | 4 | 3¾x5 |
| Concord A | 3,000 | 2,550 | 140 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Buda | 4 | 3¾x5½ |
| Concord B | 5,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 9 | 10 | 4⅜ | 5½ | Timken | f-f | Buda | 4 | 4¼x5½ |
| Conestoga | 2,000 | 2,100 | 128 | | s | 34x3½ | 36x5 | 12 | 14 | 1⅝ | 3 | 8¼ | 9 | 4 | 3½ | Wise | s-f | Cont | 4 | 3½x5 |
| Conestoga | 4,000 | 2,700 | 138 | | s | 36x4 | 36x4d | 14 | 14 | 1⅝ | 2⅝ | 8¼ | 9 | 4 | 3½ | Wise | s-f | Cont | 4 | 3¾x5 |
| Continental (C) FL | 2,000 | 1,750 | 144 | | s | 34x4 | 36x4 | | | | | | | | | | | | 4 | 3¾x5¼ |
| Continental (C) HL | 3,000 | 2,100 | 144 | | s | 34x3½ | 36x6 | | | | | | | | | | | | 4 | 3¾x5¼ |
| Continental (C) J | 4,000 | 2,300 | 146 | | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ |
| Continental (C) M | 7,000 | 3,300 | 168 | | s | 36x5 | 36x5d | | | | | | | | | | | | 4 | 4½x5½ |
| Continental | 10,000 | 4,400 | | | | | | | | | | | | | | | | | | |
| ¶Corbitt E | 2,000 | 2,200 | 130 | r-c | s | 34x3½ | 34x4 | 14 | 14 | 1½ | 2 | 8¼ | 8¼ | 4⅛ | 3½ | Sheldon | s-f | Cont | 4 | 3¾x5 |
| ¶Corbitt D | 3,000 | 2,600 | 138 | r-c | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2½ | 10¼ | 10¼ | 5 | 3⅝ | Sheldon | s-f | Cont | 4 | 3¾x5 |
| ¶Corbitt C | 4,000 | 3,250 | 148 | r-c | s | 36x3½ | 36x3½d | 14 | 14 | 2½ | 2½ | 10¼ | 10¼ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ |
| ¶Corbitt B | 5,000 | 3,500 | 148 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2½ | 2½ | 10¼ | 10¼ | 5 | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ |
| ¶Corbitt A | 7,000 | 4,200 | 178 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11¼ | 11¼ | 5⅞ | 4½ | Sheldon | s-f | Cont. | 4 | 4½x5½ |
| Corbitt AA | 10,000 | 5,000 | 178 | r-c | s | 40x6d | 36x6d | 8 | 8 | 3 | 3½ | 11¼ | 11¼ | 5⅞ | 7½ | Sheldon | s-f | Cont | 4 | 4¾x6 |
| Corliss A | 1,000 | 800 | 103 | pr-s | p | 31x4 | 31x4 | 8 | 8 | 3 | 4 | | | | | Gemco | s-f | LeRoi | 4 | 3⅛x4½ |
| Couple Gear HC | 7,000 | 6,100 | 144 | r-c | s | 36x4d | 36x4d | | | Disc | | Wheels | | | | own | | Wise | 4 | 5¾x6 |
| Couple Gear AC | 10,000 | 6,700 | 144 | r-c | s | 36x5d | 36x5d | | | | | | | | | own | | Wise | 4 | 5¾x6 |
| Couple Gear L-D | 14,000 | 7,450 | 144 | c-s | s | 40x5 | 40x5 | | | steel | | | | | | Own | | Wise | 4 | 5½x7 |
| Crose 17 | 1,000 | 825 | 106 | pr-s | p&s | 32x4 | 32x4 | | | | | | | | | Timken | | Wise | 4 | 3½x5 |
| Dart E | 2,000 | 2,100 | 130 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 1¼ | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5⅛ |
| Dart CC-4 | 4,000 | 2,950 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ |
| Dart L | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x10 | 12 | 14 | 2½ | 3½ | | | | | Timken | f-f | Buda | 4 | 4½x6 |
| ¶Day-Elder A | 2,000 | 1,925 | 128 | pr-s | s | 34x3 | 34x4 | 14 | 14 | 1¼ | 2 | 8⅛ | 9 | 4 | 3¼ | Wise | s-f | Cont | 4 | 3½x5 |
| ¶Day-Elder B | 3,000 | 2,200 | 144 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8⅛ | 9 | 4 | 3¼ | Wise | s-f | Cont | 4 | 3¾x5 |
| ¶Day-Elder D | 4,000 | 2,600 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 1¼ | 2 | 8⅛ | 10 | 4 | 3¼ | Wise | s-f | Cont | 4 | 4⅛x5¼ |
| ¶Day-Elder C | 5,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2⅜ | 10 | 10½ | 4½ | 4½ | Wise | s-f | Buda | 4 | 4¼x5½ |
| ¶Day-Elder F | 7,000 | 3,550 | 165 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2⅜ | 3⅜ | 10 | 12 | 4½ | 4¾ | Wise | s-f | Cont | 4 | 4½x5½ |
| ¶Day-Elder E | 10,000 | 4,500 | 170 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2½ | 4 | 11¼ | 14¼ | 5⅞ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 |
| Dearborn A | 2,000 | 1,175 | 125 | n-s | p&s | 30x3½ | 32x3½ | 12 | 12 | 1½ | 2 | | | | | | d | G Bda | 4 | 3¾x4½ |
| Dearborn | 3,000 | 1,980 | 126 | pr-s | s | 34x4 | 34x5 | 12 | 12 | 2 | 2¼ | | | | | Standard | s-f | Cont | 4 | 3½x5 |
| Dearborn B | 4,000 | 1,750 | 133 | n-s | p&s | 32x4 | 34x5 | 12 | 12 | 1½ | 2½ | | | | | | d | Buda | 4 | 3½x5⅛ |
| Defiance B | 3,000 | 1,795 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2 | 8 | 9¼ | 4⅛ | 4⅞ | Torb | | Cont | 4 | 3¾x5 |
| Defiance C | 4,000 | 1,995 | 135 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 2⅛ | 8 | 10¾ | 4⅛ | 5⅞ | Torb | b | Cont | 4 | 3¾x5 |
| DeKalb E2 | 4,000 | 2,100 | 134 | pr-s | s | 34x4 | 36x5 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ |
| DeKalb E2½ | 5,000 | 2,600 | 136 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ |
| De Martini 1 | 2,000 | 2,250 | 131 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5½ |
| De Martini 2 | 4,000 | 2,750 | 148 | s | s | | | | | | | | | | | Sheldon | | Buda | | 3¾x5½ |
| De Martini 3 | 6,000 | 3,650 | 160 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4¼x5½ |
| De Martini 4 | 8,000 | 4,250 | 172 | s | s | | | | | | | | | | | Sheldon | | Buda | | 4¼x5½ |
| ¶Denby 12 | 2,000 | 1,950 | 124 | pr-s | p | 35x5 | 36x6 | 12 | 12 | 1½ | 1¼ | | | | | Russel | d | Cont. | 4 | 3½x5 |
| Denby 134 | 4,000 | 2,450 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2½ | | | | | Russel | d | Cont | 4 | 3¾x5 |
| Denby 25 | 6,000 | 3,250 | 150 | pr-s | s | 36x4 | 36x7 | 7 | 7 | 2½ | 3 | | | | | Russel | d | Cont | 4 | 4⅛x5¼ |
| Denby 27 | 7,000 | 4,250 | 170 | pr-s | s | 36x5 | 36x10 | 8 | 8 | 3 | 3½ | | | | | Celfor | d | Cont | 4 | 4½x5½ |
| Denby 210 | 10,000 | 4,900 | 170 | pr-s | s | 36x6 | 40x12 | | | Disc | | Wheel | | | | Celfor | d | Cont | 4 | 4½x5½ |

| NAME AND MODEL | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Bethlehem K | 19.60 | b | ¼ | T | cell | Bosch | | | | Strmbg. | 1 | g | d-d | sel | u-m | 3 | 5.00-1 | sp-b |
| ¶Bethlehem DG | 25.60 | 2-l | ¼ | T | | At-K | G & D | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | | 8.20-1 | int-g |
| ¶Bethlehem EH | 25.60 | 2-l | ¼ | T | | At-K | G & D | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | | 10.20-1 | int-c |
| ¶Bethlehem FJ | 32.40 | 2-l | ¼ | P | | At-K | G & D | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 9.40-1 | int-g |
| Brinton | 27.20 | b-l | ¼ | G | cell | S-F | | | | | | g | d-d | sel | u-m | 3 | | worm |
| Brinton F | 27.20 | b-l | ⅛ | G | cell | S-F | | stock | Pierce | Ray | | g | d-d | sel | u-m | 3 | | worm |
| ¶Briscoe T-34 | 18.25 | b-r | ⅛ | T | s-s-t | Conn S-H | Auto-2 | stock | | Buick | 1 | v | c | sel | u-m | 3 | 8.02-1 | int-g |
| Brockway S | 22.50 | b-l | ¼ | T | fin | Eism S-F | Dyneto | 200.00 | | Scheb | | g | d-d | se | u-m | 3 | 7.80-1 | worm |
| Brockway K-4 | 27.20 | b-l | ¼ | P | fin | Eism S-H | Dyneto | 200.00 | none | Scheb | 1¼ | g | d-d | sel | amid | 4 | 8.66-1 | worm |
| Brockway B | 32.40 | 2-l | ¼ | P | fin | Eism S-H | Dyneto | 200.00 | none | Scheb | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Brockway T | 36.10 | 2-r | | P | fin | Eism S-H | | | Cont | Scheb | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Burford O-3 | 22.50 | b-l | ⅝ | P | fin | Eism S-F | Wil. Batt | stock | none | Zenith | 1¼ | g | d-d | sel | u-m | | 8.60-1 | int-g |
| Burford D-3 | 32.40 | b-l | ¼ | P | fin | R. W. | Wil. Batt | stock | Wauk | Zenith | 1½ | v | d-d | sel | amid | | 8.75-1 | worm |
| Champion | 15.63 | b-l | ⅝ | T | | Split | | stock | | | | | d | sel | u-m | 3 | | b |
| Chevrolet | 21.76 | b-l | ⅝ | P | cell | Remy | Auto | | Mon. | Zenith | | g | c | sel | u-m | | | worm |
| ¶Clydesdale 32X | 22.50 | b-r | ⅝ | T | tube | Bosch | | | own | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.20-1 | worm |
| ¶Clydesdale 42 | 22.50 | b-r | ⅝ | T | tube | Bosch | | | Own | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Clydesdale 65X | 27.20 | b-l | ⅝ | P | tube | Bosch D | | | own | Zenith | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Clydesdale 90 | 32.40 | 2-l | ⅝ | P | tube | Bosch D | | | own | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Clydesdale 120B | 36.10 | 2-l | ¼ | P | tube | Bosch D | | | own | Stmbg | 1½ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Collier 18 | | | | P | | Eism | | | | Zeni | | v | d-d | sel | u-m | 3 | | worm |
| Collier 19 | | | | P | tube | Eism | | | | Zen | | v | d-d | sel | u-m | | 8.25-1 | worm |
| ¶Collier 20 | | | | | | | | | | | | | | | | | | worm |
| Columbia F | 22.50 | b-r | ⅝ | P | fin | Split | | | Pierce | Shak | 1 | g | c | sel | u-m | 3 | 7.75 | int-g |
| Columbus E | 27.20 | b-r | ⅝ | P | fin | Split | | | Pierce | Shak | 1¼ | g | c | sel | amid | 3 | 9.45-1 | int-g |
| Comet | 19.60 | | | T | cell | Dyneto | Dyneto | | | Carter | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Commerce E | 22.50 | b-l | ⅝ | T | fin | Eism | Bijur | stock | | Zenith | 1 | v | c | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Commerce EP | 22.50 | b-l | 3/16 | T | fin | Eism | Bijur | stock | | Zenith | 1 | u | c | sel | u-m | 3 | 7.00-1 | int-g |
| Concord A | 22.50 | b-l | | P | fin | Eism S-H | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Concord B | 28.90 | b-l | | P | fin | Eism S-H | | | Mon | Zeni | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Conestoga | 19.60 | b-r | ⅝ | T | fin | Simms | | | | Stmbg | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| Conestoga | 22.50 | b-r | ⅝ | T | fin | Simms | | | | Stmbg | 1 | g | d-d- | sel | amid | 3 | 9.66-1 | worm |
| Continental (C) FL | 22.50 | 2-l | ⅝ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Continental (C) HL | 22.50 | 2-l | ⅝ | P | fin | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 9.25-1 | worm |
| Continental (C) J | 27.20 | 2-l | ⅝ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | cel | u-m | 3 | 9 25-1 | worm |
| Continental (C) M | 32.40 | 2-l | ⅝ | P | cell | Bosch S-F | | | | Stmbg | | | d-d | sel | u-m | 3 | 10.50-1 | worm |
| Continental | | | ⅝ | | | | | | | | | | | | | | | |
| ¶Corbitt E | 22.50 | b-l | ⅝ | T | tube | Eism S-H | G-D | 150.00 | Simplex | Stmbg | 1 | v | d-d | sel | u-m | 3 | 6.66-1 | worm |
| ¶Corbitt D | 22.50 | b-l | ⅝ | P | fin | Eism S-H | G-D | 150.00 | Simplex | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| ¶Corbitt C | 27.20 | b-l | ⅝ | P | fin | Eism S-H | G-D | 150.00 | Simplex | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Corbitt B | 27.20 | b-l | ⅝ | P | fin | Eism S-H | G-D | 150.00 | Simplex | Stmbg | 1¼ | v | d-d | sel | u-m | 4 | 8.75-1 | worm |
| ¶Corbitt A | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | G-D | 150.00 | Simplex | Stmbg | 1½ | v | d-d | sel | u-m | 4 | 11.75-1 | worm |
| Corbitt AA | 36.10 | 2-l | ¼ | P | fin | Eism S-H | G-D | 150.00 | Cont | Stmbg | 1½ | v | d-d | sel | amid | 4 | 10.40-1 | worm |
| Corliss A | 15.64 | b-l | | T | fin | Split S-H | Al-Ch | 75.00 | | Scheb | | g | d-d | sel | u-m | 3 | 4.50-1 | b |
| Couple Gear HC | 53.00 | 1-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | | 1 | 25.00-1 | b-4 |
| Couple Gear AC | 53.00 | 1-o | ¼ | G | cell | Eism D | | 150.00 | | Stmbg | 1¾ | g | | elec | amid | 1 | 25.00-1 | b-4 |
| Couple Gear L-D | | 2-h | | P | cell | Bosch S-F | | | none | Stmbg | 2 | g | | | | | | |
| Crose 17 | 16.92 | b-l | ¼ | P | sq-t | Bosch S-F | | | none | Zenith | | g | d-d | sel | u-m | 3 | 5.00-1 | b |
| Dart E | 22.50 | b-r | ⅝ | T | cell | Eism S-H | Bijur | 200.00 | none | Zenith | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Dart CC-4 | 28.90 | b-r | ¼ | P | cell | Eism S-H | Bijur | 200.00 | Simplex | Zenith | 1¼ | g | d d | sel | u-m | 4 | 8.50-1 | worm |
| Dart L | 32.60 | b-r | ¼ | P | cell | Eism D-H | Bijur | 200.00 | Simplex | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.70-1 | worm |
| ¶Day-Elder A | 19.61 | b-l | ⅝ | T | fin | Eism S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Day-Elder B | 22.50 | b-l | ⅝ | T | fin | Eism S-F | | | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.33-1 | worm |
| ¶Day-Elder D | 27.20 | b-l | ⅝ | P | fin | Eism S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| ¶Day-Elder C | 29.00 | b-l | ¼ | P | fin | Eism S-F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 10.66-1 | worm |
| ¶Day-Elder F | 32.40 | 2-r | ⅝ | P | fin | Eism S-F | | | Mon | Zenith | 1½ | g | d-d | sel | u-m | 4 | 11.75-1 | worm |
| ¶Day-Elder E | 32.40 | b-l | ¼ | P | fin | Eism S-F | | | Mon | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Dearborn A | 22.50 | | | | cell | | | | | Stmby | 1 | | d-p | sel | | 3 | | chn |
| Dearborn | | b | | T | cell | Bosch | | | | Stmbg | | | d-p | sel | | 3 | | worm |
| Dearborn B | 19.60 | | | | | Split | | | | Stmbg | 1 | g | d-d | sel | | 3 | | chn |
| Defiance B | 22.50 | b-r | ⅝ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Defiance C | 22.50 | b-r | ⅝ | T | | Eism S-H | Vesta | | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 10.00-1 | int-g |
| DeKalb E2 | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | c | sel | u-m | 3 | 7.75-1 | worm |
| DeKalb E2½ | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | Pierce | Master | 1¼ | g | c | sel | u-m | 3 | 8.25-1 | worm |
| De Martini 1 | | b | ⅝ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini 2 | | b | ⅝ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini 3 | | b | ¼ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| De Martini 4 | | b | ¼ | P | | Berling S-A | | | | Stmbg | | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| ¶Denby 12 | 19.61 | b-r | ⅝ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.20-1 | Int-g |
| Denby 134 | 22.50 | b-r | ⅝ | T | tube | Eism S-F | Bijur | 150.00 | Mon | Stmbg | 1 | g | d-d | sel | u-m | 4 | 9.80-1 | int-g |
| Denby 25 | 27.25 | b-r | ⅝ | P | tube | Eism S-H | Bijur | 150.00 | Mon | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.90-1 | int-g |
| Denby 27 | 32.50 | 2-l | ⅝ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | int-y |
| Denby 210 | 32.50 | 2-l | ⅝ | P | tube | Eism S-H | Bijur | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 12.55-1 | int-g |




DIAMOND T

# Pierce Governors

## ALWAYS LINKED WITH THE BEST MAKES OF MOTOR TRUCKS

THE DIAMOND T is only one among ninety-nine prominent makes of Motor Trucks on which Pierce Governors are standard equipment.

Truck Manufacturers who let quality and not price guide them in the selection of units for their truck, do not buy governors until their Engineers have given the different types the most gruelling and exacting competitive tests possible.

As a result of such tests, more Truck Manufacturers are today using Pierce Governors than all other makes of governors combined. Pierce Governors are superior—**always.**

*The Pierce Governor Co.*
*Anderson, Indiana.*

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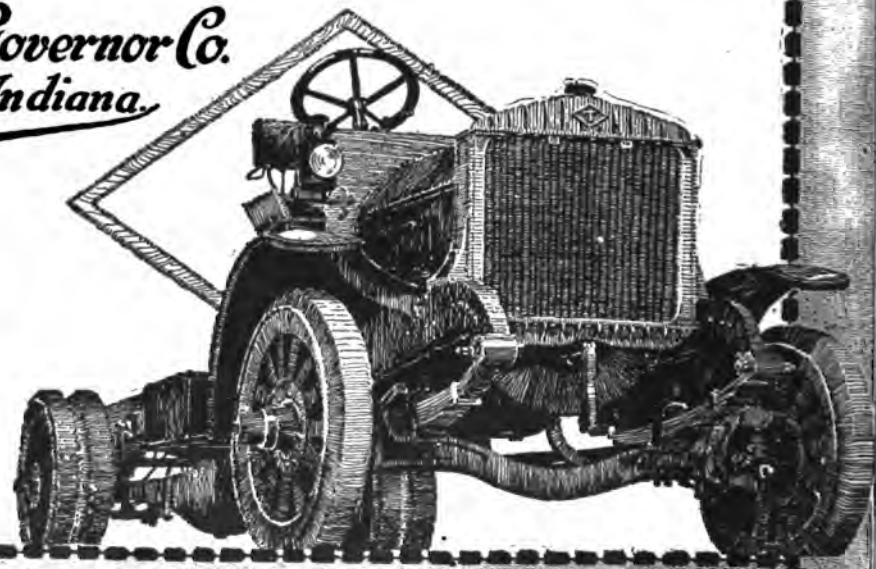

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| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheel base | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinder How Cast | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Type | Location | Speeds | Tota. Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Denegre | 4,000 | On App. | 148 | ... | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 27.20 | b-l | | P | tube | Bosch | | | | Stmbg. | | | | | u-m | 4 | | worm |
| ¶Denegre | 7,000 | On App. | 156 | | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | b-l | | P | tube | Bosch | | | | Stmbg. | | | | | u-m | 4 | | worm |
| Dependable | 4,000 | | | | s | 36x4 | 36x6 | | | | | | | | | | f-f | Buda | 4 | 4½x5½ | | b- | | | | Bosch | | | | Stmbg | | | | | | 3 | | int-g |
| Diamond-T J5 | 2,000 | 2,125 | 126 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 1½ | 2 | | | | | Timken | s-f | Cont | 4 | 3¾x5 | 19.61 | b-r | ⅜ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T J4 | 3,000 | 2,550 | 154 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T J3 | 4,000 | 2,925 | 154 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 3 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | | | P | fin | Bosch S-H | | | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Diamond-T LB | 7,000 | 4,150 | 170 | pr-s | s | 36x3 | 36x5d | 14 | 14 | 2¼ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Diamond-T R | 10,000 | 4,950 | 170 | pr-s | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-o | ⅜ | P | s-s-t | Bosch S-H | | | Pierce | Stmbg | 1½ | g | d-d | sel | amid | 4 | 13.66-1 | worm |
| Dispatch G | 1,290 | 1,200 | 120 | w | p | 34x4 | 34x4 | 10 | 10 | 1¼ | 1¼ | 6½ | 6½ | | | own | d | Wisc | 4 | 3½x5 | 22.50 | b-l | ⅜ | T | cell | Bosch S-H | U.S.L | stock | | Ray | 1¼ | v | c-n | c-n | amid | 3 | 6.00-1 | int-chn |
| Doane | 8,000 | 3,750‡ | 150 | r-c | s | 36x5 | 36x7 | 12 | 14 | 2¼ | 3 | | | | | own | | Wauk | 4 | 4½x5¾ | 29.00 | 2-r | ⅜ | P | fin | Bosch S-A | | | Wauk | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | chn |
| Doane | 12,000 | 5,825‡ | 178 | r-I | s | 36x6 | 40x6d | 14 | 16 | 3 | 4 | | | | | Own | | | 4 | 4¾x6¾ | 36.15 | 2-l | ⅜ | P | fin | Bosch S-A | | | Wauk | Master | 1½ | g | d-d | sel | u-m | 3 | 10.50-1 | chn |
| Dodge Bros. | 1,000 | 935 | 114 | pr-s | p | 33x4 | 33x4 | 12 | 12 | | | | | | | own | f-f | own | 4 | 3⅞x4½ | 24.03 | b-l | ⅜ | P | tube | Own S-H | N.E. | | | Stew | 1 | v | d-d | sel | u-m | 3 | 4.16-1 | b |
| Dorris K-4 | 4,000 | 3,285 | 144-162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | own | 4 | 4⅛x5¼ | 28.90 | b-h | ⅜ | P | fin | Bosch S-H | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Dorris K-7 | 7,000 | 4,200 | 154-174 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 3 | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | own | 4 | 4⅛x5¼ | 28.90 | b-h | ⅜ | P | fin | Bosch | West | 175.00 | own | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Double Drive | 3,000 | 2,000 | 124 | | | 36x4 | 36x4 | | | | | | | | | | | Rutenb | 6 | 3½x5 | 15.63 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Double Drive | 6,000 | 3,000 | 124 | | | 36x6 | 36x6 | | | | | | | | | | | Rutenb | 6 | 4½x5½ | 40.80 | | | | | Bosch | | | Pierce | Stmbg | | | d-d | | | 3 | | |
| Douglas C-1 | 2,000 | 1,600 | 122 | pr-s | p | 34x4½ | 35x5 | 14 | 14 | 2 | 2½ | 9 | 9 | | | Torb | f-f | Buda | 4 | 3¾x5¼ | 22.00 | b-l | | C | cell | Eism | | | | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas D-1½ | 3,000 | 2,000 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2½ | 8 | 10¾ | | | Torb | f-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-l | | C | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Douglas E-2½ | 5,000 | 2,525 | 128 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2½ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4½x5½ | 28.90 | b-l | | C | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Douglas -2½ | 5,000 | 2,725 | 155 | pr-s | s | 34x4 | 36x7 | 14 | 14 | 2½ | 2¾ | 9 | 10¾ | | | Torb | f-f | Buda | 4 | 4½x5½ | 28.90 | b-l | | P | cell | Eism | | | Pierce | Scheb | 1¼ | v | d-d | sel | u-m | 4 | 9.00-1 | int-g |
| Duplex E | 7,000 | 4,000 | 130 | pr-s | s | 36x6 | 36x8 | 12 | 12 | 3½ | 3½ | 10½ | | ·41 | | own | | Buda | 4 | 4¾x5½ | 28.90 | b-r | ¼ | A | fin | Eism S-H | | | Dup | Scheb | 1¼ | v | d-d | sel | u-m | 6 | 8.00-1 | int-g-s |
| Duryea | 1,000 | 600 | 86 | pr-s | s | | | | | | | | | | | own | d | own | 2 | 3¾x3¾ | 19.00 | | | T | | Bosch H | | | | King | 1 | g | | | u-x | 2 | 10 00-1 | |
| Ellsworth 25-A | 1,000 | 855 | 108 | pr-s | p | 30x3½ | 30x3½ | 10 | 12 | 2 | 2½ | 6 | 8 | 2¼ | 3¼ | Gemco | f-f | Lycm | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | sq-t | S-H | Dyneto | stock | | Carter | 1 | g | c | sel | u-m | 3 | 4.46-1 | b |
| E. M. C. A | 2,000 | | 127 | | | 34x3 | 34x4 | | | | | | | | | Torb | | Cont | 4 | 3½x5 | | | ⅜ | P | | Eism | | | | Stmbg | | | d-d | sel | u-m | 3 | | int-g |
| Erie | 3,000 | on ap | 144 | pr-s | s | 34x3½ | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont. | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | 150.00 | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Erie | 4,000 | on ap | 144 | pr-s | s | 34x3½ | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Erie | 5,000 | on ap | 160 | pr-s | s | 34x4 | 36x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Erie | 7,000 | on ap | 168 | pr-s | s | 36x5 | 40x5 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅜ | P | fin | Bosch | Bosch | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| ¶Evans D | 2,000 | 2,800 | 152 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | 9 | 12 | 1½ | 3¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | | P | cel | Bosch | Dyneto | | Pierce | Zeni | 1¼ | g | d | sel | u-m | 4 | 9.00-1 | int-g |
| ¶Evans | 4,000 | | 144 | pr-s | | 36x4 | 36x8 | | | | | | | | | | | | 4 | 4⅛x5½ | 27.20 | | | | | | | | | Scheb | | | d-d | ind-c | | | 8.00-1 | int-g |
| ¶Fageol | 3,000 | | 136 | r-c | s-p | 34x4 | 34x6 | 12 | 14 | 2 | 8¼ | | | | | Stanpas | f-f | Lycom'g | 4 | 3½x5 | 19.60 | b-r | ⅜ | P | cell | Split S-H | | | | Till | 1 | g | d-p | sel | u-m | 7 | 5.63-1 | worm |
| ¶Fageol | 5,000 | 3,400 | 144 | r-s | s | 34x4 | 36x7 | 12 | 14 | 2 | | | | | | Timken | f-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ¼ | P | cell | Split S-H | | | Wauk | Zenith | 1¼ | g | d-p | sel | amid | 7 | 5.60-1 | worm |
| ¶Fageol | 8,000 | 4,500 | 172 | pr-s | | 36x5 | 36x5 | 14 | 14 | 2½ | 1 | | | | | Timken | f-f | Wauk | 4 | 4½x6¼ | 32.40 | 2-r | ¼ | P | cel | Split S-H | | | Wauk | Zeni | 1¼ | | d-p | sel | amid | 7 | 7.45-1 | worm |
| ¶Fageol | 12,000 | 5,300 | 172 | pr-s | | 36x6 | 40x6 | 14 | 14 | 3 | 4 | | | | | Timken | f-f | Wauk | 4 | 4½x6¼ | 32.40 | 2-r | ¼ | T | cell | Split S-H | | | Wauk | Zeni | 1¼ | | d-p | sel | amid | 7 | 8.42-1 | worm |
| Famous | 3,000 | 1,690 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3½x5 | 19.60 | b | | T | cel | Split | none | | | Carter | 1¼ | P | d | | u-m | 3 | 7.80-1 | int-g |
| Fargo | 4,000 | 2,200 | 140 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2¼ | 3 | | | | | Russel | d | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅛ | P | fin | Split | West | 150.00 | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | 9.45-1 | int-g |
| ¶Federal SD | 2,000 | 2,300 | 132 | pr-s | p | 35x5 | 36x5 | D | isc | | | 9 | 9 | 4⅜ | 4⅜ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | P | fin | Eism | Auto | | Pharo | Zenith | 1 | v | d-p | sel | amid | 3 | 6.20-1 | worm |
| ¶Federal TE | 3,000 | 2,500 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| ¶Federal UE | 4,000 | 2,800 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 3 | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 9.25-1 | worm |
| ¶Federal WD | 7,000 | 3,650 | 156 | pr-s | s | 36x5 | 36x5d | St | ee | l w | h'ls | 10 | 13 | 4⅝ | 7½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-p | sel | amid | 4 | 10.33-1 | worm |
| ¶Federal XC | 10,000 | 4,500 | 156 | r-c | s | 36x6 | 40x6d | St | ee | l w | h'ls | 12 | 13 | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1½ | g | d-p | sel | amid | 4 | 13.66-1 | worm |
| ¶Federal Tractor | 6,000 | 2,950 | 120 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 3 | 9 | 10 | 4¼ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pharo | Zenith | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| ¶Federal Tractor | 14,000 | 3,775 | 119 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3½ | 10 | 14¼ | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅜ | T | fin | Eism S.F | | | Pharo | Zenith | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Ford TT | 2,000 | 550 | 124 | pr-s | ps | 30x3½ | 32x4½ | 12 | 12 | 1⅛ | 1⅛ | 6 | 7 | 2.7 | 1.6 | own | s-f | own | 4 | 3¾x4 | 22.50 | b-r | ⅛ | P | v-t | Mag S-H | | | | Holley | 1⅛ | g | o-d | Plan | u-m | 2 | 7.25-1 | worm |
| Forschler A | 2,000 | 2,100 | 120 | r-c | s | 34x3 | 34x4 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | P | sq-t | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Forschler AX | 3,000 | 2,375 | 120 | r-c | s | 34x4 | 34x7 | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | sq-t | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler B | 4,000 | 2,750 | 139 | r-c | s | 34x3½ | 34x8 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler BX | 6,000 | 3,450 | 138 | r-c | s | 34x4 | | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.00 | | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler AT | 6,000 | | 98 | r-c | | | | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Forschler AXT | 8,000 | | 120 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler BT | 10,000 | | 140 | r-c | | | | | | | | | | | | Sheldon | | Cont | | 3½x5 | 19.61 | b-r | ⅜ | P | | Bosch S-F | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Forschler BXT | 12,600 | | 108 | r-c | | | | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | 27.00 | b-l | ⅜ | T | | Bosch S-F | | | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Frontmobile FM | 3,000 | 1,950 | 136 | ch-s | s | 36x4 | 36x4 | | | | | | | | | own | | Her-Spill | 4 | 3¾x5 | 16.90 | b | | T | tube | Bosch S-A | | | none | Zenith | 1¼ | | d-d | sel | front | 3 | 14.37-1 | worm |
| Fulton C | 4,000 | 2,350 | 137 | pr-s | s | 34x4 | 34x6 | 12 | 12 | | | | | | | Russel | | Her-Spill | 4 | 3¼x5 | 16.90 | b-l | ⅜ | P | | Simms | | | Pierce | Carter | | | | | | | | int-g |
| F. W. D. B | 6,000 | 4,500 | 124 | pr-s | s | 36x6 | 36x6 | 14 | 14 | 2¼ | 2¼ | | | | | own | f-f | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | | P | sq-t | Eism S-H | N-East | 300.00 | Pierce | Stmbg | 1½ | g | o-d | ind-c | amid | 3 | 8.90-1 | b-4 |
| Gabriel B | 4,000 | 3,250 | 156 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4 5/16 | 5½ | Timken | f-f | Buda | 4 | 4¼x5½ | | b- | ¼ | P | s-s-t | Bosch | | | Duplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| Gabriel F | 8,000 | 4,350 | 180 | pr-s | s | 35x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Buda | 4 | 4½x6 | | b-l | ¼ | P | s-s-t | Bosch | | | Duplex | Ray | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford 75C | 2,000 | 2,250 | 128 | pr-s | p & s | 34x4½ | 36x4 | 12 | 12 | 2 | 2 | | | | | Timken | s-f | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅜ | | fin | Split S-H | | | Simplex | Ray | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| ¶Garford 25 | 2,500 | 1,890 | 132 | pr-s | s | 36x3½ | 36x4 | 12 | 12 | 2 | 2 | | | | | Timken | s-f | | 4 | 3¾x5⅛ | | b | | P | fin | | | | | Stmbg | | | d-d | sel | amid | 3 | 7.75-1 | worm |
| Garford 70B | 4,000 | 2,990 | 144 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Split S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Garford 77 D | 7,000 | 3,990 | 162 | pr-s | s | 36x5 | 35x6 | 8 | 0 | | | | | | 8 | Timken | f-f | Buda | 4 | 4½x6 | | b-r | | P | fin | Split S-H | | | Simplex | Stmbg. | 1½ | G | d-d | sel | amid | 4 | 8.75-1 | worm |
| Garford 77C | 7,000 | 4,300 | 128 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | | | | | Timken | f-f | Wisc | 4 | 4¾x5¾ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Garford 68 | 10,000 | 5,000 | 128 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | own | d | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 11.44-1 | chn |
| Garford 69 | 12,000 | 5,300 | 128 | pr-s | s | 36x6 | 40x7d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5½ | 41.50 | 2-0 | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| Garford Tractor 70B | 9,000 | 3,090 | 116 | pr-s | s | 36x4 | 36x7s | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | fin | Split S-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Garford Tractor 77 | 14,000 | 4,400 | 105 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 3 | 3½ | | | | | Timken | f-f | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Garford Tractor 68 | 20,000 | 5,100 | 102 | pr-s | s | 36x6 | 40x6d | 8 | 12 | Ov. | Ov. | | | | | Own | d | Wisc | 4 | 5-1/10x5½ | 41.50 | 2-o | ¼ | P | fin | Eism D-H | | | Simplex | Ray | 1¼ | g | d-d | sel | u-j | 4 | 12.39-1 | chn |
| ¶Gary F | 2,000 | 1,900 | 130 | pr-s | s | 36x3½ | 36x4 | 12 | 12 | | | | | 4½ | 3 | Timken | s-f | Buda | 4 | 3¾x5 | 22.50 | | | P | fin | Eism S-H | | | Pierce | Master | 1¼ | g | d-d | sel | u-m | 3 | 7.2 | worm |
| ¶Gary GT | 3,000 | 2,250 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | | | | | 4⅝ | 3 11/16 | Timken | f-f | Buda | 4 | 4x5½ | 25.60 | | | P | fin | Eism S-H | | M | cCanna | Master | 1¼ | g | d-d | sel | u-m | | 7.25 | worm |
| ¶Gary J | 4,500 | 2,750 | 148 | pr-s | s | 36x4 | 36x7 | 12 | 12 | | | | | 4⅝ | 3 9/16 | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | | | P | fin | Eism S-H | | M | cCanna | Master | 1¼ | g | d-d | sel | amid | | 8.50 | worm |
| ¶Gary KT | 7,000 | 3,850 | 162 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 4 | | | | 4 5/16 | 5½ | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | | | P | fin | Eism S-H | | M | cCanna | Master | 1½ | g | d-d | sel | amid | 4 | 10.33 | worm |
| ¶Gary M | 10,000 | 4,850 | 182 | pr-s | s | 36x6 | 40x6d | 5 | 7 | 7 | | | | 4¾ | 7⅛ | Timken | f-f | Buda | 4 | 5x6½ | 40.00 | | | P | fin | Eism S-H | | M | cCannx | Master | 1½ | g | d-d | sel | amid | 4 | 11.66 | worm |
| ¶G A. Schacht | 4,000 | 3,350 | 144 | | | 36x4 | 36x7 | 14 | 14 | 2 | 2 | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |
| G A. Schacht | 5,000 | 3,650 | 156 | | | 36x4 | 36x4 | 14 | 14 | 2 | 2½ | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |
| ¶G. A. Schacht | 7,000 | 4,150 | 168 | | | 36x5 | 36x5 | 14 | 14 | 2½ | 2½ | | 14 | | 5 11/16 | own | f-f | Buda | 4 | 4¼x5½ | 29.00 | | | P | | Bosch | | | | Scheb | 1¼ | | c | sel | amid | 3 | | worm |

‡ Price including body.

| Name and Model | Pound Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tired | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | No. of Spokes: Rear | Width of Spokes: Front | Width of Spokes: Rear | Size of Flange: Front | Size of Flange: Rear | Hub Bore: Front | Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶G. A. Schacht | 10,000 | 5,150 | 168 | c-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | | 16 | | ⅛ | | | Buda | 4 | 4½x6 | 32.40 | b-r | | G | | Bosch | | | | Scheb | | | c | sel | amid | 8 | | worm |
| Geneva | 1,500 | 650 | 96 | | s | 34x2 | 36x2½ | | | 1⅝ | 1⅝ | | | | | Sheldon | | Beaver | 2 | 5¼x4¼ | 22.10 | 1-h | 5/16 | P | fin | Simms S-F | | | | Scheb | 1¼ | | d-p | plan | u-j | 2 | | chn |
| Gersix G | 6,000 | 2,650 | 150 | r-c | s | 36x4 | 36x7 | | | | | | | | | Empire | | Buda | 6 | 3¾x5½ | 33.75 | b-l | | T | cell | West S-H | West | stock | Mon | Ray | 1¼ | v | d-p | ind-c | u-m | 3 | 8.66-1 | worm |
| Giant 15 | 2,000 | 1,850 | 138 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | s-f | Cont | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | cell | Eism S-H | | stock | | Scheb | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Grant 14 | 3,000 | | 138 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3½x5 | 19.60 | | ⅝ | P | cell | Eism | | | | Scheb | 1 | | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Giant 16 | 4,000 | 2,850 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-H | | | | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Giant 17 | 7,000 | 3,850 | 176 | p-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | b-l | ⅝ | P | cell | Eism S-H | | | Pierce | Stmbg | 1½ | g | d-c | sel | amid | 4 | 10.33-1 | worm |
| Globe A1 | 2,000 | 1,625 | 132 | r-c | s | 34x3½ | 34x4 | | | | | | | | | Celfor | | Cont | 4 | 3½x5 | 19.60 | b-l | ⅝ | P | C | Eism S-F | | | Pierce | Master | 1 | | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Globe B | 3,000 | 1,990 | 144 | r-c | s | 36x3½ | 36x5 | | | | | | | | | Russel | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | C | Eism S-F | | | Pierce | Master | 1¼ | | d-d | sel | u-m | 3 | 7.40-1 | int-g |
| Globe C1 | 4,000 | 2,400 | 154 | r-c | s | 36x4 | 36x6 | | | | | | | | | Celfor | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | C | Eism S.F | | | Pierce | Master | 1¼ | | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶G. M. C. 16 | 2,000 | 1,595 | 132 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1½ | 1½ | | | | | Wt Mott | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 3 | 6-1 | b |
| ¶G. M. C. 31 | 3,000 | 2,500 | 130 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2½ | | 10 | | 3½ | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. 41 | 4,000 | 2,950 | 144 | pr-s | s | 36x4 | 36x4d | | | Metal Wheels | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1 | g | d-d | sel | u-m | 4 | 9.25-1 | worm |
| ¶G. M. C. 71 | 7,000 | 3,950 | 163 | r-c | s | 36x5 | 40x5d | | | Metal Wheels | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism S-H | | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| ¶G. M. C. 101 | 10,000 | 4,550 | 163 | r-c | s | 36x6 | 40x6d | | | Metal Wheels | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | T | fin | Eism S-H | | opt | Mon | Marvel | 1¼ | g | d-d | sel | amid | 4 | 13.67-1 | worm |
| Gramm-Bernstein | 3,000 | 1,995 | 138 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 2 | 2 | | | | | Clark | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | tube | N. E. | | opt | none | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.22-1 | int-g |
| Gramm-Bernstein | 4,000 | 2,900 | 144 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | | P | tube | N-E | | | Pierce | Stmbg | 1¼ | g | d-d | in d-c | amid | 3 | 7.75-1 | worm |
| ¶Gramm-Bernstein | 5,000 | 3,350 | 156 | pr-s | s | 36x4 | 36x4d | | S | Smith Steel Wheels | | | | | | | s-f | | 4 | 4½x5½ | 29.00 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | | | 1¼ | g | d-d | ind-c | amid | 3 | 7.75-1 | worm |
| ¶Gramm-Bernstein | 7,000 | 4,000 | 158 | pr-s | s | 36x5 | 40x5d | | S | Smith Steel Wheels | | | | | | | s-f | | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | | | 1¼ | g | d-d | ind-c | amid | 4 | 8.75-1 | worm |
| ¶Gramm-Bernstein | 10,000 | 5,000 | 168 | pr-s | s | 36x6 | 40x6d | | | Smith Steel Wheels | | | | | | | s-f | | 4 | 4¾x6 | 36.20 | 2-l | ¼ | P | fin | Eism D-H | West | 200.00 | | | 1½ | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| Grant 10&11 | 3,000 | 1,885 | 124-140 | pr-s | p & s | 34x4½ | 34x5 | 14 | 14 | | | 8 | 9½ | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Grant 15&16 | 4,000 | 2,150 | 124-140 | pr-s | s | 34x4 | 34x6 | 14 | 14 | | | 8 | 10¾ | 4 | 5¼ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | cell | Split | Remy | none | Pierce | Cart | 1 | v | d-p | sel | u-m | 3 | 9.00-1 | int-g |
| Hahn C | 2,000 | | 136 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch D-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn E | 4,000 | | 144 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Timken | | | 4 | 4½x5½ | 32.40 | 2- | ⅝ | P | sq-t | Bosch D-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | | 7.00-1 | worm |
| Hahn | 7,000 | | | | | | | | | | | | | | | Timken | | | | | | | | | | | | | | | | | | | | | | |
| Hahn | 10,000 | | | | | | | | | | | | | | | Timken | | | | | | | | | | | | | | | | | | | | | | |
| ¶Hall | 4,000 | 2,875 | 132 | r-c | s | 36x4 | 36x4d | | | Metal Wheels | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 9.25-1 | worm |
| ¶Hall | 7,000 | 3,750 | 144 | r-c | s | 36x5 | 36x5d | | | Metal Wheels | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1¼ | g | d-d | sel | u-m | | 10.51-1 | worm |
| ¶Hall | 10,000 | 4,850 | 144 | r-c | s | 36x5 | 40x6d | | | Metal Wheels | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch S-F | Bosch | 50.00 | Duplex | Zenith | 1½ | g | d-d | sel | u-m | | 16.00-1 | chn |
| ¶Hall | 10,000 | 4,850 | 144 | r-c | s | 36x5 | 40x6d | | | Metal Wheels | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ⅝ | P | fin | | | | | Zenith | | g | d-d | sel | u-j | 3 | 15.00-1 | worm |
| ¶Harvey WEA | 3,000 | 2,350 | 128 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | 10¼ | 10¼ | 5 | 3⅝ | Sheldon | s-f | Buda | 4 | 4⅛x5¼ | 27.20 | b-l | ¼ | P | tube | Bosch S-F | | | Mon | Zenith | 1¼ | g | d-h | sel | u-m | 3 | 7.75-1 | worm |
| ¶Harvey WFA | 5,000 | 3,000 | 150 | r-c | s | 36x4 | 36x7 | 14 | 14 | 1¾ | 1¾ | 11 | 11 | 5 | 4 | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| ¶Harvey WHA | 7,000 | 4,300 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2 | 2½ | 15 | 12½ | 7¼ | 4½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Harvey WKA | 10,000 | 5,050 | 160 | r-c | s | 36x6 | 40x6d | 8 | 10 | 2½ | 2¾ | 15 | 14¾ | 7¼ | 7½ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | sq-t | Eism S-A | West | 150.00 | Dup | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| ¶Harvey H-T | 20,000 | 5,000 | 125 | r-c | s | 36x5 | 36x5d | 8 | 10 | | | 15 | 12½ | 7¼ | 7¼ | Sheldon | s-f | Buda | 4 | 4½x6 | 32.40 | b-r | ⅝ | P | sq-t | Eism S-A | West | 150.00 | Duplex | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Hawkeye K | 3,000 | 1,995 | 148½ | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 1¾ | | | | | Clark | | Buda | 4 | 3¾x5½ | 22.50 | b-h | ⅝ | P | cell | Eism S-H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 3 | 7.25-1 | int-g |
| Hawkeye M | 4,000 | 2,650 | 148½ | r-c | | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | | | | | Clark | | Buda | 4 | 4¼x5½ | 28.90 | b-r | | P | cell | Eism H | Vesta | Extra | Simplex | Zenith | 1¼ | g | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| Hendrickson I | 4,000 | 3,000 | | r-c | s | 36x4 | 36x4d | | | | | | | | | Timken | | Buda | 4 | 4¼x5¾ | 28.90 | | ¼ | P | fin | Split S-H | | | Pierce | Stmbg | | g | d-d | | u-m | 4 | 7.75-1 | worm |
| Hendrickson J | 7,000 | 3,000 | | r-c | s | 36x5 | 36x5d | | | | | | | | | Timken | | Buda | 4 | 4¼x5¾ | 28.90 | | ¼ | P | fin | Split S-H | | | Pierce | Stmbg | | g | d-d | | u-m | 4 | 10.30-1 | worm |
| Higrade A18 | 2,000 | 2,100 | 115 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 1¾ | 1¾ | 7 | 8 | 4 | 4 | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅝ | P | b-t | Simms | Lec-Nev | | Simplex | Zenith | | | d-d | sel | | 3 | 4.50-1 | worm |
| ¶Hoover 15B | 1,500 | 1,625 | 120 | pr-s | p | 32x4 | 33x4½ | 14 | 14 | 1½ | 1½ | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.61 | b | ⅝ | P | cell | Split | None | | none | Scheb | 1 | v | d-d | sel | u-m | 3 | 6.20-1 | worm |
| ¶Huffman C | 3,000 | 1,695 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 3 | 8 | 9 | 4 | 4⅝ | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Split | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Huffman B | 3,000 | 1,895 | 140 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 14 | 2 | 8 | 9 | 4 | 3¼ | Standard | s-f | Buda | 4 | 3¾x5 | 22.50 | b | 5/16 | T | cell | Split | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Hurlburt | 3,000 | 2,850 | 136 | pr-s | s | 34x4 | 34x5 | 14 | 14 | 2 | 2 | | | | | own | | Buda | 4 | 3¾x5½ | 22.50 | b-r | ⅝ | P | cell | Eism D-H | | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Hurlburt | 5,000 | 3,750 | 148 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2¼ | 3 | 10¼ | 14¼ | 5 | 7¼ | own | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1¼ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 7,000 | 4,400 | 146 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 12½ | 14¼ | 5⅞ | 7¼ | own | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 3 | 8.67-1 | worm |
| Hurlburt | 10,000 | 5,250 | 156 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 3 | 3 | 14½ | 15¼ | 7¾ | 7¾ | own | | Buda | 4 | 4½x6 | 29.00 | b-r | ¼ | P | fin | Eism D-H | | stock | Duplex | Flecher | 1½ | g | d-d | sel | u-m | 4 | 12.33-1 | worm |
| Independent (Ohio) I | 2,000 | 1,685 | 128 | pr-s | s | 34x3 | 34x4 | 12 | 14 | 1¾ | 2 | | | | | Standard | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | fin | Eism F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Independent (Ohio) G | 4,000 | 2,300 | 144 | pr-s | s | 34x4 | 36x4 | | | Steel Wheels | | | | | | Wise | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism F | | | Mon | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 9.66-1 | worm |
| Independent (Iowa) | 2,000 | 1,550 | 134 | ch-s | | 34x3 | 34x4 | 1¾ | 2 | | | | | | | Russell | | Cont | 4 | 3½x5 | 19.61 | | | T | | Bosch | | | | Stmbg | 1 | | d-d | sel | u-m | 3 | | int-g |
| Independent (Iowa) | 3,000 | 1,890 | 135 | ch-s | | 34x3½ | 34x5 | 1¾ | 2¼ | | | | | | | Russell | cont | | 4 | 3¾x5 | 22.50 | | | P | | Bosch | | | | Stmbg | 1 | | d-d | sel | u-m | 3 | | int-g |
| Independent (Iowa) | 4,000 | 2,290 | 146 | ch-s | | 34x4 | 34x6 | 2 | 2¼ | | | | | | | Russell | | Cont | 4 | 4⅛x5½ | 27.20 | | | P | | Bosch | | | | Stmbg | 1¼ | | d-d | sel | u-m | 3 | | int-g |
| Indiana 12 | 2,500 | 2,150 | 135 | r-s | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Sheldon | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | fin | Eism S-H | West | 175.00 | Wauk | Stmbg | 1 | g | d-d | sel | amid | 3 | 7.75-1 | worm |
| Indiana 22 | 4,000 | 2,750 | 144 | r-s | s | 36x3½ | 36x7 | 14 | 14 | 2 | 2 | | | | | Sheldon | s-f | Ruter | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism S-H | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Indiana 25 | 5,000 | 2,950 | 150 | r-s | s | 36x4 | 36x8 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Rutenber | 4 | 4⅛x5½ | 27.20 | 2-r | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Indiana 35 | 7,000 | 3,600 | 156 | r-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Rutenber | 4 | 4⅜x5½ | 30.60 | 2 | ¼ | P | fin | Eism SH | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Indiana 50 | 10,000 | 4,600 | 167 | r-s | s | 36x5 | 40x6d | 8 | 10 | 3 | 3½ | | | | | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.10 | 2 | ¼ | P | fin | Eism DH | West | 175.00 | Wauk | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| International H | 1,500 | 1,550 | 115 | pr-s | s | 36x3 | 36x3½ | 14 | 14 | 1½ | 1¾ | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 7.00-1 | int-g |
| International F | 2,000 | 1,850 | 128* | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1¾ | 2 | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | .31 | P | fin | Bosch S-H | N-East | 125.00 | own | Holley | 1¼ | g | d-d | sel | amid | 3 | 8.00-1 | int-g |
| International K | 3,000 | 2,200 | 129* | pr-s | s | 36x3½ | 36x5 | | | | | | | | | own | d | own | 4 | 3½x5¼ | 19.61 | b-r | | | cell | Bosch | N-East | 125.00 | own | Holley | 1¼ | g | d-p | sel | amid | 3 | 9.00-1 | int-g |
| International G | 4,000 | 2,600 | 139* | pr-s | s | 36x4 | 36x6 | | | | | | | | | own | d | own | 4 | 4x5 | 25.60 | b-n | | | fin | Split-Dix | N-East | 125.00 | own | Ensign | 1¼ | v | d-p | sel | amid | 3 | 9.00-1 | int-g |
| Jackson 4 Wh'l Dr've | 7,000 | 4,250 | 130-150 | pr-s | s | 36x7 | 36-7 | 14 | 14 | 3 | 3 | 13½ | 12½ | 5¾ | 5¾ | Own | f | Con | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism H | Dyneto | None | Pierce | Stumby | 1¼ | v | d-ds | el | amid | 4 | 9.20-1 | 4 |
| Jones 31A | 2,000 | 1,495 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Russel | | Cont | 4 | 3½x5 | 19.60 | b-r | | | cell | Mag F | | | Pierce | Stmbg | 1 | g | d-p | sel | u-m | 3 | 7.70-1 | int-g |
| Jumbo | 5,000 | 2,700 | 108 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2½ | 2 | 9 | 9½ | 4½ | 5⅝ | Celfer | f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | s-s-t | Mag F | N-East | 150.00 | Duplex | Zenith | 1¼ | g | d | se | u-m | 3 | 9.00-1 | int-g |
| ¶Kalamazoo G | 3,000 | 2,600 | 144 | ch-s | s | 34x4 | 34x5 | 12 | 14 | 2 | 2 | 9 | 9 | 4½ | 4¼ | Wise | s-f | Cont | 4 | 3¾x5 | 22.50 | l | ⅝ | T | cell | Conn | Dyneto | | Pierce | Stmbg | | | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Kalamazoo H | 5,000 | 3,200 | 160 | | s | 34x5 | 36x7 | 14 | 14 | 2 | 2½ | 9 | 10 | 4½ | 5¼ | Wise | f-f | Cont | 6 | 3½x5¼ | 29.40 | l | ⅝ | P | cell | Bosch | Dyneto | | Pierce | Stmbg | | | d-d | sel | amid | 4 | 8.75-1 | worm |
| Kalamazoo K | 7,000 | 3,900 | 160 | | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 11½ | 12 | 5¾ | 4½ | Sheldon | s-f | Cont | 6 | 3¾x5¼ | 33.70 | l | ⅝ | P | cell | Bosch | Dyneto | | Pierce | Stmbg | | | d-d | sel | amid | 4 | 10.00.1 | worm |
| ¶Kankakee | 5,000 | 2,465 | 170 | ch-s | s | 34x4 | 34x6 | 12 | 12 | 2 | 2½ | 10 | 11¼ | 4¾ | 4¾ | Russell | | Cont | 6 | 3½x5¼ | 29.40 | b-l | ¼ | P | cell | Delco | Delco | | | Zenith | 1¼ | v | d-d | sel | | 3 | 7.40-1 | int-g |
| Kearns | 3,000 | 1,800 | 136 | | | 34x3½ | 34x5 | | | | | | | | | | | Her-Spill | 4 | 3¼x5 | 16.90 | | | | | Berling | | | | | | | d-p | | | | | |
| Kearns | 1,000 | 850 | 107 | pr-s | p | 30x3½ | 30x3½ | | | | | | | | | Peru | f | Lycom | 4 | 3¼x5 | 16.92 | b-r | ⅝ | T | | Conn H | Dyneto | | | Cart | 1¼ | g | d | sel | u-m | 3 | | b |
| Kelly-Springf'd K-31 | 3,000 | 3,000 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 10 | 4½ | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | chn |
| Kelly-Springf'd K-32 | 3,000 | 3,000 | 144 | pr-s | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2 | 9 | 12 | 4½ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 8.66-1 | worm |
| Kelly-Springf'd K-35 | 5,000 | 3,500 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2½ | 10 | 12 | 4½ | 4½ | own | s-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.33-1 | chn |

* Longer wheelbases offered at extra cost.

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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H. P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Lighting System: Make | Lighting System: Extra Cost | Make of Governor | Make of Carburetor | Size of Carburetor | Type of Feed | Clutch Type | Transmission: Type | Transmission: Location | Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kelly-Springf'd. K-36 | 5,000 | 3,500 | 144 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2 | 2¼ | 10 | 12 | 4 11/16 | 5 | own | d | own | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | cell | Eism S-F | West | 250.00 | Pierce | Zenith | 1 | g | c | sel | amid | 3 | 10.64-1 | chn |
| Kelly-Springf'd. K-40 | 7,000 | 4,400 | 150 | pr-s | s | 36x5s | 40x5d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅜ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1¼ | g | c | sel | amid | 3 | 10.48-1 | chn |
| Kelly-Springf'd. K-45 | 8,000 | 4,550 | 150 | pr-s | s | 36x5s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 6⅜ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1¼ | g | c | sel | amid | 3 | 10.71-1 | chn |
| Kelly-Springf'd. K-50 | 10,000 | 5,150 | 150 | pr-s | s | 36x6s | 40x6d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅜ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1¼ | g | c | sel | amid | 3 | 12.24-1 | chn |
| Kelly-Springf'd. K-60 | 12,000 | 5,500 | 150 | pr-s | s | 36x6s | 40x7d | 14 | 14 | 3 | 3 | 12½ | 12⅜ | 5⅝ | 7⅜ | own | d | own | 4 | 4½x6½ | 32.40 | 2-o | ¼ | P | cell | Eism S-A | West | 300.00 | Pierce | Ray | 1¼ | g | c | sel | amid | 3 | 12.39-1 | chn |
| Keystone | 4,000 | 1,795 | 144 | r-c | s | 34x3½ | 36x5 | 12 | 12 | 1¾ | 2 | 8 | 11 | 4 | 4¾ | Russel | | own | 4 | 4x4½ | 25.60 | 2-l | 4 | T | tube | Berl | | | Pierce | Zenith | 1 | g | d-d | sel | u-m | [illegible] | 8.80-1 | int-g |
| Kimball A | 3,000 | | Opt | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | ¼ | P | cell | Eism S-H | | | Simplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 6.50-1 | worm |
| Kimball B&BL | 4,000 | | Opt | pr-s | s | 36x4 | 36x7 | | | | | | | | | Shdleon | s-f | Wisc | 4 | 4x6 | 25.60 | b-l | ¼ | P | cell | Birling S-H | | | Duplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| Kimball C&CL | 5,000 | | Opt | pr-s | s | 36x4 | 36x8 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | cell | Berling S-H | | | Duplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 8.75-1 | worm |
| Kimball E&EL | 8,000 | | Opt | pr-s | s | 36x5 | 40x10 | | | | | | | | | Sheldon | s-f | Wisc | 4 | 4¾x5¼ | 36.10 | b-o | ¼ | P | cell | Berling S-H | | | Duplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| Kimball F&FL | 10,000 | | Opt | pr-s | s | 36x6 | 40x6d | | | | | | | | | Sheldon | s-f | Wisc | 4 | 5¼x6 | 42.03 | 2-o | ¼ | | | Berl S-H | none | | Duplex | Zenith | 1¼ | v | d-p | sel | amid | 4 | 10.25-1 | worm |
| King | 7,000 | 3,000 | 120 | r-c | s | 36x5 | 36x5d | | | | | | | | | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | s-s-t | Bosch D-D | | | Pierce | Scheb | 1½ | g | d-d | ind-c | u-j | | 8.67-1 | chn |
| ¶Kissel | 1,500 | 1,875 | 135 | p | s | 34x4½ | 34x4½ | 12 | 12 | 1½ | 1½ | | | | | Own | f-f | Own | 4 | 3⅞x5½ | 24.00 | b-r | ⅜ | P | tube | Eism S-H | Remey | 150.00 | Pierce | Stmbg. | 1¼ | v | d-d | sel | u-m | 3 | 5.00-1 | worm |
| ¶Kissel | 3,000 | 2,275 | 152 | pr-s | | 36x3½ | 36x5 | 14 | 14 | 1¾ | 2¼ | ¾ | 8 | 1⅛ | 3¼ | Sheldon | s-f | own | 4 | 3⅞x5½ | 24.00 | b-r | ⅜ | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | u-m | 3 | 7.80-1 | worm |
| ¶Kissel | 4,000 | 2,975 | 168 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2¼ | 9 | 10 | 4 1/16 | 5½ | Timken | f | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 8.50-1 | worm |
| ¶Kissel | 7,000 | 3,975 | 168 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 11¾ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmb | 1¼ | v | d-d | sel | amid | 4 | 11.75-1 | worm |
| Kissel | 10,000 | 4,785 | 180 | pr-s | s | 36x6 | 36x6d | | | | | 11¾ | 12 | 5⅞ | 4½ | Sheldon | s-f | own | 4 | 4¼x5½ | 29.00 | b-r | 5/16 | P | tube | Eism S-H | Remy | 150.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 13.00-1 | worm |
| Kleiber AA | 2,000 | 2,400 | 130 | r-c | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2 | | | | | Timken | | Cont | 4 | 3¾x5¼ | 22.50 | b-r | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 6.75-1 | worm |
| ¶Kleiber A | 3,000 | 2,800 | 143 | r-c | s | 36x3½ | 36x6 | 14 | 14 | 2¼ | 2½ | | | | | Sheldon | | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 6.50-1 | worm |
| ¶Kleiber BB | 4,000 | 3,200 | 153 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2½ | 2½ | | | | | Timken | | Cont | 4 | 4½x5¼ | 27.20 | b-l | ⅜ | P | s-s-t | Bosch D-H | | opt | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Kleiber B | 5,000 | 3,800 | 160 | r-c | s | 36x4 | 36x8 | 14 | 14 | 2½ | 2½ | | | | | Sheldon | | Cont | 4 | 4½x5½ | 32.46 | 2-l | ⅜ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 8.75-1 | worm |
| ¶Kleiber C | 7,000 | 4,400 | 163 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 10.30-1 | worm |
| ¶Kleiber D | 10,000 | 5,300 | 180 | r-c | s | 36x6 | 40x6d | 14 | 14 | S | teel | Wh | eels | | | Timken | | Cont | 4 | 5¼x5¾ | 44.20 | 2-o | ⅜ | P | tube | Bosch D-H | | opt | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 4 | 11.60-1 | worm |
| ¶Koehler C | 2,500 | 1,785 | 132 | pr-s | s | 34x3 | 34x5 | 12 | 14 | 1¾ | 2 | | | | | Torb | | Her Spill | 4 | 3½x5 | 19.61 | b-h | ⅜ | T | fin | Eism S-F | | | Simplex | Zenith | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Koehler M | 5,000 | 2,985 | 162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 10 | 10 | 4¾ | 5½ | Timken | f-f | Hercules | 4 | 4x5⅛ | 25.60 | | ¼ | P | fin | Eism S-F | | | Simp.ex | Zeni | 1¼ | | d-d | sel | amid | 4 | 9.75-1 | worm |
| ¶Koehler Tractor MT | 10,000 | 3,095 | 142 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 10 | 10 | | | Timken | f-f | Hercules | 4 | 4 x5⅛ | 25.60 | b-h | ¼ | P | fin | Eism S-F | | | Simplex | Zenith | 1¼ | g | d-d | sel | amid | 4 | 10.00-1 | worm |
| Landshaft GI | 2,000 | 1,350 | 124 | r-c | | 34x3½ | 36x4 | | | | | | | | | Torb | j | Buda | 4 | 3½x5⅛ | 19.60 | | ⅜ | T | | | | 75.00 | | | 1 | | p | sel | | | | Int-g |
| Landshaft LI | 4,000 | 1,950 | 144 | r-c | s | 34x4 | 36x6 | | | | | | | | | Torb | d | Buda | 4 | 4⅛x5½ | 27.20 | | | T | | | | 75.00 | | | 1¼ | | d | sel | | | | Int-g |
| Lange B | 5,000 | 3,000 | 136650 | r-c | s | 36x4 | 36x6 | 14 | 14 | 2 | 2¼ | | 10½ | | 4¾ | | | | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | T | sq-t | Bosch S-H | | | Pierce | Stmbg | | g | o-d | ind-c | u-j | | 9.21-1 | int-g |
| Larrabee U | 3,000 | 2,150 | 138 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1¼ | 1¼ | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅜ | T | sq-t | Bosch S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Larrabee CD | 5,000 | 3,000 | 154-172 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | sq-t | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Larrabee AB | 7,000 | 3,950 | 154172 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅜ | P | | Bosch S-H | | opt | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Larrabee T | 10,000 | 4,750 | 178 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | l-2 | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 11.25-1 | worm |
| Lenox Amer. Tractor | 8,000 | 4,750 | 192 | | | 60x18 | 60x18 | | | | | | | | | | | | 4 | 5¾x7 | 52.90 | | | P | | Split | | | | Carter | | | | sel | | | | 4-w |
| Lenox Amer. Tractor | 3,000 | 2,750 | 144 | | | 48x10 | 48x10 | | | | | | | | | | | | 4 | 4¾x5½ | 36.10 | | | P | | Split | | | | Carter | | | | sel | | | | 4-w |
| ¶L. M. C. 2-20 | 5,000 | 2,950 | 164 | r-c | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | 10 | 11¼ | 4¾ | 4¾ | Russell | d | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | tube | Bosch | Remy | 150.00 | Pierce | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 8.80-1 | int-g |
| Lombard | 10,000 | | | | | | | | | | | | | | | | | | 4 | 5½x6¾ | | 2 | | | | | | | | Scheb | | | | | | 3 | | worm |
| Luverne | 4,000 | 1,800 | 136 | c-r | p & s | 34x4 | 34x5 | | | | | | | | | Torb | f-f | G B S | 4 | 3¾x4½ | 24.00 | b-l | ⅜ | F | cell | Bosch | Dyneto | | | Scheb | 1 | g | d | sel | u-m | 3 | 8.00-1 | int-g |
| Loyal | 1,000 | 835 | 110 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Loyal | 1,500 | 950 | 120 | | p | 32x4 | 32x4 | | | | | | | | | Torb | | Her-Spill | 4 | 3½x5 | 19.60 | | | T | | At-k | | | | Stmbg | | | d-p | sel | u-m | 3 | | int-g |
| Maccar L | 3,000 | 2,750 | 150 | pr-s | s | 36x4 | 36x5 | 12 | 14 | 2 | 2¼ | 9½ | 9½ | 4⅝ | 3 11/16 | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Maccar H | 5,000 | 3,500 | 162 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2½ | 9½ | 10¼ | 4 7/16 | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Maccar M | 7,000 | 4,300 | 174 | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3 | 12 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ⅜ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| ¶Maccar G | 11,000 | 5,250 | 186 | pr-s | s | 36x5 | 40x6d | 12 | 14 | 3 | 4 | 12 | 15 | 5½ | 7 1/16 | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Bosch S-H | | | Cont | Zenith | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| ¶Mack AB | 3,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | 12 | 2 | 2½ | | | | | Own | d | Own | 4 | 4x5 | 25.60 | 2-r | | P | cell | SplitS-H | | | Own | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 6.99-1 | chain |
| ¶Mack AB | 4,000 | 3,300 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Own | d | own | 4 | 4x5 | 25.60 | 2-r | | P | cell | SplitS-H | | | own | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 6.99-1 | chain |
| ¶Mack AB | 3,000 | 3,000 | 144-162 | pr-s | s | 36x4 | 36x3½d | 12 | 12 | 2 | 2½ | | | | | Tinkem | f | own | 4 | 4 x5 | 25.60 | 2-r | ¼ | P | cell | Split S-H | Luce N. | | own | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Mack AB | 4,000 | 3,300 | 144-162 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | Timken | f | own | 4 | 4 x5 | 25.60 | 2-r | ¼ | P | cell | S pit S-H | Luce N. | | own | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Mack Tractor AB | 10,000 | 3,400 | 120 | pr-s | s | 36x4 | 36x4d | 12 | 12 | 2 | 2½ | | | | | own | d | own | 4 | 4 x5 | 25.60 | 2-r | ¼ | P | cell | Split S-H | Luce N. | | own | Zenith | 1¼ | g | d-d | sel | u-m | 4 | 10.53-1 | chn |
| ¶Mack AC | 7,000 | 4,950 | 156-168 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | p | sel | u-j | 3 | 7.54-1 | chn |
| ¶Mack AC | 11,000 | 5,500 | 156-168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 2½ | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | p | sel | u-j | 3 | 8.40-1 | chn |
| ¶Mack AC | 15,000 | 6,000 | 156-168 | pr-s | s | 36x7 | 40x7d | 14 | 14 | 2½ | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | P | sel | u-j | 3 | 11.58-1 | chn |
| ¶Mack Tractor AC | 14,000 | 4,950 | 119 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 2½ | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | p | sel | u-j | 3 | 10.77 | chn |
| ¶Mack Tractor AC | 22,000 | 5,500 | 119 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 2½ | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | p | sel | u-j | 3 | 11.58-1 | chn |
| ¶Mack Tractor AC | 30,000 | 6,000 | 119 | pr-s | s | 36x7 | 40x7d | 14 | 14 | 2½ | 2⅝ | | | | | own | d | own | 4 | 5 x6 | 40.00 | 2-r | 5/32 | P | ring | Split D-H | Luce N. | | own | Zenith | 1½ | g | p | sel | u-j | 3 | 14.10-1 | chn |
| Malbohm | 1,000 | 1,290 | 116 | pr-s | p | 32x3½ | 32x3½ | | | | | | | | | | f-f | Falls | 6 | 3⅛x4½ | 23.44 | h | | T | | At-K | Wagner | | | Stmbg | | v | d-d | sel | u-m | 3 | 4.50-1 | 6 |
| Manly 30 | 3,000 | 2,050 | 156 | pr-s | s | 36x4 | 36x4 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.25-1 | worm |
| Manly 40 | 4,000 | 2,350 | 156 | pr-s | | 36x4 | 36x7 | | | | | | | | | | s-f | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1 | v | d-d | sel | u-m | 3 | 8.66-1 | worm |
| Manly 50 | 5,000 | 2,800 | 168 | pr-s | s | 36x4 | 40x8 | | | | | | | | | | s-f | Wauk | 4 | 4 x5¾ | 25.60 | 2-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.50-1 | worm |
| Manly 60 | 6,000 | 3,350 | 168 | pr-s | s | 36x5 | 40x10 | | | | | | | | | own | s-f | Wauk | 4 | 4¼x5¾ | 28.90 | 2-r | ¼ | P | tube | Eism S-H | opt | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.75-1 | worm |
| Marshall | 4,000 | 1,750 | 132 | pr-s | | 34x5 | 34x4 | | | | | | | | | | | | 4 | 3½x5 | 19.60 | b-r | | T | | Mag | | | | | | | d-d | | u-m | 3 | 7.50-1 | worm |
| ¶Master J-I | 3,000 | 2,190 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2 | | | | | Torb | | Buda | 4 | 4⅛x5½ | 27.20 | b-r | ¼ | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Master J-W | 3,000 | 2,290 | 142 | pr-s | s | 34x3½ | 34x5 | 12 | 14 | 2 | 2 | | | | | Timken | s-f | Buda | 4 | 4⅛x5½ | 27.20 | b-r | ¼ | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Master M | 4,000 | 2,590 | 144* | pr-s | s | 34x4 | 36x5 | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | tube | Eism | West | 150.00 | M'Canna | Master | 1¼ | g | d-p | sel | u-m | 4 | 8.00-1 | int-g |
| ¶Master W | 4,000 | 2,890 | 144 | pr-s | s | 34x4 | 36x7 | 12 | 14 | 2 | 2½ | | | | | Timken | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| ¶Master A | 7,000 | 3,990 | 158 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Master B | 10,000 | 4,990 | 170 | pr-s | s | 36x6 | 40x6d | | st | eel | wh | eels | | | | Timken | f-f | Buda | 4 | 4¾x6½ | 36.10 | b-r | ¼ | P | tube | Eism | West | 150.00 | Pierce | Master | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| ¶Master Tractor T | 12,000 | 2,850 | 110 | pr-s | s | 34x4 | 36x4d | 12 | 14 | 2 | 2½ | | | | | Torb | | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | tube | Eism | West | 150.00 | McCanna | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Maxfer | 2,000 | 1,195 | 130 | | p & s | 34x4 | 34x4 | 12 | 12 | 2 | 2 | | | | | | | | 4 | 3½x5 | 19.60 | | | T | | Delco | Delco | | | | | g | c | sel | u-m | | | worm |
| Maxim E | 3,000 | 2,200 | 130 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-r | | T | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Maxim CC-4 | 4,000 | 3,200 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5¼ | 28.90 | b-r | | T | cell | Eism S-F | Bijar | 200.00 | Simp | Zenith | 1¼ | | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Maxim L | 7,000 | 4,200 | 160 | pr-s | s | 36x5 | 36x10 | | | | | | | | | Timken | f-f | Cont | 4 | 4½x6 | 32.60 | b-r | | T | cell | Eism D | Bijar | 200.00 | Simp | Zenith | 1½ | | d-d | sel | amid | 4 | 10.70-1 | worm |
| ¶Maxwell | 2,000 | 1,185 | 124 | pr-s | s | 32x3 | 32x4 | 12 | 12 | 2 | 2 | 7⅜ | 8 | 3¼ | 3¼ | Timken | s-f | own | 4 | 3⅝x4⅛ | 21.03 | b-r | ⅜ | T | fin | At-K | | | | Johnson | 1 | g | c | sel | u-m | 3 | 7.25-1 | worm |
| Menominee | 3,000 | 1,890 | | | | 34x4½ | 34x5 | 12 | 12 | 1¾ | 1¾ | | | | | Timken | | Cont | 4 | 3⅜x5 | 22.50 | b | | T | | Eism S-H | | | Mon | Stmbg | | g | c | | | 3 | 7.00-1 | worm |
| Menominee H | 3,000 | 2,475 | 130 | r-c | s | 36x3½ | 36x5 | 12 | 12 | 2 | 2 | | | | | Timken | w | Cont | 4 | 3⅞x5¼ | 22.50 | b-l | ⅜ | P | cell | Eism | Auto | extra | Mon | Stmbg | | g | d-d | sel | u-m | 3 | | worm |
| Menominee D | 4,000 | 2,950 | 144 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2 | | | | | Timken | w | Cont | 4 | 4 x5¼ | 27.20 | b-l | | P | fin | Eism | | extra | Mon | Stmbg | | g | d-d | el | u-m | 3 | | worm |
| Menominee G | 7,000 | 3,880 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2 | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ½ | P | fin | Eism | | stock | Mon | Stmbg | | g | | | amid | 3 | | worm |
| Menominee J | 10,000 | 4,950 | 160 | r-c | s | 36x6 | 40x6d | 12 | 14 | 2¼ | 3 | | | | | Timken | w | Cont | 4 | 4½x5½ | 32.40 | 2-l | ¼ | P | fin | Eism | | stock | Mon | Stmbg | | g | | | amid | 3 | | worm |

*Price including body

Digitized by Google

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear — Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting Lighting System: Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Location | Speeds | Total Gear Reduction High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Metropolitan | | 895 | 115 | pr-s | p | 34x4 | 35x4½ | 14 | 14 | 3 | 4 | | | | | | s-f | | 4 | 3¾x4½ | 20.00 | b-l | | T | fin | S-H | | | | | | | d-d | sel | u-m | | 6.00-1 | b |
| Midland MT | 4,000 | 3,000 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | | Buda | 4 | 4¼x5½ | 28.90 | b-l | | P | fin | Eism F | West | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Midland MS | 5,000 | 3,150 | 150 | pr-s | r | 36x4 | 36x7 | | | | | | | | | Sheldon | s-f | Buda | 4 | 4¼x5½ | 28.90 | b-l | | | fin | Eism F | West | 150.00 | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Militor M-1 | 10,000 | | 140 | pr-s | s | 40x7 | 40x7 | | | | | | | | | Timken | | | 4 | 4¾x5½ | 36.10 | 2-c | | P | tube | Split S-H | | | Pierce | Scheb | 1¼ | g | d-d | sel | amid | 4 | 11.30-1 | int-g |
| Myers 55 | 2,000 | 1,495 | 130 | pr-s | s | 34x4 | 34x4 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1¼ | v | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Myers 75 | 3,000 | 1,750 | 130 | pr-s | s | 35x5 | 35x5 | | | | | | | | | Empire | s-f | Lycmg | 4 | 3½x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1½ | v | d-d | sel | u-m | 3 | 8.00-1 | worm |
| Modern 30 | | 1,800 | 122 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | | P | fin | | | | none | Zenith | | v | d-d | sel | u-m | 3 | | worm |
| Moreland 19B | 3,000 | 2,930 | 126 | pr-s | s | 36x3½ | 36x5 | 8 | 8 | 2¼ | 2½ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.30 | b-l | ⅝ | P | cell | Split S-H | opt | 150.00 | Pierce | Miller | 1¼ | g | d-d | sel | amid | 4 | 7.00-1 | worm |
| Moreland 19C | 5,000 | 3,775 | 144 | pr-s | s | 36x4 | 36x7 | 8 | 8 | 2¼ | 2¾ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.50 | 2-l | ⅝ | P | cell | Split D-H | opt | 175.00 | none | Miller | 1½ | g | d-d | sel | amid | 4 | 6.80-1 | worm |
| Moreland 19G | 8,000 | 4,875 | 162 | pr-s | s | 36x5 | 40x5d | 8 | 10 | 3 | 3½ | 10 | 13 | 4¾ | 7½ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ¼ | P | cell | Split D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 7.80-1 | worm |
| Moreland 19J | 10,000 | 5,350 | 192 | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¾ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.20 | 2-l | ¼ | P | cell | Split D-H | opt | 175.00 | Cont | Miller | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Muskegon | 4,000 | 2,325 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2½ | 10½ | 10¾ | 5 | 5¼ | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | cell | Eism S-F | | | Pierce | Stew | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| ¶Mutual | 4,000 | 3,375 | 150 | pr-s | s | 36x4 | 36x8 | 8 | 8 | | | | | | | Sheldon | s-f | Wisc | 4 | 4 x6 | 25.60 | b-r | ½ | P | cell | Bosch S-H | West | | Duplex | Stmbg | 1¼ | g | d | sel | amid | 4 | 7.75-1 | worm |
| ¶Mutual 2AP | 5,000 | | 152 | pr-s | p | 38x7 | 42x9 | 5 | 5 | 2¼ | 2½ | 10¼ | 10¼ | 4¾ | 4 | Sheldon | s-f | Wisc | 4 | 4.6 | 25.60 | 2-b | ¼ | P | cell | BoschS-H | West | | Duplex | Stmbg. | 1¼ | g | d | sel | amid | 4 | 7.75 | worm |
| ¶Napoleon M-9 | 2,000 | 1,385 | 134½ | r-c | s & p | 32x3½ | 32x4 | 12 | 14 | 1¾ | 2 | 8 | 8 | 4½ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.00-1 | int-g |
| ¶Napoleon M-11 | 3,000 | 1,660 | 132 | r-c | s & p | 34x4 | 34x5 | 12 | 14 | 1¾ | 2 | 8 | 8½ | 4½ | 4¾ | Clark | | Gray | 4 | 3½x5 | 19.61 | b-h | ⅝ | T | tube | Conn | Auto | 75.00 | | Stumg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| ¶Nash 2018 | 2,000 | 1,650 | 130 | pr-s | s | 34x3 | 34x4 | | | | | | | | | Clark | d | own | 4 | 3¾x5¼ | 22.50 | b-l | ¼ | P | tub | Eism H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 6.83-1 | int-g |
| ¶Nash 3018 | 4,000 | 2,175 | 144 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Clark | d | own | 4 | 3¾x5½ | 22.50 | b-l | ¼ | P | tub | Eism H | Auto | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 9.00-1 | int-g |
| Nash-Quad 4017 | 4,000 | 3,250 | 124 | pr-s | s | 36x5 | 36x5 | | | | | | | | | own | d | Buda | 4 | 4¼x5½ | 28.90 | b-r | ¼ | P | tube | Eism S-H | Bijur | 125.00 | Simplex | Stmbg | 1¼ | g | d-p | ind-c | amid | 4 | 8.50-1 | int-g-4 |
| ¶Nelson & LeMoon F1 | 3,000 | on app | opt | r-c | s | 36x3½ | 36x6 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| Nelson & LeMoon F2 | 4,000 | on app | opt | r-c | s | 36x4 | 36x7 | 12 | 12 | 2⅛ | 2½ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Nelson&LeMoon F3½ | 6,000 | on app | opt | r-c | s | 36x5 | 36x5d | 14 | 14 | 2⅝ | 3 | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| Nelson & LeMoon F5 | 10,000 | on app | opt | r-c | s | 36x6 | 40x6d | 14 | 14 | 3⅛ | 4 | 12 | 13⅝ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-r | ⅝ | P | tube | Bosch | West | 175.00 | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 4 | 11.33-1 | worm |
| Netco D | 4,000 | 3,000 | 144 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | 4⅛ | 5⅛ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Eism S-F | G & D | 200.00 | none | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Netco H | 5,000 | 3,400 | 168 | pr-s | s | 36x4 | 36x8 | 12 | 12 | 3 | 2½ | 9⅛ | 9⅛ | 4½ | 5½ | Timken | f-f | Cont. | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Eism | | | none | Zenith | 1½ | g | d-d | sel | amid | 4 | 8.50-1 | worm |
| New York M | 3,000 | 2,600 | 144 | r-c | s | 36x3½ | 36x5 | | | | | | | | | | | | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| New York N | 4,000 | 2,800 | 144 | r-c | s | 36x4 | 36x4d | | | | | | | | | | | | 4 | 4⅛x5¼ | 27 20 | b-l | ⅝ | P | sq-t | Bosch S-F | | | Pierce | Stmbg | | g | d-p | ind-c | u-m | | 7.75-1 | worm |
| Niles B | 2,000 | 1,500 | 124 | pr-s | p | 35x5 | 35x5 | | | | | | | | | Timken | | Cont | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | sq-t | Eism S-H | | | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Niles E | 4,000 | 2,400 | 140 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | s-s-t | Eism S-H | | | Pierce | Stmbg | | g | d-p | sel | amid | 3 | 8.50-1 | worm |
| ¶Noble A-20 | 2,000 | | 148 | pr-s | s | 36x3½ | 36x4 | 14 | 14 | 1¼ | 2 | | | | | Sheldon | | Buda | 4 | 4¼x5¼ | 22.50 | b | | P | tube | Eism S-H | | | Pierce | Stmbg | 1 | g | d | sel | sell | 3 | 7.80-1 | worm |
| ¶Noble B-20 | 3,000 | | 156 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | 1¼ | 2¼ | | | | | Sheldon | | Buda | 4 | 3¾x5¼ | 22.50 | b | | P | tube | Eism S-H | | | Pierce | Stmbg | 1 | g | d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Noble C-40 | 4,000 | | 148160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2¼ | | | | | Sheldon | | Buda | 4 | 4x5½ | 25.60 | b | | P | tube | Eism S-H | | | Pierce | Stmbg | 1¼ | g | d | se | u-m | 3 | 7.75-1 | worm |
| ¶Noble D-50 | 5,000 | | 156-176 | pr-s | s | 36x4 | 36x8 | 14 | 14 | 2 | 2½ | | | | | Sheldon | | Buda | 4 | 4¼x5½ | 28.70 | b | | P | tube | Eism S-H | | | Pierce | Stmbg | 1¼ | g | d | sel | amid | 4 | 7.75-1 | worm |
| ¶Noble E-70 | 7,000 | | 166-196 | pr-s | s | 36x5 | 36x10 | 14 | 14 | 2½ | 3 | | | | | Sheldon | | Buda | 4 | 4½x6 | 32.40 | b | | P | tube | Eism S-H | | | Pierce | Stmbg | 1¼ | g | d | sel | amid | 4 | 8.75-1 | worm |
| ¶Northway B2 | 4,000 | | 146 | pr-s | s | 36x5 | 36x5d | | | | | | | | | | | | 4 | 4x6 | 25.60 | b-h | | | | | | | | | | v | d-d | | u-m | 4 | 7.75-1 | worm |
| ¶Northway B3 | 7,000 | | 160 | pr-s | s | 36x5 | 40x5d | | | | | | | | | | | | 4 | 4x6 | 25.60 | b-h | | | | | | | | | | v | d-d | | u-m | 4 | 10.25-1 | worm |
| Northwestern | 3,000 | 2,400 | 140 | r-c | | 34x3½ | 36x6 | | | | | | | | | Sheldon | | Cont | 4 | 4⅛x5¼ | | | ⅝ | P | | Bosch | | | | Stmbg | | | c | sel | | | 7.75-1 | worm |
| Norwalk | 2,000 | | 130 | pr-s | s | 34x4 | 34x4 | 12 | 14 | 1⅝ | 2 | 8 | 9 | 3½ | 3 | Empire | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sel | u-m | | 7.00-1 | worm |
| Norwalk | 3,000 | | 130 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1½ | 2 | 8 | 9 | 3½ | 3½ | Standard | | Lycmg | 4 | 3½x5 | 19.61 | b-l | ⅝ | T | cell | Delco | Dyneto | | | Zenith | 1 | g | d | sol | u-m | | 7.30-1 | worm |
| Ogden | 4,000 | 2,695 | 160 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2¼ | 2½ | 9 | 10 | 4⅛ | 5½ | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | 3/16 | P | tube | Bosch S-H | | | Pierce | Rayf | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Ogden A-1 | 2,000 | 2,095 | 136 | pr-s | s | 36x3 | 36x4 | 12 | 12 | 2 | 2¼ | 9 | 9 | 4⅛ | 3⅛ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 3/16 | T | tube | Bosch S-H | | | Pierce | Rayf | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶O.K. 1½T | 3,000 | 2,450 | 146 | pr-s | s | 36x4 | 36x5 | | | | | | | | | Standard | | Ruten | 4 | 4½x5½ | | b-l | | P | cell | Split S-H | | | Pierce | Carter | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| ¶O.K. 2T | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4¼x5½ | | b-l | | P | tube | Eism S-H | | | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | | worm |
| ¶O.K. 3T | 6,000 | 3,350 | 154 | pr-s | s | 36x4 | 36x8 | | | | | | | | | Wisc | | Buda | 4 | 4½x5½ | | b-r | | P | tube | Eism S-H | | | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 4 | | worm |
| Old Hickory M | 1,500 | 995 | 112 | r-c | p | 33x4 | 33x4 | 12 | 12 | 1¼ | 1¼ | | | | | Salis | s-f | Lycmg | 4 | ¼x5 | 16.92 | b-r | ⅝ | T | cell | Conn S-H | Dyneto | stock | none | Carter | 1 | g | c | sel | u-m | 3 | 6.00-1 | b |
| Old Hickory W | 2,000 | 2,175 | 135 | r-c | p-s | 36x3½ | 36x4 | 12 | 14 | 2 | 2 | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | tube | Eism | none | | Pierce | Stmbg | 1 | s | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Old Reliable A | 2,500 | 2,350 | 138-150 | pr-s | s | 34x4 | 36x6 | 14 | 16 | 1½ | 2¼ | | | | | Sheldon | s-f | Wisc | 4 | 4x5 | 25.60 | b-l | | P | cel | Bosch H | Vesta | | Mon | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Old Reliable B | 5,000 | 3,250 | 160 | r-c | s | 34x4 | 36x4d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b- | | P | tube | Bosch H | Vesta | | Mon | Stmbg | 1¼ | v | d-p | sel | amid | 4 | 7.75-1 | worm |
| Old Reliable C | 7,000 | 4,000 | 160 | r-c | s | 36x5 | 36x5d | 14 | 16 | 2½ | 2½ | | | | | Sheldon | s-f | Wisc | 4 | 4¼x6 | 28.90 | b-l | | P | tube | Bosch H | Vesta | | Mon | Stmbg | 1¼ | v | o-d | sel | amid | 4 | 8.75-1 | worm |
| Old Reliable D | 10,000 | 5,000 | 166 | r-c | s | 36x5 | 40x6d | 14 | 16 | 2½ | 3 | | | | | Sheldon | s-f | Wisc | 4 | 5I / IO x5 | 41.60 | 2-o | | P | tube | Bosch H | Vesta | | Duplex | Stmbg | 1½ | v | o-d | sel | amid | 4 | 8.75-1 | worm |
| Old Reliable L | 14,000 | 6,000 | 124-136 | r-c | s | 36x6 | 40x7d | 14 | 16 | 3 | 3½ | | | | | Sheldon | dead | Wauk | 4 | 4¾x6¾ | 36.10 | 2-l | | P | tube | Bosch H | | | Wauk | Stmbg | 1½ | v | o-d | sel | amid | 4 | 10.86-1 | chain |
| Oldsmobile | 1,500 | 1,250 | 128 | | p | 35x5 | 35x5 | | | | | | | | | Torb | | | 4 | 3⅝x5¼ | 21.70 | h | | P | | Auto | Auto | | | Zenith | | | c | sel | u-m | 3 | | int-g |
| ¶Oneida A-9 | 2,500 | 2,290 | 144 | r-c | pds | 36x3½ | 36x5 | 12 | 12 | 1½ | 2 | | | | | Own | s-f | Own | 4 | 3¾x5½ | 22.50 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 8.75-1 | worm |
| ¶Oneida B-9 | 3,500 | 2,650 | 144 | r-c | pds | 36x3½ | 36x6 | 12 | 12 | 1¾ | 2 | | | | | Own | f-f | Own | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | se | amid | 3 | 9.25-1 | worm |
| ¶Oneida C-9 | 4,500 | 3,000 | 144 | r-c | pds | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Own | f-f | Own | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1¼ | g | o-d | sel | amid | 3 | 9.25-1 | worm |
| ¶Oneida D-9 | 7,000 | 3,700 | 160 | r-c | pds | 36x5 | 36x5d | 12 | 14 | 2 | 2½ | | | | | Own | f-f | Own | 4 | 4⅝x5½ | 34.40 | 2-l | ⅝ | P | fin | Bosch | Bosch | | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 10.33-1 | worm |
| ¶Oneida E-9 | 10,000 | 4,750 | 180 | pr-s | pds | 36x6 | 40x12 | 8 | 10 | 2½ | 2½ | | | | | Own | f-f | Own | 4 | 5¼x5¾ | 44.20 | 2-l | ¼ | P | cell | Bosch | Bosch | | Pierce | Stmbg | 1½ | g | o-d | sel | amid | 3 | 11.67-1 | worm |
| ¶Oshkosh A | 4,000 | 3,500 | 130 | pr-s | p | 36x6 | 36x6 | 14 | 14 | 2 | 2 | 10⅝ | 10⅝ | 4¼ | 4¼ | own | f-f | Her-Spall | 4 | 3½x5 | 16.90 | b-r | ⅝ | T | cell | Battery | N E | stock | Duplex | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 8.25-1 | b |
| Overland 90 | 800 | 900 | 104 | pr-s | p | 31x4 | 31x4 | 12 | 12 | 1¼ | 1¼ | 6 | 6½ | 2⅝ | 4 | own | ¾-f | own | 4 | 3⅜x5 | 18.23 | b-r | ⅝ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | v | c | sel | u-x | 3 | 4.33-1 | Sp b |
| Overland 83 B, O, E | 1,200 | 1,075‡ | 106 | pr-s | p | 33x4½ | 33x4½ | 12 | 12 | 1⅝ | 1⅝ | 7½ | 8½ | 3¼ | 4 | own | ¾-f | own | 4 | 4⅛x4½ | 27.20 | b-l | ⅝ | T | cell | Bat H | Autolite | stock | none | Tillotson | 1 | v | c | sel | u-x | 3 | 4.40-1 | Sp b |
| Packard 1½-E | 3,000 | 3,200 | 126 | r-c | s | 34x3½ | 34x3½d | 10 | 12 | 2 | 2½ | 8¼ | 11¼ | 4⅝ | 5¾ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | p | d-d | sel | amid | 4 | 6.25-1 | worm |
| Packard 2-E | 4,000 | 3,600 | 144 | r-c | s | 34x4 | 34x4d | 12 | 12 | 2 | 2½ | 9½ | 11½ | 5¼ | 6¼ | own | f-f | own | 4 | 4 x5½ | 25.60 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | p | d-d | sel | amid | 4 | 7.25-1 | worm |
| Packard 3-E | 6,000 | 4,350 | 156 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2¼ | 3¼ | 10½ | 13½ | 5¼ | 7 | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | p | d-d | sel | amid | 4 | 9.00-1 | worm |
| Packard 4-E | 8,000 | 4,550 | 156 | r-c | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10½ | 13½ | 5¾ | 7⅝ | own | f-f | own | 4 | 4½x5½ | 32.40 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | p | d-d | sel | amid | 4 | 10.00-1 | worm |
| Packard 5E | 10,000 | 5,450 | 156 | r-c | s | 36x6 | 40x6d | 12 | 16 | 2¾ | 4 | 10½ | 15½ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | P | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packard 6E | 12,000 | 5,700 | 156 | r-c | s | 36x6 | 40x7d | 12 | 16 | 2¾ | 4 | 10½ | 15½ | 5¾ | 8¼ | own | f-f | own | 4 | 5x5½ | 40.00 | b-r | ¼ | P | cell | Split D-H | Bijur | | own | own | 1½ | p | d-d | sel | amid | 4 | 10.66-1 | worm |
| Packet | 600 | 320 | 100 | r-c | p | 28x3 | 28x3 | 12 | 12 | 1⅝ | 1⅝ | 6 | | 2¼ | | own | d | own | 4 | 2¾x4 | 12.08 | b-r | ⅝ | T | fin | At-K S-A | none | | none | Carter | 1 | g | c | fric | u-j | 3 | 4.25-1 | chn |
| ¶Paige 50-18 | 5,000 | 2,950 | 150 | pr-s | s | 34x4 | 34x4d | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.00 | b-r | ⅝ | P | fin | Bosch S-F | none | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| ¶Paige 51-18 | 7,000 | 3,950 | 160 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅝ | P | fin | Bosch | none | | Simplex | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.33-1 | worm |
| Palmer-Moore K | 1,500 | 1,150 | 106 | pr-s | s | 36x3 | 36x3½ | | | | | | | | | | | | 4 | 3½x5 | 19.61 | b-r | ⅝ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | se | amid | | 6.83-1 | int-g |
| Palmer-Moore M | 2,000 | 1,350 | 126 | pr-s | s | 36x3½ | 36x4 | | | | | | | | | | | | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | fin | Bosch S-A | opt | | Mon | Zenith | | g | d-d | sel | amid | | 6.83-1 | int-g |
| ¶Parker F6W | 4,000 | 3,500 | 150 | pr-s | s | 34x4 | 34x4d | | | | | | | | | own | f-f | Wisc | 4 | 4 x6 | | b-r | | P | tube | Bosch | West | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Parker J | 7,000 | 4,400 | 160 | pr-s | s | 36x5 | 40x5d | | | | | | | | | own | f-f | Wisc | 4 | 4½x6 | | | | P | tube | Bosch | West | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 7.80-1 | worm |
| ¶Parker M | 10,000 | 5,500 | 160 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timken | f-f | cont | 4 | 4¾x6 | | 2-r | | P | tube | Bosch | West | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| [illegible] | 3,000 | 2,150 | 124 | pr-s | s | 34x5 | 34x6 | 12 | 14 | 1⅛ | 3 | 8 | 9⅝ | 4 | 4⅝ | Russel | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅝ | T | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1 | g | d-d | sel | amid | 3 | 7.70-1 | t-g |
| [illegible] | 5,000 | 3,150 | 150 | pr-s | s | 34x4 | 34x7 | 12 | 14 | 2 | 3½ | 8 | 13 | 4¾ | 7⅛ | Wisc | f-f | Cont | 4 | 4⅛x5¼ | 27.3 | b-l | ⅝ | P | fin | Bosch S-F | Bijur | 150.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 9.66-1 | worm |

‡Price including body.

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Kind Tires | Tires Front Size | Tires Rear Size | No. of Spokes Front | No. of Spokes Rear | Width of Spokes Front | Width of Spokes Rear | Size of Flange Front | Size of Flange Rear | Hub Bore Front | Hub Bore Rear | Make of Rear Axle | Type of Rear Axle | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System Make | Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset Type | Gearset Location | Sp-eds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pennay 15 | 1,000 | 935 | 98 | pr-s | p | 30x3½ | 31x4 | | | | | | | | | | | | 4 | 4⅛x5½ | 27.20 | b-r | | T | fin | Split S-F | Dyneto | 75.00 | none | Zenith | | | d-d | sel | u-m | 4 | 4.75-1 | b |
| ¶Pierce-Arrow | 4,000 | 4,300 | 150 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2¼ | 9⅝ | 11⅛ | 4⅝ | 7⅛ | own | f-f | own | 4 | 4x5½ | 25.60 | 2-c | ¼ | P | fin | Split | Vesta | 135.00 | own | own | | g | c | sel | amid | 4 | 7.00-1 | worm |
| ¶Pierce-Arrow | 10,000 | 5,500 | 168 | pr-s | s | 36x5 | 40x6d | 14 | 16 | 2½ | 3½ | 12½ | 14⅝ | 6⅝ | 8⅝ | own | f-f | own | 4 | 4⅞x6 | 38.30 | 2-o | 9/32 | P | fin | Split | Vesta | 135.00 | own | Stmbg | | g | c | sel | amid | 3 | 7.80-1 | worm |
| ¶Power B | 5,000 | 2,950 | 150 | r-c | s | 36x4 | 36x8 | 12 | 12 | 2 | 2 | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-r | ⅜ | P | cell | Simms | | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.50-1 | worm |
| Rainier R-11 | 1,500 | 1,750 | 125 | pr-s | p&s | 34x4½ | 34x4½ | 12 | 12 | 2 | 2 | 8¼ | 7½ | 4 | 3 | Timken | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 3/16 | T | cell | Simms | | 125.00 | Mon | Zenith | 1⅜ | v | d-p | sel | u-m | 3 | 7.20-1 | worm |
| Rainier R-6 | 3,000 | 1,975 | 133 | pr-s | s | 34x3 | 34x4 | 12 | 12 | 2 | 2 | 8¾ | 8 | 4⅛ | 3¼ | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b-l | 3/16 | T | cell | Simms | | | Mon | Zenith | 1½ | v | d-p | sel | u-m | 3 | 7.80-1 | worm |
| Rainier R-8 | 4,000 | 2,406 | 147 | pr-s | s | 34x4 | 34x6 | 12 | 14 | 2 | 2 | 8¾ | 10½ | 4⅛ | 3⅝ | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 3/16 | T | cell | Simms | | | Mon | Zenith | 1½ | v | d-p | sel | u-m | 3 | 8.66-1 | worm |
| ¶Ranger | | 2,125 | 132 | | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | f-f | Cont | 4 | 3½x5 | 19.60 | b | | | fin | Split | | | | Zenith | | | d-p | sel | | 3 | | worm |
| ¶Reliance 10 | 3,000 | 2,500 | 150 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2¼ | 2½ | 8 | 11 | 4 | 4⅛ | Badger | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b-r | ⅜ | P | cell | Bosch S-H | Vesta | none | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 7.20-1 | ext-g |
| ¶Reliance 20 | 5,000 | 3,200 | 156 | pr-s | s | 36x4 | 36x8 | 12 | 14 | 2 | 2½ | 10 | 11 | 4 | 5½ | Badger | f-f | Buda | 4 | 4¼x5½ | 28.90 | b-r | ⅜ | P | cell | Eism S-H | Eism | none | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 9.60-1 | ext-g |
| Rennoc | 5,000 | 2,895 | 144 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Rennoc Tractor | 16,000 | 2,895 | 116 | s | s | 36x5 | 36x7 | | | | | | | | | Wisc | | Buda | 4 | 4⅛x5½ | 27.25 | b-r | ⅜ | P | fin | West | West | none | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Reo F | 1,500 | 1,350 | 128 | pr-s | p | 34x4½ | 34x4½ | | | | | | | | | own | f-f | own | 4 | 4⅛x4½ | 27.20 | 2-r-b | ⅜ | P | fin | Remy S-H | Remy | stock | none | Johns | 1 | g | d-d | sel | amid | 3 | 4.30-1 | sp-b |
| Republic 10 | 2,000 | 1,595 | 124 | pr | s | 34x3 | 34x4 | 14 | 14 | 1¾ | 1¾ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Republic 11X | 3,000 | 1,885 | 144 | pr | s | 34x3½ | 34x5 | 14 | 14 | 1¾ | 2½ | | | | | Torb | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | cell | Eism S-F | | | Rugg | Stmbg | 1 | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Republic 19 | 5,000 | 2,395 | 144 | pr s | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-H | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 8.00-1 | int-g |
| Republic 20 | 7,000 | 3,595 | 165 | pr-s | s | 36x5 | 36x10 | 8 | 8 | Steel | | | | | | Torb | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | cell | Eism S-H | | | Pharo | Stmbg | 1¼ | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Reya | | | 117 | | | | | | | | | | | | | Peru | | | 4 | 3¾x4½ | 22.50 | | | | | Split | Dyneto | | | | | | | | | | | |
| Riker | 6,000 | 4,600 | 150-190 | pr-s | s | 36x5 | 36x5d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Riker | 8,000 | 4,700 | 150-190 | pr-s | s | 36x5 | 36x6d | | | | | | | | | own | f-f | own | 4 | 4¼x6 | 29.00 | 2-o | ¼ | P | fin | Eis or Berl | West | 225.00 | own | Ball | | g | c | sel | amid | 4 | 10.00-1 | worm |
| Rowe CDW | 4,000 | 3,000 | 142 | r-c | s | 34x4 | 36x3½d | 12 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe CDW | 5,000 | 3,250 | 164 | r-c | s | 34x4 | 36x4d | 14 | 14 | 2 | 2 | | | | | | | | 4 | 4x5 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe GW | 6,000 | | 170 | c | p | 38x7 | 42x9 | | | | | | | | | Sheldon | | Her-Spill | 8 | | | | ¼ | P | | At-K | West | | | Zenith | | | d | sel | | 3 | | worm |
| Rowe DEW | 7,000 | 3,800 | 156 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | | | | | | | | 4 | 4x6 | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Rowe FW | 10,000 | 4,900 | 171 | r-c | s | 36x6 | 36x6d | 14 | 14 | 3 | 3½ | | | | | | | | 4 | 4¾x5½ | | | ¼ | P | | Bosch | | | | Zenith | | g | d | sel | u-m | 4 | | worm |
| Royal | 2,000 | | 124 | r-c | s | 34x4 | 34x5 | | | | | | | | | Sheldon | | Wisc | 4 | 3¼x5 | 16.92 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 5,000 | | 132 | r-c | s | 36x4½ | 36x6 | | | | | | | | | Sheldon | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 7,000 | | 158 | r-c | s | 36x5 | 38x5d | | | | | | | | | Timken | | Wisc | 4 | 4¼x6 | 29.00 | b-l | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | d-p | ind-c | amid | | | worm |
| Royal | 10,000 | | 168 | r-c | s | 36x6 | 40x6d | | | | | | | | | Timken | | Wisc | 4 | 4¾x5½ | 36.15 | 2-o | ¼ | P | cell | Bosch S-F | | stock | Mon | Master | | g | o-d | ind-c | amid | | | worm |
| Royal | 12,000 | | 158 | r-c | s | 36x6 | 40x6d | | | | | | | | | Sheldon | | Wisc | 4 | 5⅛x6 | 42.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind c | amid | | | worm |
| Royal | 14,000 | | 158 | r-c | s | 36x7 | 40x7d | | | | | | | | | Sheldon | | Wisc | 4 | 5¼x7 | 44.20 | 2-o | ¼ | P | cell | Bosch S-F | | | Mon | Master | | g | o-d | ind-c | amid | | | chn |
| Rush F | 1,000 | | 106 | pr-s | p | 31x4 | 31x4 | | | | | | | | | own | | Lycmg | 4 | 3¼x5 | 16.92 | b-r | ⅜ | T | fin | Conn S-H | Split | stock | | Carter | 1 | g | d-d | sel | u-m | | 4.42-1 | b |
| ¶Sandow G | 2,000 | 1,895 | 120 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3½x5 | 19.60 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | | 3 | 7.80-1 | worm |
| ¶Sandow CG | 3,000 | 2,190 | 134 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Sheldon | s-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | fin | Eism S-H | | | none | Stmbg | 1 | v | d-d | sel | u | 3 | 7.80-1 | worm |
| ¶Sandow I | 4,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Tort. | f-f | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | P | fin | Eism S-H | | | none | Stmbg | 1 | g | d-d | sel | u | 3 | 10.00-1 | int-g |
| ¶Sandow J | 5,000 | 2,975 | 165 | pr-s | s | 36x4 | 36x7 | | | | | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1¼ | g | d-d | sel | u | 3 | 9.25-1 | worm |
| Sandow M | 7,000 | 3,995 | 175 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | u | 3 | 10.33-1 | worm |
| Sandow L | 10,000 | 4,775 | 175 | pr-s | s | 36x6 | 40x6d | | | | | | | | | Timekn | f-f | Cont | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Bosch S-H | | | Mon | Stmbg | 1½ | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Sanford W25 | 5,000 | 3,000 | 156 | pr-s | s | 36x4 | 36x4d | 14 | 14 | 2 | 2½ | | 10½ | | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Bosch S H | | extra | Pierce | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford W35 | 7,000 | 3,975 | 174 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3¼ | | 12 | | 4½ | Sheldon | | Cont | 4 | 4½x5½ | 32.40 | 2-b | ⅜ | P | tube | Bosch S-H | | extra | Pierce | Stmbg | 1½ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Sanford W50 | 10,000 | 4,750 | 174 | pr-s | s | 36x5 | 40x6d | 14 | 14 | 2⅝ | 3⅝ | | 15 | | 7½ | Sheldon | s-f | Cont | 4 | 4½x5½ | | | ⅜ | P | tube | Bosch S-H | | extra | Pierce | Stmbg | 1¾ | g | d-p | sel | amid | 4 | 11.75-1 | worm |
| Schleicher | 6,000 | 3,500 | 150 | r-c | s | 34x4½ | 34x3½d | | | | | | | | | | | | | 4¼x5½ | 29.00 | 2-r | ¼ | P | sq-t | Bosch D-H | | | opt | Stmbg | | g | | | | | | chn |
| Schleicher | 10,000 | 4,500 | 150 | r-c | s | 34x5 | 34x4d | | | | | | | | | b-b | b | | 4 | 5 x6 | 40.00 | 2-r | ¼ | P | sq-t | Bosch D-B | | | | Stmbg | | g | c | sel | amid | | 5.00-1 | chn |
| Schwartz H | 3,000 | 2,175 | 140 | pr-s | | 34x3½ | 34x5 | 14 | 14 | 2 | 2 | | | | | Torb | | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | ss-t | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | sel | u-m | 3 | 8.00-1 | int-g |
| Schwartz C | 5,000 | 2,675 | 146 | pr-s | | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Torb | | Cont | 4 | 4⅛x5¼ | 27.00 | b | ⅜ | P | | Bosch | none | | Pierce | Stmbg | 1¼ | g | d-d | se | u-m | 3 | 8.00-1 | int-g |
| ¶Selden Special | 3,000 | 2,240 | 140 | pr-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | | | | | Timken | s-f | Cont | 4 | 3¾x5 | 22.50 | b-l | ⅜ | T | sq-t | Bosch S-F | N-East | 165.00 | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.00-1 | worm |
| ¶Selden 2½A | 4,000 | 3,290 | 162 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | | | | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | sq-t | Bosch S-H | N-East | 165.00 | Pierce | Stmbg | 1 | g | d-d | sel | u-m | 4 | 7.75-1 | worm |
| ¶Selden 3½A | 7,000 | 3,990 | 162 | pr-s | s | 36x5 | 36x10 | 12 | 14 | 2½ | 3 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | v-t | Eism S-H | N-East | 165.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 8.75-1 | worm |
| Selden DL | 10,000 | 5,000 | 169½ | pr-s | s | 36x6 | 36x12 | 8 | 10 | 3 | 4 | | | | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | sq-t | Eism S-H | N-East | 165.00 | Pierce | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 10.25-1 | worm |
| Seneca | 1,000 | 1,060‡ | 108 | pr-s | p | 30x3½ | 30x3½ | 12 | 12 | 1¼ | 1¼ | 7 | 8 | 3⅝ | 4⅞ | Peru | f-f | Le Roi | 4 | 3⅛x4½ | 15.63 | b-l | ⅜ | T | cell | Conn | Al-Ch | Stock | | Scheb | 1 | v | d-d | sel | amid | 3 | 4.50-1 | bev |
| Service 220 | 2,000 | 2,245 | 137 | pr-s | s | 34x3½ | 34x5 | 14 | 14 | 1½ | 2 | 9 | 9 | 4¼ | 3⅝ | Timken | | Buda | 4 | 3½x5⅛ | 19.61 | b-r | ⅜ | T | tube | Eism S-H | West | 165.00 | none | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Service 31 | 3,000 | 2,785 | 150 | pr-s | s | 36x3½ | 36x6 | 14 | 14 | ¾ | 2½ | 7 | 9 | 3⅝ | 3⅝ | Timken | | Buda | 4 | 4 x5½ | 25.60 | b-l | ¼ | P | tube | Eismsh | West | 165.00 | Simp | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.55-1 | worm |
| Service 51 | 5,000 | 3,245 | 160 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2¼ | 2½ | 9 | 10 | 5⅛ | 5½ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | tube | Eism S-H | West | 165.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.75-1 | worm |
| Service 71 | 7,000 | 4,085 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4¼x5½ | 29.00 | b-r | ¼ | P | tube | Eism S-H | West | 165.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 8.75-1 | worm |
| Service 76 | 7,000 | 4,285 | 171 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 3 | 3 | 10 | 13 | 4 11/16 | 7⅛ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism S-H | West | 165.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 7.8-1 | worm |
| Service 101 | 10,000 | 5,145 | 171½ | pr-s | s | 36x6 | 40x6d | 8 | 10 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism S-H | West | 165.00 | Simplex | Stmbg | 1¼ | g | d-p | sel | amid | 4 | 10.25 | worm |
| Shaw M-2 | 1,500 | 1,700 | 116½ | pr-s | p | 32x4 | 32x4 | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | | | | g | d-p | | u-m | 3 | 4.45-1 | 6 |
| Shaw M-4 | 2,500 | 1,850 | 130 | pr-s | p | 34x4½ | 43x4½ | | | | | | | | | Timken | | | 4 | 3¾x5 | | b | | T | tube | Mag S-F | | | none | Zenith | | g | d-p | | u-m | 3 | 7.20-1 | worm |
| Shaw M-3 | 6,000 | 2,950 | 153 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Timken | | | 4 | 4⅛x5¼ | | b | | P | tube | Bosch S-F | | | Pierce | Zenith | | g | m-d | | u-m | 3 | 8.50-1 | worm |
| Shelby S35 | 1,500 | | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | | | | 4 | 3½x4½ | 19.60 | b-l | | T | | Split | Dyneto | | | Zenith | | | d-d | | | | | int-g |
| Sheridan | 1,000 | 490 | 104 | | | 31x3½ | 31x3½ | | | | | | | | | | f-f | | 4 | 3⅛x4 | | | ⅜ | T | | Bosch | | | | Carter | | | d | sel | | | | b |
| Signal F | 2,000 | 2,400 | 144 | pr-s | s | 34x3½ | 36x5 | 12 | 12 | 2 | 2½ | 9 | 9 | 4⅝ | 3⅝ | Timken | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Signal H | 3,000 | 2,700 | 144 | pr-s | s | 34x4 | 36x6 | 12 | 12 | 2 | 2½ | 9 | 10 | 4⅝ | 5⅝ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal J | 4,000 | 3,100 | 150 | pr-s | s | 34x4 | 36x8 | 12 | 12 | 2 | 2½ | 9 | 10 | 4 11/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 9.25-1 | worm |
| Signal M | 7,000 | 4,100 | 168 | pr-s | s | 36x5 | 40x5d | 12 | 14 | 2½ | 3½ | 10 | 13 | 4¾ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | fin | Eism S-F | | | Pierce | Stmbg | | g | d-d | sel | amid | 4 | 12.00-1 | worm |
| Signal R | 10,000 | 5,100 | 180 | pr-s | s | 36x6 | 40x6d | 15 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7⅝ | Timken | f-f | Cont | 4 | 4¾x6 | 36.10 | 2-l | ¼ | P | fin | Eism S-F | | | Cont | Stmbg | | g | d-d | sel | amid | 4 | 11.66-1 | worm |
| Southern | 2,000 | 1,495 | 130 | pr-s | p-s | 34x4 | 34x4 | 12 | 14 | 1¼ | 2 | | | | | Standard | | Buda | 4 | 3½x5 | 19.60 | b-l | | T | tube | Bosch | | | none | Stmbg | 1 | v | d-d | sel | amid | 3 | 7.00 | worm |
| Southern | 3,000 | 1,795 | 143 | pr-s | s | 34x4 | 34x5 | 12 | 14 | 1¼ | 2 | | | | | Standard | | Cont | 4 | 3¾x5⅛ | 22.50 | b-l | | T | tube | Bosch | | | none | Stmbg | 1 | v | d-d | sel | amid | 3 | 7.75-1 | worm |
| ¶Standard 56 | 2,000 | | 134 | pr-s | s | 34x3½ | 34x4 | 12 | 12 | 1¾ | 2 | 9 | 7½ | 4¼ | 3 | Timken | f-f | Cont | 4 | 3¾x5 | 22.50 | b-l | 5/16 | P | tube | Eism S-A | | | Mon | Stmbg | 1 | g | d-d | sel | u-p | 3 | 7.20-1 | worm |
| ¶Standard 76 | 4,000 | | 140 | r-c | s | 36x4 | 36x6 | 12 | 12 | 2 | 2½ | 9½ | 10 | 4 11/16 | 5½ | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| ¶Standard 66 | 7,000 | | 160 | pr-s | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4 11/16 | 6½ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 10.33-1 | worm |
| ¶Standard 86 | 10,000 | | 160 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | 12 | 14¼ | 5½ | 7 3/16 | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-l | ⅜ | P | tube | Eism S-A | | | Mon | Stmbg | 1¼ | v | d-d | sel | amid | 4 | 11.66-1 | worm |
| Steele C | 4,000 | 2,250 | 115 | r-c | s | 38x5 | 40x4d | | | | | | | | | own | d | own | 4 | 4⅛x5¼ | 27.20 | b-r | ¼ | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | | o-d | ind-c | u-j | 3 | 9.51-1 | chn |
| Steele B | 6,000 | 3,000 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele BA | 8,000 | 3,500 | 127 | r-c | s | 38x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-h | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.21-1 | chn |
| Steele A | 10,000 | 4,000 | 127 | r-c | s | 38x7 | 40x6d | | | | | | | | | own | d | own | 4 | 5 x5 | 40.00 | 2-b | | P | cell | At-K S-A | Carlton | stock | own | Stmbg | | g | o-d | ind-c | u-j | 3 | 9.58-1 | chn |

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| Name and Model | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Running Gear: Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes: Front | Wheels: No. of Spokes: Rear | Wheels: Width of Spokes: Front | Wheels: Width of Spokes: Rear | Wheels: Size of Flange: Front | Wheels: Size of Flange: Rear | Wheels: Hub Bore: Front | Wheels: Hub Bore: Rear | Make of Rear Axle | Type of Rear Axle | Engine: Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders how Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance | Starting & Lighting System: Make | Starting & Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶Sterling | 3,000 | 2,480 | 142 | pr-s | s | 36x3½ | 36x5 | 12 | 12 | 1¾ | 2 | 9 | 9 | | | Timken | s-f | own | 4 | 4x5¾ | 25.60 | 2-1 | ¼ | P | cell | Eism S-H | | | Wauk | Zenith | 1¼ | v | d-d | sel | u-m | 4 | 7.70-1 | worm |
| ¶Sterling | 5,000 | 3,475 | 156 | pr-s | s | 36x4 | 36x4d | 12 | 14 | 2¼ | 2¾ | | | | | Sheldon | s-f | own | 4 | 4¾x5¼ | 36.15 | 2-r | ¼ | P | cell | Eism S-H | | | Wauk | Ray | 1¼ | v | d-d | sel | u-m | 4 | 7.70-1 | worm |
| ¶Sterling | 7,000 | 4,550 | 162 | pr-s | s | 36x5 | 40x5d | 14 | 14 | 3 | 3½ | | | | | Timken | f-f | own | 4 | 4¾x5¼ | 36.15 | 2-1 | ¼ | P | cell | Eism D-H | | | Wauk | | 1¼ | v | | ind-c | amid | 3 | 8.75-1 | worm |
| ¶Sterling | 10,00C | 5,350 | 168 | pr-s | s | 36x6 | 40x6d | 14 | 14 | 3 | 4 | | | | | Timken | f-f | own | 4 | 5 x6¼ | 40.00 | 2-1 | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | ind-c | amid | 3 | 8.80-1 | worm |
| ¶Sterling | 1,500 | 6,000 | 174 | pr-s | s | 36x6 | 40x7d | 10 | 12 | 3 | 5 | | | | | own | d | own | 4 | 5 x6¼ | 40.00 | 2-1 | ¼ | P | cell | Eism D-H | | | Wauk | Rav | 1½ | v | o-d | ind-c | jack | 6 | 10.64-1 | chn |
| ¶Sterling Chain | 10,000 | 5,600 | 174 | pr-s | s | 36x6 | 40x5d | | | | | | | | | own | d | own | 4 | 5x6¼ | 40.00 | 2-1 | ¼ | P | cell | Eism D-H | | | Wauk | Ray | 1½ | v | o-d | nd-c | amid | 6 | | chain |
| ¶Stewart 11 | 1,500 | 1,195 | 110 | pr-s | p | 32x4 | 32x4 | | | | | | | | | Clark | | Le Roi | 4 | 3¼x4½ | 15.62 | b-r | ¼ | T | v-t | Eism | Dyneto | | | Zenith | | g | d-d | sel | u-m | 3 | 6.00-1 | int-g |
| ¶Stewart 7 | 4,000 | 2,575 | 156174 | pr-s | s | 34x4 | 34x4d | | | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.23 | b-r | ⅝ | P | v-t | Eism | | | | Zenith | | g | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| ¶Stewart 8 | 2,000 | 1,650 | 130 | pr-s | s | 34x3½ | 34x4 | | | | | | | | | Cllark | | Cont | 4 | 3¾x5 | 19.60 | b-r | ⅝ | T | v-t | Eism | | | | Zenith | | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| ¶Stewart 9 | 3,000 | 1,975 | 140 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | T | v-t | Eism | | | | Zenith | | g | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| ¶Stewart 10 | 7,000 | 3,500 | 165-185 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Clark | | Cont | 4 | 4½x5½ | 32.50 | 2-1 | ⅝ | P | v-t | Eism | | | | Zenith | | g | d-d | sel | u-m | 4 | 10.00-1 | int-g |
| Stoughton B | 3,000 | | 140½ | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Sheldon | | | 4 | 3¾x5¼ | 22.50 | | | P | fin | Eism | | | | Stmbg | | | d | sel | u-m | 3 | | worm |
| Stoughton D | 3,000 | | 140½ | pr-s | s | 36x4 | 36x7 | | | | | | | | | Sheldon | | | 4 | 4x5½ | 25.60 | | | P | fin | Eism | | | | Stmbg | | | d | sel | u-m | 3 | | worm |
| Stoughton E | 5,000 | | 155 | pr-s | s | 36x4 | 36x4d | | | | | | | | | Sheldon | | | 4 | 4¼x5½ | 29.00 | | | P | fin | Eism | | | | Stmbg | | d | d | sel | u-m | 3 | | worm |
| Sullivan F | 3,000 | 2,350 | 129 | r-c | s | 36x3 | 36x5 | | | | | 10¼ | 10 | 5 | 5½ | Timken | f | Buda | 4 | 3¾x4½ | 22.50 | b-r | ⅝ | T | fin | Bosch S-F | none | | | Stmbg | 1 | g | o | sel | amid | 3 | 8.50-1 | worm |
| ¶Sullivan E | 4,000 | 2,850 | 150 | pr-s | s | 36x4 | 36x7 | | | | | 9 | 10 | 1⅝ | 5½ | Timken | f-f | Buda | 4 | 4⅛x5½ | 27.20 | b-r | ¼ | P | fin | Bosch S-F | | | | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 7.75-1 | worm |
| ¶Superior D | 2,000 | 1,600 | 124 | pr-s | s | 34x4½ | 34x4 | 14 | 14 | 1¾ | 2 | 9 | 9 | 5 | 4¾ | Torb | | Cont | 4 | 3¾x5 | 22.50 | b-h | ⅝ | T | sq-t | Eism S-F | | | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| Superior E | 4,000 | 2,275 | 144 | or-s | s | 36x4 | 36x6 | 14 | 14 | 2 | 2¾ | 10½ | 8½ | 4⅝ | 5¾ | Torb | | Cont | 4 | 4⅛x5¼ | 27.20 | b | — | P | sq-t | Eism S-F | | | Pierce | Stmbg | 1¼ | v | d-d | sel | u-m | 3 | 9.00-1 | int-g |
| ¶S. V., 4 | 7,000 | 4,850 | | | s | 36x6 | 36x10 | | | | | | | | | Timken | | | | 4½x5½ | 32.40 | | | | | Eism S-H | | | Pharo | Zenith | | | | | | | | worm |
| Taylor | 2,000 | 1,750 | 134 | pr-s | s | 34x4 | 34x5 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 19.60 | | ⅝ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 3 | 7.80-1 | worm |
| Taylor | 3,000 | 2,200 | 142 | pr-s | s | 34x4 | 34x6 | | | | | | | | | Timken | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | P | fin | Eism S-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 7.80-1 | worm |
| Taylor | 5,000 | 2,900 | 145 | pr-s | s | 34x4 | 36x7 | | | | | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅝ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 7,000 | 3,650 | 156 | pr-s | s | 36x5 | 40x10 | | | | | | | | | Timken | | Cont | 4 | 4½x5½ | 32.40 | | ⅝ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 8.80-1 | worm |
| Taylor | 10,000 | 4,600 | 160 | pr-s | s | 36x6 | 40x14 | | | | | | | | | Timken | | Cont | 4 | 5¼x5½ | 44.20 | | ¼ | P | fin | Eism D-H | | | Pierce | Zenith | | v | d-p | sel | amid | 4 | 10.20-1 | worm |
| ¶Texan T-39 | 3,000 | | 130 | pr-s | | 34x4 | 34x4 | 12 | 14 | 1⅝ | 1⅞ | 6 | 7½ | 2¾ | 3 | Chicago | | Lycmg | 4 | 3¾x5 | 19.60 | b-l | | T | cell | Delco | Dyneto | | | Carter | 1 | g | d-d | | u-m | 4 | 9.66-1 | worm |
| Tiffin GW | 3,000 | 2,300 | 135 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2 | | | | | Sheldon | | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅝ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | d-d | sel | u-m | 3 | 8.60-1 | worm |
| Tiffin MW | 5,000 | 3,050 | 148 | pr-s | s | 36x4 | 36x3½d | 12 | 14 | 2½ | 3 | | | | | Timken | | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | 125.00 | Pierce | Scheb | 1¼ | g | o | sel | amid | | 7.75-1 | worm |
| Tiffin PW | 7,000 | 3,980 | 160 | r-c | s | 36x5 | 36x5d | 12 | 14 | 2½ | 3 | | | | | Sheldon | | Cont | 4 | 4½x5¼ | 32.40 | b-l | ⅝ | P | fin | Bosch S-H | West | 152.00 | Pierce | Scheb | 1¼ | g | c | sel | amid | 3 | 11.70-1 | worm |
| Tiffin RW | 10,000 | 5,000 | 168 | r-l | s | 36x5 | 40x5d | 4 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅝ | P | fin | Bosch S-H | West | 125.00 | Pierce | Scheb | 1½ | g | d-p | se | amid | 3 | 11.70-1 | worm |
| Tiffin SW | 12,000 | 5,200 | 168 | r-l | s | 36x6 | 40x6d | 14 | 14 | 3 | 3½ | | | | | Sheldon | | Cont | 6 | 3¾x5¼ | 33.75 | 3-r | ⅝ | P | fin | Bosch S-H | West | 125.00 | Pierce | Schebg | 1½ | | d-p | sel | amid | 3 | 13.00-1 | worm |
| Titan | 7,000 | 4,300 | 162 | pr-s | s | 36x5 | 40x5d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ¼ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 4 | 8.00-1 | int-g |
| Titan | 12,000 | 5,150 | 156 | pr-s | s | 36x5 | 40x6d | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | b-r | ⅝ | P | tube | Eism | | | Simplex | Stmbg | 1½ | g | d-p | ind-c | amid | 4 | 11.00-1 | int-g |
| Tower | 4,000 | 2,975 | 146 | pr-s | s | 36x4 | 36x7 | | | | | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4⅛x5½ | 27.23 | b-l | | P | tube | Bosch S-H | | | Pierce | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 8.50-1 | worm |
| Tower | 7,000 | 4,100 | 165 | ch-s | | 36x5 | 36x5d | | | | | | | | | Timken | f-f | Cont | 4 | 4½x5 | 32.40 | | | | tube | Bosch | | | Pierce | | | | -d | sel | u-m | 4 | | |
| Traffic | 4,000 | 1,395 | 133 | ch-s | s | 34x3½ | 34x5 | 12 | 12 | 1¾ | 2 | 8½ | 9⅛ | 3¼ | 4⅞ | Russell | | Cont | 4 | 3¾x5 | 22.50 | b-r | 3/16 | T | cell | Bosch S-H | none | | none | Carter | 1 | g | d-p | sel | u-m | 3 | 8.20-1 | int-g |
| ¶Transport 20 | 2,000 | 1,650 | 130 | | | 34x3½ | 34x4 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | T | cell | Eism S-H | | | Simplex | Stmbg | | | | | | | | int-g |
| ¶Transport 30 (Mt. Pleasant, Mich.) | 3,000 | 2,050 | 140 | pr-s | s | 36x3½ | 36x5 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | | ⅝ | T | cell | Eism | none | | Simplex | Stmbg | 1 | | d | sel | u-m | 3 | 7.60-1 | int-g |
| ¶Transport 50 | 4,000 | 2,585 | 150 | pr-s | s | 36x4 | 36x6 | 14 | 14 | | | | | | | Clark | | Cont | 4 | 4⅛x5¼ | 27.20 | | ⅝ | P | cell | Eism | none | | Duplex | Stmbg | 1¼ | | d | sel | u-m | 4 | 8.00-1 | int-g |
| Transport Tractor T | 10,000 | 2,750 | 80 | r-c | s | 34x3½ | 34x4d | | | | | | | | | | | Cont | 4 | 3¼x5 | 19.61 | b-r | | T | cell | Bosch S-F | | | Mon | Zenith | 1 | g | d-d | sel | u-m | 4 | | worm |
| ¶Triangle AA | 1,500 | 1,450 | 115 | r-c | p | 35x5 | 35x5 | 14 | 14 | 2 | | | | | | Clark | | H. Spill | 4 | 3¼x5 | 16.50 | b | | T | tube | Eism | | | Stmbg | Stmbg | 1 | g | d-p | sel | u-m | 3 | 6.80-1 | int-g |
| Triangle A | 3,000 | 2,185 | 144 | r-c | s | 34x3½ | 34x6 | 14 | 14 | 1¾ | 2¼ | | | | | Clark | | Wauk | 4 | 3¾x5¼ | 22.50 | b-b | ¼ | P | tube | Eism | | | Wauk | Stmbg | 1 | g | d-d | sel | u-m | 3 | 6.80-1 | int-g |
| ¶Triangle C | 4,000 | 2,485 | 147 | r-c | s | 35x4 | 36x6 | 14 | 14 | 2 | 2½ | | | | | Clark | | Wauk | 4 | 5x6¼ | 40.00 | 2-r | ¼ | P | tube | Mag H | Vesta | 125.00 | | Zenith | 1½ | g | d | | amid | 4 | | worm |
| Triangle B | 5,000 | 2,850 | 151 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2 | 2½ | | | | | Clark | | Ruten | 4 | 4⅛x5½ | 27.20 | 2-r | | P | tube | Eism | | | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | | 8.00-1 | int-g |
| Tructor A | 10,000 | | 93 | r-s | s | | 36x4 | | | | | | | | | own | | | 4 | 3¾x5½ | 22.50 | | | P | | Eism S-H | opt | | | Schb | | g | d-d | sel | u-m | 4 | 3.40-1 | int-g |
| Twin City 4-W-D-B | 10,000 | 5,250 | 140 | pr-s | s | 36x7 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5½x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | p | sel | amid | 3 | | bev |
| Twin City 4-W-D-C | 7,000 | 4,750 | 130 | r-c | s | 36x6 | 36x7 | | | | | | | | | own | f-f | Wisc | 4 | 5½x6 | 42.20 | 2-o | ¼ | P | fin | K-W | | | Pierce | Stmbg | 1½ | | P | sel | amid | 3 | | bev |
| Union B | 5,000 | 2,375 | 150 | pr-s | s | 36x4 | 36x7 | 12 | 12 | 3 | 2¾ | | | | | Russel | | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | fin | Eism | | | Dup | Scheb | 1¼ | g | o-d | sel | u-m | 3 | 7.75-1 | int-g |
| United AX | 3,000 | 2,375 | 145 | pr-s | s | 34x3½ | 34x5 | | | | | | | | | Clark | | Buda | 4 | 3¾x5½ | 22.50 | b-l | | P | tub | Ei m | opt | | Simplex | Stmbg | | | d-d | sel | u-m | 3 | 7.00-1 | int-g |
| United BX | 5,000 | 2,975 | 165 171 | pr-s | s | 36x4 | 36x8 | | | | | | | | | Clark | | Buda | 4 | 4¼x5½ | 29.00 | b-l | | P | tub | Ei m | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 8.15-1 | int-g |
| United CX | 7,000 | 3,675 | 157-177 | pr-s | s | 36x5 | 36x5 | | | | | | | | | Clark | | Buda | 4 | 4½x5½ | 32.40 | 2-1 | | P | tub | Ei m | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 10.00-1 | int-g |
| United VX | 10,000 | 4,775 | 160-185 | pr-s | s | 36x6 | 40x6 | | | | | | | | | Clark | | Buda | 4 | 4½x6 | 32.40 | 2-1 | | P | tub | Eism | | | Simplex | Stmbg | | | d-d | sel | amid | 4 | 12.50-1 | int-g |
| United F. W. D. | 6,000 | 4,500 | 130 | r-c | s | 36x7 | 36x7 | | | | | | | | | own | | Beav | 4 | 4⅝x6 | 34.30 | | ⅝ | P | fin | Eism D-H | Bijur | | Ray | Duplex | | g | | ind-c | amid | 3 | 9.00-1 | bev |
| U. S. N | 3,000 | 1,995 | 144 | pr-s | s | 36x3½ | 36x5 | | | | | | | | | Clark | | Cont | 4 | 3¾x5 | 22.50 | b-r | | P | tube | Eism | | | none | Stmbg | 1 | | d-d | sel | u-m | 3 | 7.85-1 | int-g |
| U. S. E | 5,000 | 2,800 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¼ | 2 | 9½ | 10¼ | 4⅞ | 1⅞ | own | d | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.16-1 | chn |
| U. S. H | 5,000 | 3,250 | 144 | r-c | s | 34x4 | 36x4d | 12 | 12 | 1¼ | 2 | 9½ | 10¼ | 4⅞ | 4 | Sheldon | s-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 7.75-1 | worm |
| U. S. D | 7,000 | 3,500 | 162 | r-c | s | 36x5 | 36x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 7¼ | own | d | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 3 | 8.01-1 | chcn |
| U. S. J | 7,000 | 3,950 | 162 | r-c | s | 36x5 | 40x5d | 14 | 14 | 2½ | 3½ | 11¼ | 15 | 5⅞ | 4½ | Sheldon | s-f | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ⅝ | P | v-t | Eism | | | Pierce | Stmbg | | g | c | ind-c | amid | 4 | 10.25-1 | worm |
| U. S. K | 10,000 | 4,850 | 168 | r-c | s | 36x5 | 40x6d | 14 | 14 | 3 | 3½ | 12 | 14¼ | 7¼ | 7½ | Sheldon | s-f | Wauk | 4 | 4¾x6¾ | 36.15 | 2-1 | ¼ | D | v-t | Eism | | | Wauk | Stmbg | | g | d-d | ind-c | amid | 3 | 10.25-1 | worm |
| Universal G | 3,000 | 2,175 | 133 | r-c | s | 34x3½ | 34x5 | | | | | | | | | own | f-f | own | 4 | 3¾x5¼ | 22.50 | b-r | ⅝ | T | fin | Berling | opt | | | Stmbg | 1 | g | d-d | sel | u-m | 3 | 7.25-1 | worm |
| Universal D | 4,000 | 2,800 | 132 | r-c | s | 36x4 | 36x4d | | | | | | | | | own | d | own | 4 | 4½x5¼ | 29.86 | 2-l | ⅝ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | -3 | 9.16-1 | chn |
| Universal A | 6,000 | 3,700 | 132 | r-l | s | 36x5 | 36x5d | | | | | | | | | own | d | own | 4 | 4½x5½ | 29.86 | 2-o | ⅝ | P | fin | Berling | opt | | | Stmbg | 1¼ | g | d-d | sel | amid | 3 | 10.29-1 | chn |
| Velie 25B | 4,000 | 2,950 | 150¼ | pr-s | s | 36x4 | 36x7 | 12 | 12 | 2 | 2½ | 10 | | 5½ | | Timken | f-f | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 6.00-1 | worm |
| Velie 26B | 7,000 | 3,900 | 173½ | pr-s | s | 36x5 | 36x5d | 12 | 14 | 2¾ | 3½ | 13 | | 7⅛ | | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ⅝ | P | fin | Bosch S-H | | | Pierce | Stmbg | 1¼ | v | d-p | sel | u-m | 4 | 10.30-1 | worm |
| ¶Vim 27 | 1,000 | 1,095 | 108 | pr-s | p | 31x4 | 31x4 | | | | | | | | | Sheldon | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅝ | T | fin | At-K S-H | West | | | Zenith | ⅞ | g | c | sel | u-m | 3 | 5.50-1 | worm |
| ¶Vim 28 | 1,000 | 1,350 | 127 | pr-s | p | 32x4½ | 32x4½ | | | | | | | | | Sheldon | s-f | own | 4 | 3x4½ | 14.40 | b-r | ⅝ | T | fin | At-K S-H | West | | | Zenith | ⅞ | g | c | sel | u-m | 3 | 5.50-1 | worm |
| ¶Vim 25 | 2,000 | 2,195 | 125 | pr-s | p | 35x5 | 35x5 | | | | | | | | | Sheldon | s-f | Hercules | 4 | 3¼x5⅛ | 22.50 | b-r | ⅝ | P | fin | Dixie S-H | | | | Zenith | 1 | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| ¶Vim 22 | 4,000 | 3,150 | 142 | pr-s | s | 36x4 | 36x6 | | | | | | | | | Sheldon | s-f | Hercules | 4 | 3¼x5⅛ | 22.50 | b-r | ⅝ | P | fin | Dixie S-H | | | Duplex | Zenith | 1 | g | d-d | sel | u-m | 4 | 7.75-1 | worm |
| ¶Vim 23 | 6,000 | 3,950 | 175 | pr-s | s | 36x5 | 36x5d | | | | | | | | | Sheldon | s-f | Hercules | 4 | 4¼x5½ | 28.90 | b-r | ⅝ | P | fin | Dixie S-H | | | Duplex | Zenith | 1¼ | g | d-d | sel | amid | 4 | 7.75-1 | worm |
| Walter C | 10,000 | 5,500 | 132 | pr-s | s | 40x6 | 40x6 | | | | | | | | | own | | | 4 | 4½x6 | 30.65 | b-l | | P | fin | Eism S-A | | | own | H & N | 1½ | g | o | sel | u-m | 4 | 8.50-1 | int-g |
| Walter B | 15,000 | 5,750 | 162 | pr-s | s | 40x6 | 40x6d | | | | | | | | | own | | | 4 | 4½x6 | 30.65 | b-l | | P | fin | Eism S-F | | | own | H & N | 1½ | g | o | sel | u-m | | 7.85-1 | int-g |
| Watson Tractor | 10,000 | 4,050 | 80 | r-s | s | 34x4 | 36x5d | 12 | 14 | 2½ | 3 | 10 | 13 | 4¼ | 7⅛ | Timken | f-f | Cont | 4 | 4½x5½ | 32.40 | 2-1 | ⅝ | P | cell | Bosch D-H | | | Pierce | Stmbg | 1½ | g | d-d | sel | u-m | 4 | 8.75-1 | worm |
| ¶Ward La France | 5,000 | 3,350 | 158 | pr-s | s | 36x4 | 36x7 | 14 | 14 | 2½ | 3¼ | 9 | 10 | 4⅝ | 5½ | Timken | f-f | | 4 | 4¼x5¼ | 30.63 | b-r | ⅝ | P | tube | Bosch S-H | Vesta | 125.00 | Duplex | Zenith | [illegible] | g | d-p | sel | amid | 4 | 8.50-1 | worm |
| ¶Ward La France 5A | 10,000 | | 160 | pr-s | s | 30x6 | 40x6d | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | 5½ | 7⅛ | Timken | f-f | | 4 | 4½x6 | 32.40 | b-l | ¼ | P | tube | Eism S-H | Bijur | 200.00 | | master | 1½ | v | d-p | sel | amid | 4 | 7.00-1 | int-g |
| ¶Ward La France | 7,000 | | 158 | pr-s | s | [illegible] | 40x5d | 14 | 14 | 2½ | 3 | 10 | 13 | 4¼ | 7⅛ | Timken | s-f | Wisc | 4 | 4½x6¼ | 32.40 | 2-r | ¼ | P | fin | Bosch S-H | Vesta | 125.00 | Duplex | Zenith | 1½ | [illegible] | d-p | sel | amid | 4 | 9.00-1 | worm |
| Western | 14,000 | 4,600 | 146 | r-c | s | 36x7 | 40x7d | | | | | | | | | Timken | | own | 4 | 4¾x5½ | 36.10 | | | P | | Bosch S-H | Vesta | 75.00 | Simplex | Stmbg | | | d-d | sel | amid | 4 | 13.00-1 | chn |
| White 15 | 1,500 | 2,400 | 133½ | pr-s | | 34x4½ | 34x4½ | 10 | 13 | | | | | | | own | s-f | own | 4 | [illegible] | 22.50 | b-r | | P | cell | [illegible] | | extra | none | own | 1½ | g | d-p | sel | amid | 4 | | b |

Running Gear

| NAME AND MODEL | Pounds Capacity | Chassis Price | Wheelbase | Frame Material | Tires: Kind Tires | Tires: Front Size | Tires: Rear Size | Wheels: No. of Spokes Front | Wheels: No. of Spokes Rear | Wheels: Width of Spokes Front | Wheels: Width of Spokes Rear | Wheels: Size of Flange Front | Wheels: Size of Flange Rear | Wheels: Hub Bore Front | Wheels: Hub Bore Rear | Make of Rear Axle | Type of Rear Axle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶White.......20 | 4,000 | 3,300 | 157½ | pr-s | s | 36x4 | 36x7 | 10 | 12 | ... | ... | ... | ... | ... | ... | own | s-f |
| White.......40 | 6,000 | 4,300 | 174 | r-l | s | 36x5 | 40x5d | 8 | 10 | ... | ... | ... | ... | ... | ... | own | f-f |
| White.......45 | 10,000 | 5,000 | 174 | r-l | s | 36x6 | 40x6d | 8 | 10 | ... | ... | ... | ... | ... | ... | own | f-f |
| White Hickory.......H | 4,500 | 2,474 | 144 | pr-s | s | 36x3½ | 36x5 | 12 | 14 | 2 | 2½ | 9 | 10 | 4⅜ | 5½ | Timken | f-f |
| Wichita.......L | 3,000 | 2,350 | 144 | pr-s | s | 36x3½ | 36x5 | 13 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | ... |
| Wichita.......M | 4,000 | 2,750 | 144 | pr-s | s | 36x4 | 36x6 | 14 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | ... |
| Wichita.......R | 5,000 | 2,950 | 144 | pr-s | s | 36x4 | 36x7 | 14 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | ... |
| Wichita.......O | 7,000 | 3,750 | 165 | pr-s | s | 36x5 | 36x5d | ... | ... | ... | ... | ... | ... | ... | ... | Sheldon | ... |
| Wichita.......S | 12,000 | 5,400 | 165 | pr-s | s | 36x6 | 40x6d | ... | ... | ste | el | ... | ... | ... | ... | own | ... |
| Wilcox.......A | 2,000 | 2,100 | 130 | pr-s | p | 35x5 | 35x5 | 14 | 14 | 1¾ | 1¾ | ... | ... | ... | ... | Sheldon | ... |
| Wilcox.......B | 3,000 | 2,775 | 144 | pr-s | s | 36x4 | 36x5 | 14 | 14 | 2 | 2 | ... | ... | ... | ... | Sheldon | ... |
| ¶Wilcox.......C | 5,000 | 3,300 | 150 | pr-s | s | 36x4 | 36x3½d | 14 | 14 | 2 | 2½ | ... | ... | ... | ... | Sheldon | ... |
| ¶Wilcox.......D | 7,000 | 4,100 | 154 | pr-s | s | 36x5 | 36x7 | 14 | 14 | 2½ | 3 | ... | ... | ... | ... | Sheldon | ... |
| ¶Wilcox.......W | 10,000 | 5,200 | 162 | pr-s | s | 36x5 | 40x6d | 10 | 12 | 3 | 3½ | ... | ... | ... | ... | Sheldon | ... |
| Wilson.......F | 2,000 | 1,750 | 124 | pr-s | p | 35x5 | 35x5 | 12 | 12 | 2 | 2½ | ... | ... | ... | ... | Timken | s-f |
| Wilson.......E | 4,000 | 2,800 | 144 | r-c | s | 36x4 | 36x7 | 14 | 14 | 2⅜ | 2½ | ... | ... | ... | ... | Timken | s-f |
| Wilson.......G | 7,000 | 3,800 | 160 | r-c | s | 36x5 | 36x5d | 14 | 14 | ... | 3 | ... | ... | ... | ... | Timken | s-f |
| Wilson.......H | 10,000 | 4,600 | 160 | r-c | s | 36x6 | 40x6d | 14 | 14 | ... | 3½ | ... | ... | ... | ... | Timken | s-f |
| Winther.......39 | 3,000 | 2,150 | 140 | r-c | s-p | 34x3½ | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......430 | 3,000 | 23,75 | 132 | r-c | s-p | 32x4 | 32x4 | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......49 | 4,000 | 3,000 | 147 | r-c | s-p | 34x4 | 3444d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......69 | 6,000 | 3,800 | 150 | r-c | s | 36x4 | 36x5d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| ¶Winther.......974 | 7,000 | 4,100 | 168 | r-c | p | 38x7 | 42x9 | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......479 | 7,000 | 4,900 | 158 | r-c | s-p | 36x5 | 36x5d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......89 | 8,000 | 4,200 | 156 | r-c | s | 36x5 | 40x5d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......109 | 10,000 | 5,000 | 162 | r-c | s | 36x5 | 40x6d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | d |
| Winther.......129 | 12,000 | 5,250 | 162 | r-c | .... | 36x6 | 40x12 | ... | ... | ... | ... | ... | ... | ... | ... | Clark | |
| Winther.......149 | 14 000 | 5,500 | 162 | r-c | s | 36x6 | 40x7d | ... | ... | ... | ... | ... | ... | ... | ... | Clark | |
| Wisconsin.......B | 3,000 | 1,750 | 136 | pr-s | s | 34x3½ | 34x4 | 14 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | s-f |
| Wisconsin.......C | 5,000 | 2,800 | 156 | pr-s | s | 36x4 | 36x6 | 14 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | s-f |
| Wisconsin.......E | 10,000 | 5,000 | 160 | r-c | s | 36x6 | 40x6d | 14 | 14 | ... | ... | ... | ... | ... | ... | Sheldon | s-f |
| Witt Will...WD-1-19 | 2,000 | 2,000 | 120 | pr-s | s | 36x3 | 36x4 | ... | ... | ... | ... | ... | ... | ... | ... | Timken | f-f |
| Witt Will...WD-2-19 | 4,000 | 2,850 | 144 | pr-s | s | 36x3½ | 36x7 | ... | ... | ... | ... | ... | ... | ... | ... | Timken | f-f |
| Wolverine.......F | 3,000 | 2,250 | 140 | pr-s | s | 34x3½ | 34x5 | ... | ... | ... | ... | ... | ... | ... | ... | Russell | ... |
| W. S.......4 | 5,000 | 2,975 | 154 | r-c | s | 36x6 | 36x6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Engine

| NAME AND MODEL | Make of Engine | No. of Cylinders | Bore and Stroke in Inches | N. A. C. C. H.-P. | Cylinders How Cast and Valve Location | Width of Piston Ring Groove | Cooling System | Radiator Type | Ignition System Type and Spark Advance |
|---|---|---|---|---|---|---|---|---|---|
| ¶White.......20 | own | 4 | 3¾x5½ | 22.50 | b-r | ... | P | cell | H |
| White.......40 | own | 4 | 3¾x5¼ | 22.50 | b-r | ... | P | fin | H |
| White.......45 | own | 4 | 4¼x5¼ | 29.00 | b-r | ... | P | fin | H |
| White Hickory.......H | Cont | 4 | 3¾x5 | 22.50 | b-r | ⅝ | P | fin | Eism S-F |
| Wichita.......L | own | 4 | 3½x5 | 19.60 | b-l | ... | T | cell | Mag S-A |
| Wichita.......M | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ... | P | cell | Mag S-H |
| Wichita.......R | Wauk | 4 | 3¾x5¼ | 22.50 | b-r | ... | P | cell | Mag S-H |
| Wichita.......O | Wauk | 4 | 4½x5¾ | 32.40 | 2-l | ... | P | cell | Mag S-H |
| Wichita.......S | Beaver | 4 | 4½x6 | 32.40 | 2-o | ... | P | cell | Mag S-H |
| Wilcox.......A | Buda | 4 | 3¾x5½ | 22.50 | b-r | ... | P | cell | Bosch S-H |
| Wilcox.......B | own | 4 | 4¼x5 | 29.00 | 2-r | ¼ | P | cell | Bosch S-H |
| ¶Wilcox.......C | own | 4 | 4¼x5 | 29.00 | 2-r | ¼ | P | cell | Bosch S-H |
| ¶Wilcox.......D | own | 4 | 4¼x5 | 29.00 | 2-r | ¼ | P | cell | Bosch S-H |
| ¶Wilcox.......W | Wauk | 4 | 4¾x6¾ | 36.15 | 2-r | ... | P | fin | Bosch S-H |
| Wilson.......F | Cont | 4 | 3½x5 | 19.60 | b-l | ⅜ | P | fin | Eism S-H |
| Wilson.......E | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | fin | Eism S-H |
| Wilson.......G | Cont | 4 | 4½x5¼ | 32.40 | 2-l | ⅜ | P | fin | Eism S-H |
| Wilson.......H | Cont | 4 | 4½x5½ | 32.40 | 2 | ... | P | fin | Eism |
| Winther.......39 | Wisc | 4 | 3¾x5 | 22.50 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......430 | Wisc | 4 | 3¾x5 | 22.50 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......49 | Wisc | 4 | 4 x5 | 25.60 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......69 | Wisc | 4 | 4 x6 | 25.60 | b-l | ¼ | P | tube | Eism S-H |
| ¶Winther.......974 | Wisc | 4 | 4½x6 | 32.40 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......479 | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......89 | Wisc | 4 | 4¼x6 | 28.90 | b-l | ¼ | P | tube | Eism S-H |
| Winther.......109 | Wisc | 4 | 4¾x5½ | 36.10 | 2-o | ¼ | P | tube | Eism S-H |
| Winther.......129 | Wisc | 4 | 5⅛x6 | 42.20 | ... | ¼ | P | tube | Eism S-H |
| Winther.......149 | Wisc | 4 | 5⅛x6 | 42.20 | ... | ¼ | P | tube | Eism S-H |
| Wisconsin.......B | Wauk | 4 | 3½x5¼ | 19.61 | b-r | ¼ | P | cell | Eism S-H |
| Wisconsin.......C | Wauk | 4 | 4 x5¾ | 25.60 | 2-r | ¼ | P | cell | Eism S-H |
| Wisconsin.......E | Wauk | 4 | 4¾x6¾ | 36.15 | 2-r | ¼ | P | cell | Eism S-H |
| Witt Will...WD-1-19 | Cont | 4 | 3¾x5¼ | 22.50 | b-l | ⅜ | P | cell | Eism S-A |
| Witt Will...WD-2-19 | Cont | 4 | 4⅛x5¼ | 27.20 | b-l | ⅜ | P | cell | Eism S-A |
| Wolverine.......F | Cont | 4 | 3¾x5 | 22.50 | b | ⅜ | T | fin | Split |
| W. S.......4 | ..... | 4 | 4½x5½ | 32.40 | 2 | ⅜ | P | fin | Nat D-H |

Starting & Lighting System, Governor, Carburetter, Clutch, Gearset, Final Drive

| NAME AND MODEL | Staring & Lighting System: Make | Staring & Lighting System: Extra Cost | Make of Governor | Make of Carburetter | Size of Carburetter | Type of Feed | Clutch Type | Gearset: Type | Gearset: Location | Gearset: Speeds | Total Gear Reduction in High | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¶White.......20 | ........ | extra | none | own | 1¼ | g | c-p | sel | amid | 4 | ....... | d-red |
| White.......40 | ........ | extra | own | own | .... | v | d-p | sel | u-m | 4 | ....... | d-red |
| White.......45 | ........ | 4trxa | own | own | .... | v | d-p | sel | u-m | 4 | ....... | d-red |
| White Hickory.......H | ........ | ....... | Pierce | Stmbg | 1 | v | d-d | sel | u-m | 3 | 8.50-1 | worm |
| Wichita.......L | ........ | ....... | none | Stmbg | .... | g | c | sel | amid | 3 | 7.80-1 | worm |
| Wichita.......M | ........ | ....... | Wauk | Stmbg | .... | g | c | sel | amid | 3 | 10.66-1 | worm |
| Wichita.......R | ........ | ....... | Wauk | Stmbg | .... | g | c | sel | amid | 3 | 10.33-1 | worm |
| Wichita.......O | ........ | ....... | Waulk | Stmbg | .... | g | c | sel | amid | 4 | 11.75-1 | worm |
| Wichita.......S | ........ | ....... | Duplex | Stmbg | .... | g | c | sel | amid | 4 | 14.00-1 | d-red |
| Wilcox.......A | ........ | stock | Pierce | Stmbg | | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Wilcox.......B | ........ | stock | Pierce | Ray | | g | c | sel | amid | 3 | 7.75-1 | worm |
| ¶Wilcox.......C | ........ | stock | Pierce | Ray | | g | c | sel | amid | 3 | 8.75-1 | worm |
| ¶Wilcox.......D | ........ | stock | Pierce | Ray | | g | c | sel | amid | 3 | 11.75-1 | worm |
| ¶Wilcox.......W | ........ | stock | Wauk | Stmbg | .... | . | c | sel | amid | 4 | 8.75-1 | worm |
| Wilson.......F | ........ | extra | Pierce | Marvel | 1¼ | g | d-p | sel-c | u-m | 3 | ....... | worm |
| Wilson.......E | ........ | extra | Pierce | Marvel | 1½ | g | c | sel-c | amid | 3 | 8.75-1 | worm |
| Wilson.......G | ........ | extra | Pierce | Marvel | 1½ | g | d-p | sel-c | amid | 4 | 8.75-1 | worm |
| Wilson.......H | ........ | Extra | Pierce | ......... | 1½ | g | d-p | sel | amid | 4 | 10.25-1 | worm |
| Winther.......39 | Bijur | 125.00 | ........ | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 7.00-1 | int-g |
| Winther.......430 | ........ | ....... | ........ | Stmbg | 1¼ | g | d-p | sel | u-m | 3 | 9.50-1 | int-g |
| Winther.......49 | Bijur | 200.00 | ........ | Master | 1¼ | g | d-p | sel | amid | 3 | 8.12-1 | int-g |
| Winther.......69 | Bijur | 200.00 | ........ | Stmbg | 1¼ | v | d-p | sel | amid | 4 | 10.00-1 | int-g |
| ¶Winther.......974 | Bijar | 200.00 | ........ | master | 1½ | v | d-p | sel | amid | 4 | 7.00-1 | int-g |
| Winther.......479 | Bijur | 200.00 | ........ | Master | 1¼ | v | d-p | sel | amid | 4 | 10.00-1 | int-g |
| Winther.......89 | Bijur | 200.00 | ........ | Master | 1¼ | v | d-p | sel | amid | 4 | 12.50-1 | int-g |
| Winther.......109 | Bijur | 200.00 | Simplex | Master | 1½ | v | d-p | sel | amid | 3 | 12.50-1 | int-g |
| Winther.......129 | Bijur | extra | Simplex | Master | .... | v | d-p | sel | amid | 4 | ....... | int-g |
| Winther.......149 | Bijur | ....... | Simplex | Master | 1½ | v | d-p | sel | amid | 4 | ....... | int-g |
| Wisconsin.......B | ........ | ....... | Wauk | Master | 1 | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Wisconsin.......C | ........ | ....... | Wauk | Master | 1¼ | g | d-d | sel | u-m | 3 | 8.75-1 | worm |
| Wisconsin.......E | ........ | ....... | Wauk | Master | 1¼ | g | d-p | ind-c | u-m | 3 | 11.50-1 | worm |
| Witt Will...WD-1-19 | ........ | ....... | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 6.50-1 | worm |
| Witt Will...WD-2-19 | ........ | ....... | Pierce | Zenith | 1¼ | g | d-d | sel | u-m | 3 | 7.75-1 | worm |
| Wolverine.......F | G & D | none | ........ | Stmbg | 1 | g | d | sel | u-m | 3 | 7.70-1 | int-g |
| W. S.......4 | ........ | ....... | ........ | Zenith | | g | o-d | ... | u-m | | ....... | vorm |

## STEAM TRUCKS

| NAME AND MODEL | Capacity | Price | Wheel Base | Size of Tires | Engine Location | No. Cylinders | Bore and Stroke | Type of Engine | Type of Valve Gear and Valves | Final Drive |
|---|---|---|---|---|---|---|---|---|---|---|
| Steamobile.............. | 10,000 | ........... | 180 | Front 36x6; rear 40x7d | ........... | 4 | 3¾x5 | Simp., Sing. Act. | ........... | Worm |
| Steamotor.............. | 4,000 | 3,000 | 144 | Front 36x4; rear 36x6 | Under Seat | 2 | 5x4 | Simp., Doub. Act. | Stevenson-Slide | Worm |
| Doble Steamer.......2A | 4,000 | 3,500 | 144 | Front 36x4; rear 36x7 | Rear Axle | 2 | 5x4 | Simp., Doub. Act. | Doble | int-g |

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# American Motor Cars Popular in Australia

F. E. Wodell, trade investigator in Australasia for the General Motors Export Company, is now in New York on his annual visit to the home office. In the twelve months since his last trip to the States, Mr. Wodell has noticed an increase in the popularity of the type of motor car design represented by American practice. He says:

"American cars have a high reputation in Australia and New Zealand and this country will continue to dominate the motor market there, although there will always be some demand for British cars. In August of this year 598 passenger cars valued at $664,442 were exported from the United States to Australasia, as well as 44 motor trucks valued at $64,481. Many more cars would have been exported during this period and could be exported at the present time, if production and the overwhelming home demand would permit.

"Among the American cars in this field, the Buick is predominant. The other most popular cars are the Dodge, Hupmobile, Oakland and Chevrolet. Post war British cars have not yet arrived, except several demonstration models. The Vauxhall and Austin are now represented by demonstrators and are securing some orders though the prices are considerably higher than American cars of the same standing. The falling exchange rate is bringing the prices closer together, but Mr. Wodell does not think this will be an important factor in motor car sales unless the Pound drops as low as $3.50.

There has been an embargo on the importation of complete cars, though one body has been permitted entry to every two chassis. All parts of such bodies and all accessories are taxed at various rates, ranging from 10 per cent. to 50 per cent. of 110 per cent. of the value. A considerable body making industry has sprung up in Australia, though the manufacture there of complete cars has not been encouraged.

The costs of motoring in Australiasia are considerably higher than in the United States. In the first place the initial price of a car there is about twice that in this country, due to packing charges, freight rates and import duties. Then the prices of gasoline and oil are high—the former selling at about 60c an American Gallon and the latter about $2.40 an American gallon.

Australia and New Zealand are prosperous and progressive countries, and are giving much attention to the subject of good roads. Plans are being worked out for the expenditure of considerable sums which will result in much road improvement that will bring new impetus in motoring everywhere within their borders.

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### Perley Joins Elgin

Lieut. W. L. Perley, formerly of the Bureau of Aircraft Production, Washington, D. C., has been made assistant to C. S. Rieman, president and general manager of the Elgin Motor Car Corp. Lieut. Perley was for two years assistant to Mr. M. W. Kellogg, director of production for aeroplane engines. He traveled all over the country visiting plants where these motors were being made, and wrote a fourteen-volume history of aeronautical engine production of the United States for the War Department.

### Attractive Exhibits at Recent Jobbers' Convention

Two attractive exhibits at the recent show of the Automotive Equipment Association in Chicago were those of the Black & Decker fg. Co. and the Victor Manufacturing & Gasket Co., both of which are

BLACK & DECKER EXHIBIT AT CHICAGO AUTOMOTIVE EQUIPMENT SHOW

shown in the accompanying illustrations. Near the center of the Black & Decker exhibit is shown the company's new automatic electric compressor outfit having a capacity of six cubic feet of free air per minute, and capable of furnishing a pressure of 200 pounds. This outfit is designed for the inflation of pneumatic truck tires.

HOW VICTOR GASKETS WERE EXHIBITED AT AUTOMOTIVE EQUIPMENT SHOW

The exhibit of the Victor Manufacturing & Gasket Co. shows the large variety of Victor cylinder head gaskets produced by this concern.

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### John N. Willys Acquires Interest in Republic Motor Truck Company

John N. Willys has purchased a block of the capital stock of the Republic Motor Truck Company of Alma, Mich. He is to become a director of the company and will bring to it the benefit of his wide experience. The Republic company interest is individual with Mr. Willys and is in no way connected with any other Willys organization, directly or indirectly, it is stated.

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# Systematizing Motor Truck Lines Will Help Reduce Cost of Living

## A. Williams, Jr., President of the Garford Motor Truck Company, Tells How He Believes Problem May Be Met

TEMATIC organization of motor truck ex-ess lines already in operation and intelligent ration of new routes will afford at least a solution to the present high cost of living m, according to men prominent in industry mmerce.

c of adequate transportation is one of the chief s offered for the present crisis. In many government and state officials are investigat-od waste, which, according to the commission nay be traced directly to transportation delays. re are numerous instances of commission aving been indicted for the wholesale disposal dstuffs, which, the commission men claim, lelivered by railroads in unsaleable condition.

ient organization of the motor truck lines in s communities with the idea of eliminating ssibility of idle trucks and light return loads o far toward solving this transportation prob-d reducing transportation costs, in the opinion ny who have given this phase of the matter consideration.

obtain maximum returns from motor truck ortation, the numerous lines now operating be systematically organized," according to Williams, Jr., president of The Garford Motor Company, who has devoted considerable time study of the transportation problem.

thout a unity of purpose there is a capacity in every community. This naturally results oss of tonnage and increased costs. It has aid that 70 per cent. of the motor trucks op-in the United States during 1918 traveled one way. From these figures it was esti-there was a capacity waste of 283,500,000 aring the year.

th the establishment of highway transporta-ommissions in the various states and the or-tion of transportation bureaus in many of ties, this tonnage waste is being eliminated. eral cities the haulage concerns have formed tions and have established central offices which the motor truck transportation activi-f that particular community are directed. associations are affiliating with associations rby cities in order to further recrease the lity of idle trucks and light return loads, and ease the general efficiency of the service.

e motor truck actually has become a public in many localities. Entire communities are ling upon it as a means of supply. It has e equally as essential as the railroad and vay.

obtain maximum efficiency, the transporta-nits of the country—the railway, waterway ghway—should be linked up systematically. highways should be built, the present high-ways improved and a greater number of motor express lines touching those sections not reached by either rail or water, should be created.

"That such a system would have important bearing upon reducing the cost of living essentials is apparent. Available government figures show that in 1919 the cost of shipping by truck throughout the country was from 10 to 30 cents per ton mile lower than the cost by horse-drawn vehicles. One can at least imagine what this will amount to in a year.

"Speakers before a recent convention of retail and wholesale grocers in Toledo voiced the opinion that their hope of reducing prices lay in the motor truck. Practically an entire session of the convention was devoted to this phase of the transportation problem, which they deemed highly responsible for the present high costs.

"One speaker, an officer of the grocers' organization, declared that the motor truck held the actual solution to the problem.

"This recognition of the motor truck as a transportation factor, coming from men who analyze and understand conditions governing the markets is noteworthy, and should be taken as convincing proof of its worth."

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### Demountable Rims and Self Starters for Fords

The Ford Motor Co., Detroit, Mich., is equipping its sedans and coupes with self-starters and demountable rims as part of the standard equipment, and has raised the price of these two models $100 to cover the cost of the two additional units. The Ford sedan is selling at $875 and the coupe at $750. On the touring car and the roadster the self-starter and demountable rims are obtional.

Without the extra equipment the price of the latter two lines remains the same, $525 for the touring and $500 for the roadster. A few of the touring cars are equipped with the self-starter and are selling at $600. For the self-starter $75 additional is charged while if demountable rims are added, $25 more is asked.

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### Many Attractive Closed Cars Offered for 1920

*(Continued from page 10)*

of the exterior. The car has sweeping lines from radiator to rear which are unbroken by overhang at the wheel arch.

The interior color scheme is French gray. The upholstery is silk mohair, French plaited. To further the color scheme, the floors are covered with heavy gray tone rugging.

A feature of the Stephens coupe model is the revolving and folding extra seat which makes it possible to carry a fourth passenger. The seat folds neatly away under the cowl when not in use.

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# TRADE GOSSIP

E. T. Peterson has accepted a position as manager of the Buffalo branch of the Pennsylvania Rubber Co., Jeannette, Pa. He was formerly district sales manager of the Commercial Car Unit Co. of Philadelphia.

H. J. Porter has been promoted to the position of sales manager of the Timken Roller Bearing Co. He will make his headquarters at the general offices of the company at Canton.

Bob Crowthers has been appointed advertising agent of the Gary Motor Truck Co. His headquarters will be at Gary, Ind.

E. R. Downs is now associated with the F. A. Adams Co., Owensboro, Ky.

J. Fletcher Farrell has been elected a director of Briscoe Motor Corp., Jackson, Mich.

I. Finkelstein is now a member of the staff of the Motor Truck Department of the National Automobile Chamber of Commerce.

Alwin A. Gloetzner has been appointed president and general manager of the Covert Gear Co., Inc., Lockport, N. Y.

Victor Grieff, formerly a lieutenant in the U. S. N. R. F., is now research engineer for the American Bosch Magneto Corporation, Springfield, Mass.

J. A. Haskell is now assistant general sales manager of the Grant Motor Car Corp., Cleveland, O.

S. S. Newton, president of the Luther Grinder Mfg. Co., Milwaukee, has resigned and will retire because of advanced age.

Wm. M. Apperson, formerly of the factory sales force of the Bethlehem Motor Truck Co., is now manager of the truck department of the Universal Auto Co., Hartford, Conn.

Melvin W. Boyle has been appointed sales manager of the White Motor Sales Co., Akron, Ohio.

L. M. Bradley, formerly general manager of the Motor & Accessory Manufacturers' Association, has joined the Frank Presbrey Co., New York City.

Arthur C. Brenckle has been made secretary and general manager of the Olympian Motors Co., Pontiac, Mich.

L. N. Burns has been elected president of the J. I. Case Plow Works, Racine, Wis.

Vernon E. Bush is now manager of the Export Sales Division of the Republic Motor Truck Co., Inc., Alma, Mich.

W. B. Condit has accepted a position as chief draftsman for the Nelson Motor Truck Co., Saginaw, Mich. Mr. Condit was formerly of the engineering staff of the Gramm-Bernstein Motor Truck Co.

C. M. Cornog, recently of the Standard Auto Parts Co., Cleveland, Ohio, is now district manager for the Standard Woven Fabric Co., manufacturers of Multibestos brake and clutch linings.

Russell Monroe has resigned as assistant advertising manager of the Ford Motor Co. to become assistant sales manager of the newly-organized Ford Motor Co. branch in France.

Charles A. Neville has been appointed sales manager of the Hinkley Motors Corporation, Detroit, Mich. He was formerly in the sales department of the company.

Carl M. Page has severed his connection as advertising manager of the Fulton Motor Truck Co., New York City.

W. Carl Parker is now manager of the Reo Motor Car Co., Lansing, Mich.

Jay Dewey has been appointed director of sales of the Lexington Motor Co., Connersville, Ind.

C. F. Hepburn has been made president and general manager of the Republic Motor Truck Co.

James R. Hayes has become assistant advertising manager of the Powrlok Company of Cleveland, O.

Robert C. Crowthers, former Cincinnati automobile dealer but who for three years has been manager of the automobile department of the Cincinnati Commercial Tribune, has been appointed advertising manager of the Gary Motor Truck Co., of Gary, Ind.

N. A. Root, manufacturers' agent, Oakland, Cal., has opened an office at 230 Broadway and plans to accept exclusive agencies for that district.

Albert de Maringh, formerly manager of the Detroit office of the U. S. Ball Bearing Co., has returned to Chicago in the capacity of general sales manager of the Rex Machine Co., manufacturer of valveless power-driven tire pumps, die testing presses and valveless service station equipment.

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Earl W. McGookin has been appointed sales manager of the automotive division of the newly opened Detroit office of the Duratex Co., of Newark, N. J., manufacturer of coated fabrics.

B. J. Kough, manager of the Marseilles plant of the John Deere Plow & Tractor Co., has been appointed manager of the main plant at Moline, Ill., to succeed H. B. Dinneen, who resigned to become assistant to R. W. Lea, vice-president.

Jay Dewey, formerly district sales manager for the Lexington Motor Co., Connersville, Ind., has been appointed director of sales for the Lexington Minute-Man Six.

Walter S. Gaines, Jr., formerly of the Cleveland Tractor Co., has associated himself with the Mobile Tractor Co., Mobile, Ala., in the capacity of chief engineer.

G. E. Anderson, formerly assistant to the vice-president of the American Locomotive Co., has been appointed assistant eastern sales manager of the Duff Mfg. Co., with headquarters at 50 Church street, New York.

W. H. Haggard, division sales manager of the Emerson-Brantingham Co., Rockford, Ill., has retired.

Walter W. Smith, secretary and treasurer of the O. J. Beaudette Co., body manufacturer, Pontiac, Mich., has resigned. He retains his interest in the company, however, and his seat on the board of directors. He will spend the winter in California.

C. J. Brethaur, formerly with the Commerce Motor Car Co., Buffalo, N. Y., and later with the Walden-Shaw Taxi Co., Chicago, has been made production manager of the Olympian Motor Car Co.

John F. Porter has joined the Cadillac Motor Car Co. as comptroller, succeeding Herman Kinnee, who has been advanced to assistant to the general manager. Mr. Porter comes to the Cadillac company from the Champion Ignition Co., Flint, where he was comptroller.

Harry Shepler, formerly vice-president in charge of Overland production of the Willys-Overland Co., has been appointed production manager of the Rubay Body Co., Cleveland, which builds bodies for Packard and Pierce-Arrow cars.

Edward Tucker, Jr., formerly associated with the Detroit retail branch of the Cadillac Motor Car Co., has accepted a position with the Lafayette Motors Co., Indianapolis, Ind.

W. J. Clucas has been made manager of the new Detroit sales office of the Lancaster Steel Products Co. of Lancaster, Pa. Clucas formerly was connected with the Standard Parts Co. of Cleveland, O.

Henry A. Kroh, for many years southeastern district mechanical inspector for the Cadillac Motor Car Co., and later with the Lincoln Motor Co., has resigned to take charge of the new service station at the Cadillac agency at Charleston, S. C., as service manager.

H. W. Ross was recently elected vice-president of Templeton, Kenly & Co., Ltd., Chicago, manufacturers of Simplex jacks, assuming his duties with that company Sept. 29.

Sam J. Cook, export manager of the Service Motor Truck Co., has returned from an extended business trip, covering the countries of continental Europe, the British Isles and Scandinavia.

Lee J. Eastman has been made president and general manager of the Packard Motor Car Co. of New York. He succeeds Roger J. Gilmour, resigned. He will make his headquarters at the Packard Building in New York City.

Charles H. Reutelsterz has severed his connection with the Motor Materials Co., and the business in the future will be conducted by Walter T. Roos. Reutelsterz has not announced his plans for the future.

Capt. Percival Dodge has been appointed sales manager of the Denby Motor Truck Co., Detroit, Mich.

Major Wadsworth and Chance M. Vought have been elected directors of the United Aircraft Corporation.

John Kelly, for nine and a half years New York district manager of the Edison Storage Battery Co., has been appointed general sales manager of the company, with headquarters in Orange, N. J.

L. H. Earle, who was released from service as captain in the Ordnance Corps last spring, has been appointed eastern representative for the Buda Co., Harvey, Ill., with offices at 1216 Aeolian Hall, 33 West 42nd street, New York.

William J. Hartman, for many years at the factory of the Advance Rubber Co., New York, has been placed in charge of the company's branch just opened at 721 S. Olive street, Los Angeles, Cal.

Erwin L. Malone has been appointed Cleveland district representative of the Hess Steel Corp., Baltimore, Md. His present headquarters will be the Cleveland Athletic Club, Cleveland, Ohio.

Charles C. Howison has been appointed New England representative for the Hudson Motor Specialties Co., Philadelphia, Pa.

William H. Huff, who has been with the Detroit Pressed Steel Co. for some time as assistant sales manager of the frame division, has been appointed advertising manager for both frame and wheel divisions of the company.

George L. Sullivan, for three years advertising manager of the Fisk Rubber Co., Chicopee Falls, Mass., has resigned to become associated with the J. Walter Thompson Co. advertising agency, New York.

Miss M. G. Webber, a member of the advertising department of the Fisk Rubber Co., Chicopee Falls, Mass., and for the past three years in charge of the outdoor advertising of the company, assumes the position of advertising manager for the Fisk company, succeeding George L. Sullivan who resigned.

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# Technical Specifications of Truck Units—1919

## For Converting Passenger Cars into Trucks

## REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS—CARS UNIT WILL CONVERT—F., Ford., U., Universal (will convert nearly all cars into trucks): C., Cadillac: D., Dodge Bros.: O., Overland. PRICE OF UNIT—† Indicates price with body. REAR AXLE—Reinf., Original axle reinforced by special member: Bev. g., Bevel gear: Int-g., Internal gear: R., Roller: B., Ball. BRAKES—Ext-r-w., External contracting on rear wheels: Int-r-w., Internal expanding on rear wheels: Int-j., Internal expanding on jackshaft: Ext-j., External contracting on jackshaft. ORIGINAL REAR AXLE—Rear ax., Rear axle of truck: Takes Torque, means original axle is used as that part of the internal gear axle which transmits the torque but does not carry the wheel on the truck: Alt., Altered: Unalt., Unaltered. DRIVE AND TORQUE—S., Springs: T., Tube: A., Arm: R., Radius Rods or Arms. REAR TIRES—S., Solid: R., Pneumatic. WHEELS—W., Wood: S., Steel: Sq., Square: Ov., Oval: R-d., Round Spokes. SPRINGS—Sem., Semi-Elliptic: F. El., Full Elliptic: Patl., Platform. FRAME—Ch-s., Channel Section Steel: Pr-s., Pressed Steel: R-S., Rolled Steel. ORIGINAL FRAME—Alt., Altered: Unalt., Unaltered.

| NAME OF UNIT | Cars Unit Will Convert | Pounds Capacity | Price of Unit | Wheelbase | Tread | REAR AXLE | | | | BRAKES | | ORIGINAL REAR AXLE | | DRIVE & TORQUE | | REAR TIRES | | WHEELS | | SPRINGS | | | | FRAME | | | Original Frame Altered or Unaltered | Weight of Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Make | Final Drive | Total Gear Reduction | Type of Bearings | Hand | Foot | Use Made of | Altered or Unaltered | Truck Drives Through | Torque Taken by | Type | Size | Material | Shape of Spokes | Type | Length | Width | Number of Leaves | Material | Length | Width | | |
| Affordable | F | 2000 | 185 | | | Ford reinf | Bev g | | B | | | Rear Ax | Unalt | | | | | | | | | | | Ch-s | 113 | 34 | Unalt | 823 |
| All-Car | U | 2500 | 410 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 2½ | 12 | | 140 to 168 | 34 | Alt | 1100 |
| All-Car | U | 4000 | 510 | 112–124 | | Russel | Int-g | 6.70 to 8.40 | | r-w | r-w | Not used | | S | S | | | W | Sq | Semi | 49½ | 3 | 15 | | 140 to 168 | 34 | Alt | 1300 |
| Amesbilt | U | 3000 | 475 | 134 or more | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 150 | 33½ | Unalt | 1175 |
| Amesbilt | F | 3000 | 425 | 120 | 56 | Empire | Worm | 7.02 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 148 | 33½ | Unalt | 1100 |
| Champion | F | 3000 | 375 | 125 | 64 | | Chain | 7.00 | | | | | | | | | 32x3½ | W | Sq | Semi | 42 | 2½ | 10 | | 164 | | | 1000 |
| Champion | F | 3000 | 400 | 125 | 56 | | Chain | 7.00 | | Ext-r-w | Ford | Jackshaft | | | | | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | | | | Unalt | 1100 |
| Comdelear (Longford) | F | 1500 | 125 | 136 | 56 | Ford | Bev g | | E | Ford | Ford | Rear Ax | Unalt | T | T | P | 30x3½ | Ford | Ford | Ford | | | | | 135½ | | Unalt | 270 |
| Camelford | F | 2000 | 40 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Semi | | | | Ford | | | | 90 |
| Camelford | F | 2000 | 50 | 115 to 130 | 56 | Ford | Bev g | | | Ford | Ford | | Unalt | | | P | 30x3½ | | | Ford | | | | | | | | 100 |
| Dearborn | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1000 |
| Dearborn | F | 4000 | 500 | 127 | 56 | Own | Chain | 8 50 | R | Int-r-w | Ford | Jackshaft | | R | R | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1400 |
| Dearborn | U | 2000 | 450 | 125 | 56 | Own | Chain | 7.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 32x3½ | W | Ov | Semi | 44 | 2 | 10 | Ch-s | 168 | 32 | Alt | 1100 |
| Dearborn | U | 4000 | 550 | 127 | 56 | Own | Chain | 8.50 | R | Int-r-w | Ext-J | Jackshaft | Alt | R | R | S | 34x5 | W | Ov | Semi | 47 | 3 | 11 | Ch-s | 176 | 32 | Alt | 1500 |
| Detroit | F | 2500 | 400–430 | 112 to 170 | | Russel | Int-g | 6.80 | R | Int-r-w | Ext-r-w | Not used | | | | S | 34x3½ | W | | | 47 | 2½ | | S | 170 | 34 | | 1200 |
| Detroit | U | 4000 | 500–530 | 112 to 136 | | Russel | Int-g | 7.70 | R | | Ext-r-w | Not used | | | | S | 34x4 | W | | | 47 | 2½ | | S | 170 | 34 | | 1400 |
| Detroit | U | 6000 | 675 | | | Russel | Int-g | 9.40 | R | Ford | Ext-r-w | Not used | | | | S | 34x3 dual | W | | | 47 | 2½ | | S | 170 | 34 | | 1600 |
| E. & W. | U | | | | | Torbenson | Int-g | | | Ford | | | | | | | | | | | | | | | | | | |
| Giant Convert-A-Car | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Semi | 42 | 2½ | 10 | Ch-s | 168 | 32 | Unalt | 1030 |
| Graham Brothers | F | 2000 | 300 | 125 | 56 | Hess | Chain | 7.64–1 | R | Int-r-w | Trans | Jackshaft | Unalt | R | R | S | 32x3½ | W | R | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1005 |
| Graham Brothers | F | 2000 | 425 | 125 | 56 | Torbenson | Int-g | 6 50–1 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2½ | 11 | Ch-s | | 32 | Unalt | 1070 |
| Graham Brothers | F | 6600 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 32 | Unalt | 1160 |
| Graham Brothers | D | 2000 | 450 | 139 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2½ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | D | 3000 | 550 | 139 | 56 | Torbenson | Int-g | 7.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1160 |
| Graham Brothers | D | 5000 | 715 | 139 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1560 |
| Graham Brothers | D | 6000 | 550 | 110 | 56 | Torbenson | Int-g | 8.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1340 |
| Graham Brothers | U | 2000 | 450 | 140 | 56 | Torbenson | Int-g | 6.50–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x3½ | W | R | Semi | 42 | 2½ | 11 | Ch-s | | 32 | Alt | 1050 |
| Graham Brothers | U | 3000 | 550 | 140 | 56 | Torbenson | Int-g | 7.00 1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x4 | W | R | Semi | 46 | 3 | 10 | Ch-s | | 33 | Alt | 1180 |
| Graham Brothers | U | 5000 | 732 | 140 | 56 | Torbenson | Int-g | 9.00–1.00 | R | Int-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | R | Semi | 46 | 3 | 13 | Ch-s | | 33 | Alt | 1570 |
| Greb | F | 1000 | 70 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 110 |
| Greb, P. B. B. | F | 2000 | 125 | 124 and 136 | 56 | Ford | Bev g | | | Ford | Ford | | | | | P | Ford | | | | | | | | | | | 280 |
| Grebford | F | 1000–1800 | 75–85 | 112 to 136 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ | W | | Ford | | | | | | | Unalt | 125 |
| Guaranty, O | U | 2500 | 410-440 | 114 to 138 | 56 | Russel | Int-g | 5.50–7.70 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 49½ | 2½ | 12 | Ch-s | 150 to 174 | | Unalt | 1200 |
| Guaranty, A | U | 4000 | 525-540 | 126–178 | 56 | Russel | Int-g | 7.70–8.20 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 49½ | 2½ | 15 | Ch-s | 150 to 174 | | Unalt | 1150 |
| Guaranty, U | U | 6000 | 760 | 126 to 160 | 56 | Russel | Int-g | 8.20 | R | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x6 | W | Sq | Semi | 49 | 3 | 15 | Ch-s | 168 | | Unalt | 1450 |
| Hay-Dee | F | 1500 to 2000 | .6 to 60 | 115 and 130 | 56 | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ | W | | | | | | | | | | |
| Iowa, E | U | 2000 | 515 | 130 | 56 | Russel | Int-g | 5.50 to 6.50 | R-B | Ford | Ext-r-w | Not used | | S | | S | 32x3½ | W | Sq | Semi | 54 | 2½ | 10 | Ch-s | 144 | 33 | Alt | 1200 |
| | U | [illegible] | 600 | 140 | 56 | Russell | Int-g | 7.00 to 8.00 | R-B | Ford | Ext-r-w | Not used | | S | | S | 34x4 | W | Sq | Semi | 54 | [illegible] | 12 | Ch-s | 144 | 33 | Alt | 1400 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kelley, K-100 | F | 2000 | 475 | 127 | 56 | Celfor | Int-g | 6.00 | R | Ford | Ext-r-w | Not used | | | | S | 32x3½ | W | Sq | Semi | 47 | 2¼ | 10 | Ch-s | 174 | 35 | | 1000 |
| Kelley, K-300 | F | 3000 | 575 | 135 | 56 | Celfor | Int-g | 7.00 | R | Ext-r-w | Int-r-w | Not used | | | | S | 34x5 | W | Sq | Semi | 51 | 2¼ | 12 | Ch-s | 195 | 35 | | 1150 |
| Kelley-K-300 | U | 4000 | 625 | 135 and 140 | 56 | Celfor | Int-g | | | Ext-r-w | Int-r-w | | | S | S | S | 34x5 | W | Sq | Semi | 51 | 2¼ | 13 | Ch-s | | 34 | Unalt | 1250 |
| Kelley, K-400 | U | 6000 | 850 | 135-140 | 56 | Celfor | Int-g | 8.00 to 7.00 | R | Ext-r-w | Int-r-w | | | S | S | S | 34x6 | W | Sq | Semi | 51 | 3 | 15 | Ch-s | | 35 | Unalt | 1800 |
| Knickerbocker Forma-Tractor | F | 6000 | 450 | 108 | 56 | Own | Int-g | 14.00 | R | Ext-r-w | Ford | Takes torque | Unalt | | | S | 34x4 | W | Sq | Semi | 33 | 2¾ | 10 | Ch-s | | | Unalt | 1000 |
| Knox 2-ton | U | 4000 | 450 | | 58½ | | Int-g | 8.00 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 34x3½ | W | Sq | Semi | 40 | 2½ | | | | | Alt | |
| Knox 3-ton | U | 6000 | 600 | | 56 | | Int-g | 8.80 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 36x6 | W | Sq | Semi | 40 | 3 | | | | | Alt | |
| Knox 5-ton | U | 10000 | 850 | | 57 | | Int-g | 10.30 | | Ext-r-w | Int-r-w | Not Used | | R | R | S | 36x7 | W | Sq | Semi | 40 | 3 | | | | | Alt | |
| Landover | F | 3000 | 400 | 130 | 57½ | Own | Chain | 6.87 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46½ | 2½ | 8 | | 165 | 35 | Unalt | 1125 |
| Luverne Truckgear | U | 4000 | 550 | 130 to 164 | 56 | Torbenson | Int-g | 7.00-8.00 | R | Int-r-w | Ext-r-w | Not used | | | S | S | 34x5 | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 162 | | Unalt | 1250 |
| Maxfer | F | 2000 | 350 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | | R | S | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | | 163 | 32 | | 1005 |
| Maxfer | F | 2000 | 350 | 125 | 56-60 | Own | Chain | 7.00 | R | Ext-r-w | | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2 | 11 | Pr-s | 180 | | Unalt | 1000 |
| Maxfer | F | 4000 | 410 | 120 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | | R | S | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | | 163 | 32 | | 1005 |
| New Comer | U | 3500 | 445-525 | 124-146 | 56 | Torbenson | Int-g | 6.00 to 7.00 | R | Int-r-w | Ext-r-w | Not used | | R | R | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 168 | 34 | | 935 |
| Olson | F | 2000 | 85 | 100 to 166 | 56 | Ford | | | B | Ford | Ford | | Unalt | S | R | P | 28x4 | W | Rd | | 44 | 2 | 7 | Pr-s | 118 to 166 | 32 | Unalt | 150 |
| Olson | F | 4000 | 550 | 142 | 56 | Ford | Int-g | 10.00 | B | Ford | Ford | Jackshaft | Unalt | S | R | S | 32x3½ | S | S | Semi | 52 | 2¼ | 13 | Pr-s | 142-190 | 32 | Unalt | 1180 |
| Phenix | F | 3000 | 350 | 125 | 56-60 | Own | Chain | 7.1 | R | Ford | Int-ex | Jackshaft | Unalt | R | R | S | 32x3 | W | Sq | Semi | 44 | 2½ | 10 | P-s | 168 | 32 | Unalt | 975 |
| Phenix | F | 4000 | 450 | 125 | 56-60 | Own | Chain | 9.1 | R | Ford | Int-ex | Jackshaft | Unalt | T | T | S | 34x5 | W | Sq | Semi | 44 | 2½ | 12 | Ch-s | 168 | 32 | Unatl | 1450 |
| Phenix | F | 2500 | 450 | 125 | 56 | Torb | Int-g | 7.1 | R | Ford | Int-ex | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Unalt | 1050 |
| Phenix | F | 4000 | 575 | 125 | 56 | Torb | Int-g | 8.1 | R | Ford | Int-ex | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Unalt | 1450 |
| Phenix | D | 2500 | 475 | 144 | 56 | Torb | Int-g | 7.1 | R | Int-ex | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 34 | Alt | 1050 |
| Phenix | D | 4000 | 575 | 144 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1450 |
| Phenix | O | 2500 | 510 | 142 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 32 | Alt | 1050 |
| Phenix | O | 4000 | 610 | 142 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1450 |
| Phenix | U | 2500 | 475 | 140-150 | 56 | Torb | Int-g | 7.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 32x3 | W | Sq | Semi | 50 | 3 | 11 | Ch-s | 170 | 24 | Alt | 1050 |
| Phenix | U | 4000 | 575 | 140-150 | 56 | Torb | Int-g | 8.1 | R | Int-exp | Ext-con | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 160 | 34 | Alt | 1450 |
| Phenix | D | 4000 | 635 | 144 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-ex | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Phenix | O | 4000 | 670 | 142 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 32 | Alt | 1500 |
| Phenix | W | 4000 | 635 | 140-150 | 56 | C S A | Worm | 8.1 | B | Int-exp | Int-exp | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 3 | 12 | Ch-s | 170 | 34 | Alt | 1500 |
| Rayford | U | 2500 | 350 | 100-186 | 56-60 | Liggett | Chain | 6.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121-220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 425 | 100-186 | 56-60 | Liggett | Chain | 8.00 | R | Int-r-w | Ford | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121-220 | 37 | Unalt | 1300 |
| Rayford | U | 2500 | 350 | 100-186 | 56-60 | Torbenson | Int-g | 5.50 | R | Int-r-w | Ford | Not Used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121-220 | 37 | Unalt | 1000 |
| Rayford | U | 4000 | 500 | 100-186 | 56-60 | Torbenson | Int-g | 7.00 | R | Int-r-w | Ford | Not Used | | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121-220 | 37 | Unalt | 1250 |
| Rayford | U | 2500 | 395 | 100-186 | 56-60 | Standard | Worm | 6.25 | B | Int-r-w | Ford | Not Used | | S | S | S | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Ch-s | 121-220 | 37 | Unalt | 1100 |
| Rayford | U | 4000 | 520 | 100-186 | 56-60 | Standard | Worm | 7.50 | B | Int-r-w | Ford | Not Used | | S | S | S | 32x4 | W | Sq | Semi | 46 | 2½ | 13 | Ch-s | 121-220 | 37 | Unalt | 1300 |
| Rayford | U | 5000 | 609 | 120-210 | 60 | Wisconsin | Worm | 7.50 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 34x5 | W | Sq | Semi | 50 | 2½ | 14 | Ch-s | 141-244 | 37 | Unalt | 1550 |
| Rayford | U | 7000 | 900 | 125-220 | 64 | Wisconsin | Worm | 8.66 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 30x7 | W | Sq | Semi | 50 | 3 | 15 | Ch-s | 145-245 | 37 | Unalt | 2000 |
| Rayford | U | 10000 | 1400 | 134-235 | 67 | Wisconsin | Worm | 10.00 | B | Int-r-w | Ext-r-w | Not Used | | S | S | S | 36x5D | W | Sq | Semi | 52 | 3 | 20 | | 145-245 | 37 | Unalt | 3100 |
| Redden | F | 2000 | 300 | 128½ | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x3½ | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | | 23½ | Unalt | 840 |
| Redden | U | 3000 | 400 | | 56 | Own | Chain | 7.66 | R | Int-r-w | Int-r-w | Jackshaft | Unalt | R | R | S | 34x4 | W | Sq | Sem | 40 | 2½ | 8 | Ch-s | | 46½ | Unalt | 1000 |
| Samson | F | 2000 | 75 | 115 to 130 | 56 | Original | Bev g | | | Original | Original | Rear Ax | | | | P | 31x4 | W | Sq | Semi | | 2 | | | | | | |
| Smith Form-a-Truck | F | 2000 | 350 | 125 | 56 | Own | Chain | 7.60 | R | Int-r-w | Ford | Jackshaft | Alt | R | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 11 | Ch-s | 168 | 33 | Unalt | 1000 |
| Smith Form-a-Truck | U | 2000 | 450 | Orig. + 25% | 56 | Own | Chain | | | Int-r-w | Ext-Jack | Jackshaft | | | | S | 32x3½ | W | Sq | Semi | 42 | 2½ | 12 | Ch-s | 158 | 36½ | | 1000 |
| Smith Form-a-Truck | U | 4000 | 550 | Orig. + 25% | 56 | Own | Chain | | | Int-r w | Ext-Jack | Jackshaft | | | | S | 34x5 | W | Sq | Semi | 47 | 3 | 11 | Ch-s | 174 | 40 | | 1500 |
| Stevenson | F | 1500 | 400 | 119 | 56 | Sheldon | Worm | 6.20 | B | Ford | Int-r-w | Not used | | S | S | P | 33x4 | W | Rd | Semi | 42 | 2¼ | 8 | Ch-s | 160 | 32 | Unalt | 750 |
| Stevenson | F | 2000 | 440 | 125 | 56 | Empire | Worm | 7.20 | B | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 50 | 2½ | 10 | Ch-s | 167 | 33 | Unalt | 1100 |
| Stevenson | F | 3000 | 500 | 125 | 56 | Standard | Worm | 7.75 | B | Ford | Int-r-w | Not used | | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 167 | 33¼ | Unalt | 1200 |
| Stevenson | U | 3000 | 525 | 135 | 56 | Standard | Worm | 7.75 | B | Int-r-w | Ext-r-w | Not used | | S | S | S | 32x4 | W | Sq | Semi | 50 | 2½ | 11 | Ch-s | 155 | 33¼ | | 1200 |
| Tonford | U | | | 127 | 56 | Torenson | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | | |
| Tonford | U | | | 145 | 56 | Torbenson | Int-g | 7.00 | R | Ext-r-w | Ext-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 46 | 3 | 10 | Pr-s | 166 | 34 | | |
| Tonford | F | 2000 | 395 | 126 | 56 | Cleveland | Chain | 7.50 | R | Ford | r-w | Jackshaft | | R | S | | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Tonford | F | 2000 | 435 | 126 | 56 | Torbenson | Int-g | 6.50 | R | Ford | r-w | Not used | | S | S | | 32x3½ | W | Sq | Semi | 46 | 2½ | 10 | Pr-s | 166 | 34 | Unalt | 950 |
| Truckford | F | 2000 | 350 | 127 | 56 | | Chain | 7.00 | R | Ford | Ext-r-w | Not used | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | | | Unalt | |
| Truckford | F | 3000 | 390 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Not used | | S | S | S | 32x3½ | W | Sq | Semi | 48 | 2½ | 11 | Ch-s | | | Unalt | |
| Truckford | F | 4000 | 490 | 127 | 56 | Torbenson | Int-g | 7.00 | R | Ford | Int-r-w | Jackshaft | | S | S | S | 34x4 | W | Sq | Semi | 48 | 2½ | 13 | Ch-s | | | Unalt | |
| Truxtun G | D | 3000 | 540 | 136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 11 | Pr-s | 142 | 33 | | 1250 |
| Truxtun H | D | 5000 | 625 | 148 | 59 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 52 | 3 | 13 | Pr-s | 154⅝ | 33 | | 1600 |
| Truxtun A | F | 2500 | 425-440 | 124-136 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 155 | 33 | | 1180 |
| Truxtun B | F | 4000 | 525-540 | 126-138 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 155 | 33 | | 1520 |
| Truxtun C | U | 2500 | 425-450 | 162-180 | 56 | Russel | Int-g | 6.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x3½ | W | Sq | Semi | 52 | 3 | 9 | Ch-s | 162-180 | 33 | | 1320 |
| Truxtun D | U | 4000 | 540-560 | 162-180 | 60 | Russel | Int-g | 7.40 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x4 | W | Sq | Semi | 52 | 3 | 12 | Ch-s | 162-180 | 33 | | 1520 |
| Truxtun E | U | 6000 | 760 | Varies | 59 | Russel | Int-g | 7.80 | RB | Ext-r-w | Int-r-w | Not used | | S | S | S | 34x5 | W | Sq | Semi | 52 | 3 | 14 | Ch-s | 180 | 33 | Alt | 1900 |
| Truckmobile | F | 3000 | 350 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44⅝ | 2 | 11 | R-S | 166 | 41½ | Unalt | 1080 |
| Truckmobile | F | 5000 | 400 | 133 | 56 | Own | Chain | 7.00 | R | Ford | Int-r-w | Jackshaft | Unalt | R | R | S | 32x4 | W | Sq | Semi | 44⅝ | 2 | 14 | RS | 166 | 41½ | Unalt | 1300 |
| Truckmobile | U | 3000 | 400 | Orig. — 34: | 56 | Own | Chain | 7.00 | R | Int-r-w | Jack | Jackshaft | Unalt | R | R | S | 32x3½ | W | Sq | Semi | 44⅝ | 2 | 11 | RS | 166 | 41½ | Alt | 1065 |
| Truckmobile | U | 5000 | 500 | Orig. + 34 | 56 | Own | Chain | 7.00 | R | Int-r-w | Jack | Jackshaft | Unalt | R | R | S | 34x5 | W | Sq | Semi | 44⅝ | 2 | 14 | RS | 166 | 41½ | Alt | 1380 |
| Union | F | 3000 | 370-395 | 125 and 150 | 56½ | | Chain | 7.00 & 9.00 | | Ford | Int-r-w | Jackshaft | Alt | | R | S | 32x3½ | W | Sq | Semi | 42 | 2 | 10 | Ch-s | 168 & 192 | 32 | Unalt | 1000 |
| Union Everykar | U | 4000 | 495 | Orig. + 40 | 56½ | | Chain | 9.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1250 |
| Union Tractor | U | 6000 | 420 | Orig. + 10 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x3 | W | Sq | Semi | 42 | 3 | 10 | Ch-s | 135 | 32 | Alt | 1050 |
| Union Tractor | U | 10000 | 495 | Orig. + 10 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | R | S | 32x4 | W | Sq | Semi | 42 | 3 | 13 | Ch-s | 251 | 32 | Alt | 1250 |
| Union Motohaul | F | 6000 | 395 | 10 | | | Chain | 9.00 | | Ford | Int-r-w | Jackshaf | Alt | | R | S | 32x3½ & 4 | W | Sq | Semi | 42 | 2 | 10 | Ch-s | | 32 | Unalt | 1000 |
| Union Motohaul | F | 10000 | 570 | 110 | 56½ | | Chain | 11.00 | R | Int-r-w | Int-j | Jackshaft | Alt | R | | S | 32x4 | W | Sq | Semi | 42 | 2 | 13 | Ch-s | | 32 | Alt | 1250 |
| Unitrux | F | 2000 | 180-200 | 124-148 | | Ford | Bev g | | | Ford | Ford | Rear Ax | Unalt | R | | P | Ford | W | | Semi | 52 | 3 | 9 | Pr-s | | 33 | | 450 |
| Unity | F | 2000 | 85-148 | 100 to 136 | | Ford | Bev g | | R | Ford | Ford | Rear Ax. | Unalt | | | P | 30x3½ | | | Semi | 50 | | | | | | | |
| Universal Under-Ton | F | 2000 | | | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ or 28x4 | W | | Semi | | | | | | | Unalt | |
| Universal One-Ton | F | 1000-1800 | 148-160 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ or 28x4 | W | | Semi | | | | | | | Alt | |
| Universal Perfect | F | 1000-2000 | 160-175 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ or 28x4 | W | | Semi | | | | | | | Alt | |
| Universal Extension | F | 1000-2000 | 50-60 | 124 to 136 | 56 | Ford | | | | Ford | Ford | Rear Ax | Unalt | | | P | 30x3½ or 28x4 | W | | Semi | | | | | | | Alt | |
| Will-Holl | F | 2000 | 125 | 100 | 56-60 | Ford | Bev g | | B | Ford | Ford | Rear Ax | Unalt | | | P | 31x4 | W | Sq | Semi | 47 | 2 | 7 | Ford | | | Unalt | 225 |

# MANUFACTURERS' NOTES

The Sampson Accessory Co., Detroit, has incorporated in Michigan for $6,500, to manufacture metal products, including automobile springs and bumpers.

The Tri-Clover Machinery Co. has been organized at Kenosha, Wis., to manufacture brass specialties. The capital stock is $25,000.

The Lewis Steel Products Co., Toledo, Ohio, has let contracts for a new machine shop and foundry building, 150 x 375 ft., estimated to cost $250,000.

The Duplex Engine Governor Co., Inc., Brooklyn, N. Y., has opened a Pacific Coast branch at 17 Spear street, San Francisco. H. C. Reynolds, who has been with the company for some time, will be the manager.

Work has begun on the first of a series of extensions to the plant of the A. O. Smith Corp., Milwaukee, Wis., which will provide 400,000 sq. ft. of additional floor space within a year's time.

The Jordan Motor Car Co., Inc., Cleveland, Ohio, has purchased the Metal Parts Mfg. Co. This factory, which adjoins the Jordan plant, will be used as a new Jordan production unit.

The Higgins Spring & Axle Co., Racine, Wis., announces that any reports to the effect that it has sold out its business and equipment to the Continental Spring & Axle Co., Edgerton, Wis., are entirely erroneous. The Higgins company is still in business and has no connection whatsoever with the Continental Axle Co.

The Traylor Engineering Co., Allentown, Pa., announces that they are planning to build trucks as well as speed up their tractor production.

The Olds Motor Works, Ltd., of Canada, a new General Motors unit established at Oshawa, near Toronto, will have its new plant ready for operation January 1, according to a recent announcement. All models of Oldsmobile cars and trucks will be produced and the output will be restricted to the Canadian field.

Construction of the first of four units made necessary by increasing business of the Acme Motor Truck Co., Cadillac, Mich., is under way. The first unit will be 65 x 144 ft. and with the three other units will double the capacity of the plant.

Nearly $1,750,000 is being invested by the Packard Motor Car Co., Detroit, Mich., in order to increase production in its truck building department. A large manufacturing unit is in process of construction and will be completed soon. This addition is a three-story building having a floor space of 250,000 sq. ft. The Packard company is now running approximately twenty-five trucks a day and is aiming to run production up to 1,000 trucks a month.

The Black & Decker Mfg. Co., Baltimore, Md., has opened an additional office on the Pacific coast, at 201 Maynard Building, Seattle, Wash. This office is in charge of A. E. Nordwall.

Cameron Motors Corp. has been strongly organized to manufacture on a large scale at West Haven, Conn. Several factories are already in operation preparing for an output of Cameron air cooled cars.

An addition, 60 x 140 ft., is being erected in Detroit, Mich., for the Bower Roller Bearing Co., to provide necessary increased capacity.

The Hyatt Roller Bearing Co., Newark, N. J., has undertaken a course in training for foremen and other executives. A group of about 100 men will be in the class. The subjects covered will be team work, handling men, organization, machinery and materials, production records and management, and the solution of typical factory problems.

The Spencer-Smith Machine Co., Howell, Mich., manufacturer of pistons, announced an increase in capital from $100,000 to $200,000 to care for increased business. The company specializes in a light-weight semi-steel piston and is at present filling contracts with the Mitchell Motors Co., the Continental Motors Corp., the Chandler Motor Car Co., Briscoe Motor Corp., Allen Motor Co., Oakland Motor Car Co., Wisconsin Motor Manufacturing Co., Mills Tractor Co. and others.

The Jaxon Steel Products division of the General Motors Corp. will double the size of the addition now being built to its present plant at Jackson, Mich.

The Federal Rubber Co., of Illinois, is enlarging its main factories at Cudahy, a suburb of Milwaukee, by the erection of a large rubber cement storage house, two stories, 50 x 130 ft., and a tank vault, 25 x 100 ft., 17 ft. deep, containing eight 10,000-gal. steel tanks.

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### Lynite Aluminum Wheels Revealed at Show

Aluminum wheels for motor trucks and passenger cars will be exhibited for the first time at the New York show by the Aluminum Castings Co., Cleveland, Ohio.

DISC TYPE OF LYNITE ALUMINUM WHEEL

The aluminum wheel has been developed experimentally by the Aluminum Castings Company, the producer of aluminum castings under the trade name of Lynite. It is a one-piece aluminum alloy casting made of the new Lynite No. 145. This alloy was recently developed by the Lynite laboratories after years of research and the company states that with a specific gravity of only 2.9, a tensile strength of 27,500 pounds per square inch and an elongation in two inches of 4.5 per cent., it is considered the strongest aluminum casting alloy yet produced.

SPOKE TYPE LYNITE ALUMINUM WHEEL

One advantage of these wheels is the possibility of reducing the unsprung weight of the car, since they are said to weigh only half that of other wheels. Since the wheels will not rust there is no possibility of the tire freezing to the rim. Also, since aluminum conducts heat four times as well as iron, the tire is kept cooler in long distance operation. It is stated that sets of Lynite wheels are now on test on five or six different standard trucks and to date have shown up very favorably. One set of solid tire wheels installed over four years ago have averaged 30 miles per day over severe roads and only one set of tires have been replaced.

Lynite wheels are designed in either the spoke or disc type. Their lightness facilitates wheel change both in the garage and on the road.

### Cotta Transmission Company Expands

The Cotta Transmission Co., Rockford, Ill., is laying plans for large expansion during 1920.

New production progress is being made and the sales arrangements for the new year are extensive. D. W. Bay, formerly sales engineer of the Motor Bearings Division of the Hyatt Roller Bearing Company, has been appointed sales manager of the Cotta organization. F. W. Ramev. who returned from overseas to take up duties on the sales staff of the Cotta Transmission Company, is Mr. Bay's assistant. Mr. Bay has extensive sales plans for the company upon his connection with it, which commences January 1, 1920.

W. J. McLaughlin, formerly of the Continental Motors Corp., is in charge of production. The building of transmissions has been placed on a large quantity basis by means of the progressive system of assembly in the modern daylight factory located in the new manufacturing ditrict, Rockford, Ill.

In the past year, the organization, switching from a production that was 90 per cent. for war purposes, has brought its commercial and sales production up past the high point of war work without any government business figuring in its volume.

### Roller-Smith Opens Los Angeles Office

The Roller-Smith Company, 233 Broadway, New York, N. Y., announces that its California representative, the Electric Material Company, 589 Howard street, San Francisco, has opened a Los Angeles office in the Title Insurance Bldg. The Los Angeles office is in charge of Mr. E. H. Bell.

### Norma Moves to Long Island City

The Norma Co. of America has moved its factory from the Bronx, New York City, to Anable avenue, Long Island City, N. Y., where a modern four-story reinforced concrete building has been acquired. Under the new arrangement a largely increased factory space is secured, making possible the increased output of Norma bearings necessitated by the growing demand for these units. The new plant is being rapidly equipped with the special machines needed for precision manufacture, and the full capacity will be available shortly. The executive offices at 1790 Broadway have been consolidated with the factory at the new address.

### Mann & McNeille Add Automotive Department

Mann & MacNeille, architects and construction engineers, have added to their organization an automotive department with headquarters in the Book Building, Detroit. This department is designed to render expert building service to automobile dealers, garagemen, repairmen and others engaged in retailing automotive merchandise, and is prepared to carry out work at any point in the country.

### Nash Joins Beaver Mfg. Company

W. H. Nash, formerly in the sales department of The Timkin-Detroit Axle Co. at Detroit, has accepted the position of sales manager with the Beaver Manufacturing Co. at Milwaukee, Wis.

V. Lowener's New York office, 114 Liberty street, will be pleased to receive catalogs and price lists for all kinds of automobile accessories and supplies for export to Scandinavia.

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# Durable

## Three Profits From the Same Effort

Live dealers sell spark plugs that are advertised, because they are easy to sell. They find that advertising saves time in making a sale; that three sales can be made, earning three profits, in the same time it takes to make one when they are trying to sell an unadvertised article.

A Fyrac Spark Plug has *one inch of firing surface* and is a durable plug. These two features are advertised Nationally.

The jobber's salesman will tell you about Fyracs.

NATIONAL SPARK PLUG CO., *Rockford, Ill.*
Export Dept.: 336 Whitehall Bldg., New York City, U. S. A.
Canadian Office: McKinnon Bldg., Toronto, Ontario

# FYRAC
## SPARK PLUGS

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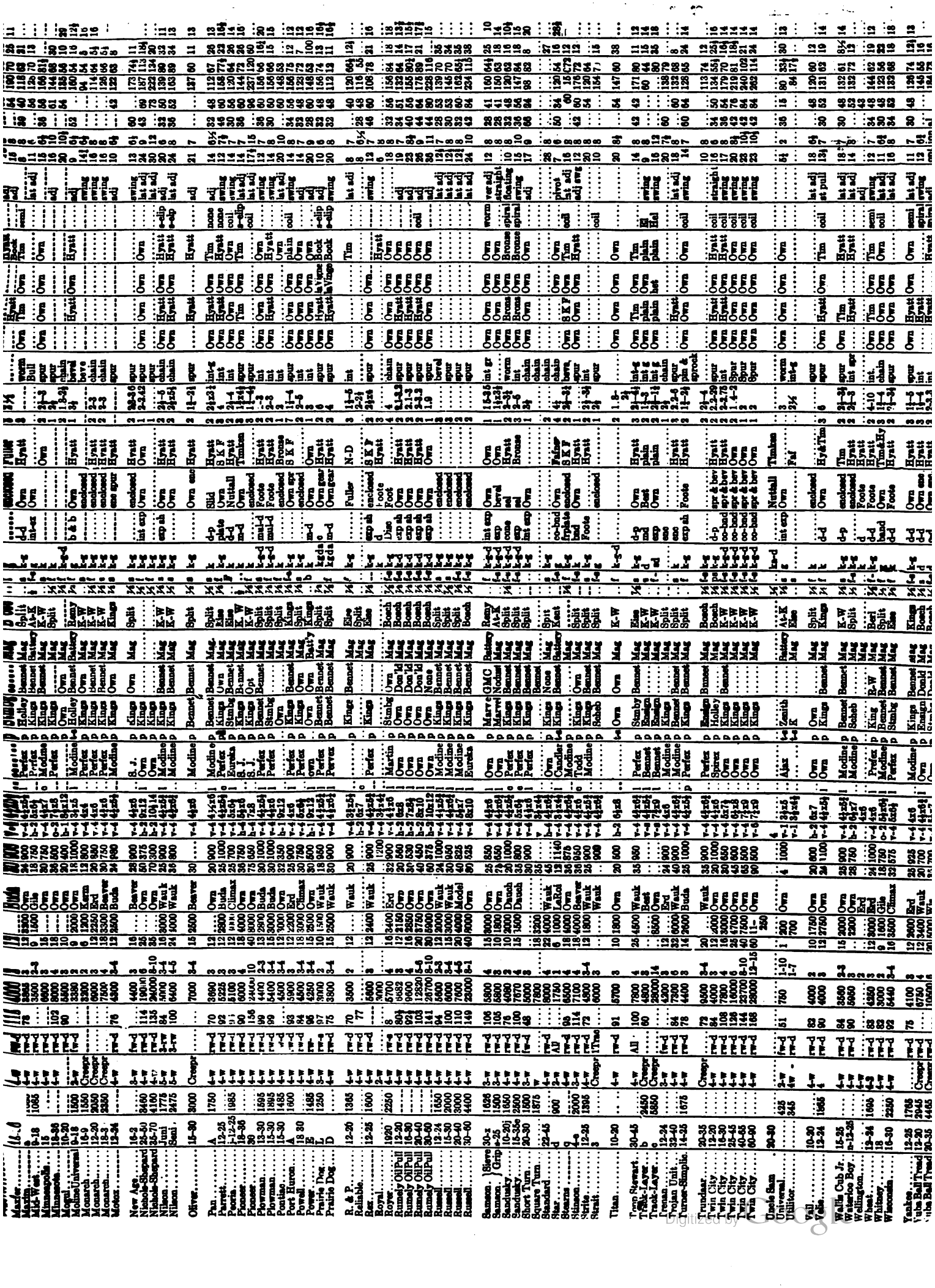
| Trade Name | Model | Price | Type | Driven by | Wheelbase | Weight | No. of 14-inch Plows Pulled | Draw-Bar H.P. | Pounds Pulled at Plowing Speed | Engine: Make | Belt H. P. | R. P. M. at Belt H.P. | Type & No. of Cyl. | Bore and Stroke | Position of Engine |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | ...... | 1750 | 4-w | rw-d | 77 | 4500 | 3 | 15 | 3000 | Buda | 30 | 1050 | v-4 | 4½x5½ | l |
| Depue-A | 20-30 | 2500 | 4-w | rw-d | 100 | 6500 | 3-4 | 20 | 6000 | Buda | 30 | 800 | v-4 | 4½x6 | l |
| Dill | ...... | 2480 | w | ...... | ...... | 4400 | ...... | 20 | 600 | ...... | .. | ...... | ...... | 4½x5½ | .. |
| Eagle | 12-22 | 1400 | 4-w | rw-d | 81 | 6000 | 3 | 12 | 2500 | Own | 22 | 450 | h-2 | 7x8 | .. |
| Eagle | 16-30 | 1850 | 4-w | rw-d | 88 | 7100 | 4 | 16 | 3300 | Own | 30 | 450 | h-2 | 8x8 | .. |
| Ebert | 12-20 | 775 | 2-w | ...... | ...... | 2600 | 2 | 12 | 2000 | Reliable | 20 | 700 | h-2 | 6x6 | .. |
| Elgin | 12-25 | 1385 | 4-w | rw-d | 87 | 3500 | 2 to 3 | 10 | 2000 | Erd | 25 | 900 | v-4 | 4x6 | l |
| E-B | 9-16 | ...... | 4-w | rw-d | 81 | 4260 | 2 | 9 | 1500 | Own | 16 | 800 | v-4 | 4¼x4½ | l |
| E-B | 12-20 | ...... | 4-w | rw-d | 93 | 6500 | 3 | 12 | 2000 | Own | 20 | 850 | v-4 | 4¾x5 | l |
| E-B (S. A. E.) | 12-20 | ...... | 4-w | rw-d | 87 | 4355 | 3 | 12 | 2500 | Own | 20 | 900 | v-4 | 4¾x5 | l |
| E-B | 20-35 | ...... | 4-w | rw-d | 125 | 9700 | 5 | 20 | 3300 | Own | 35 | 780 | v-4 | 5x7 | l |
| E-B (Reeves) | 40-65 | ...... | 4-w | rw-d | 136 | 23000 | 8-10 | 40 | 10-000 | Own | 65 | 500 | v-4 | 7¼x9 | l |
| Fageol Walk. T | 9-18 | 1525 | 4-w | rw-d | 66 | 3000 | 2 | 6 | 1200 | Lycmg | 15 | 950 | v-4 | 3½x5 | l |
| Fair-Mor | 10-20 | ...... | 4-w | rw-d | 77 | 3800 | 2 | 10 | 1750 | Own | 20 | 600 | h-2 | 6x7 | c |
| Farm Horse | 15-30 | 1485 | 4-w | rw-d | 96 | 4950 | 3-4 | .. | ...... | Climax | 34 | 800 | h-4 | 5x6½ | c |
| Farquhar | 15-25 | ...... | 3-w | rw-d | 90 | 6000 | 3-4 | 15 | 2800 | Buda | 25 | 900 | v-4 | 4½x6 | .. |
| Farquhar | 18 | ...... | 4-w | rw-d | 132 | 16000 | 4-5 | 18 | 3600 | Own | .. | 550 | v-4 | 6x8 | .. |
| Farquhar | 25 | ...... | 4-w | rw-d | 132 | 19000 | 6-7 | 25 | 5000 | Own | .. | 550 | v-4 | 7x8 | .. |
| Fitch 4-Drive | 4 | 2800 | 4-w | 4w-d | 86 | 6000 | 4 | 20 | 3200 | Climax | 36 | 800 | v-4 | 5x6½ | l |
| Flour City Jr. | 14-29 | ...... | 4-w | rw-d | ...... | ...... | 3 | 14 | ...... | Own | 20 | ...... | v-4 | 5x5 | .. |
| Flour City | 20-35 | ...... | 4-w | rw-d | ...... | ...... | 5-6 | 20 | ...... | Own | 35 | 350 | v-4 | 5½x6 | .. |
| Flour City | 30-50 | ...... | 4-w | rw-d | ...... | ...... | 6-8 | 30 | ...... | Own | 50 | 275 | v-4 | 6½x7 | .. |
| Flour City | 40-70 | ...... | 4-w | rw-d | ...... | ...... | 8-10 | 40 | ...... | Own | 70 | ...... | v-4 | 7½x9 | .. |
| Fordson | 12-20 | 750 | 4-w | rw-d | 63 | 2700 | 2 | 12 | 1800 | Own | 20 | 1000 | v-4 | 4x5 | .. |
| Four-in-One | 20-35 | 2250 | 3-w | rw-d | 104 | 6100 | 3 | 20 | 2500 | Wauk | 35 | 900 | v-4 | 4½x5¾ | l |
| Frick | 12-25 | 1650 | 4-w | rw-d | 92 | 5800 | 3 | 12 | 2440 | Erd | 25 | 900 | 4 | 4x6 | c |
| Fulton | 12-22 | ...... | 3-w | fw-d | 107 | 2500 | 2 | 12 | 2300 | Wauk | .. | ...... | v-4 | 3¾x5¼ | .. |
| G. O. | F | 1375 | 4-w | r-wd | 85 | 4200 | 3 | 12 | ...... | Wauk | 22 | ...... | v-4 | 4½x5½ | .. |
| G. O. | G | 1485 | 4-w | r-wd | 85 | 4200 | 2 | . | ...... | Wauk | 28 | 900 | v-4 | 4½x5½ | l |
| Grain Belt | 15-35 | 2400 | 4-w | rw-d | ...... | 6800 | 4 | .. | ...... | Wauk | 35 | 900 | v-4 | 4½x6¼ | .. |
| Gray | 18-36 | ...... | 3-w | rw-e | 106 | 6250 | 4 | 18 | 3300 | Wauk | 36 | 900 | v-4 | 4½x6¼ | .. |
| Hackney | ...... | 1250 | 4-w | rw-d | 84 | 3000 | 2-3 | 12 | 1800 | Field | 20 | 850 | h-4 | 3½x5 | c |
| Hart Parr | 30 | 1395 | 4-w | rw-d | 90 | 5200 | 3 | .. | 3000 | Own | 30 | 750 | h-2 | 6½x7 | l |
| Heider | d | 1070 | 4-w | rw-d | 90 | 4000 | 2 | 9 | 1600 | Wauk | 18 | 800 | v-4 | 4½x5¾ | l |
| Heider | c | 1395 | 4-w | rw-d | 96 | 6000 | 3 | 12 | 2000 | Wauk | 20 | 750 | v-4 | 4½x6¾ | l |
| Hoke | 12-24 | 1195 | 4-w | rw-d | ...... | 3600 | 2-3 | 12 | 1200 | Wauk | 24 | ...... | v-4 | 4½x5¾ | l |
| Hollis | 15-25 | 1375 | 4-w | fw-d | 54 | 2750 | 3 | 15 | ...... | Light | 25 | 1600 | v-4 | 3½x4½ | c |
| Holt | ...... | ...... | Creepr | ...... | ...... | 9400 | ...... | .. | ...... | ...... | .. | ...... | v-4 | 4¾x6 | .. |
| Holt | ...... | ...... | Creepr | ...... | ...... | 18600 | ...... | .. | ...... | ...... | .. | ...... | v-4 | 6x7 | .. |
| Holt | ...... | ...... | Creepr | ...... | ...... | 26500 | 12 | .. | ...... | ...... | .. | ...... | v-4 | 7½x8 | .. |
| Holt | ...... | ...... | Creepr | ...... | ...... | 25200 | 8-12 | .. | ...... | ...... | .. | ...... | v-4 | 7½x8 | .. |
| Huber | Light 4 | ...... | 4-w | rw-d | 91 | 5000 | 3 | 12 | 2600 | Wauk | 25 | 1000 | v-4 | 4½x5¾ | c |
| Hudson | k | 1985 | 4-w | rw-d | 92 | 5800 | 3-4 | 20 | 3000 | Buda | 35 | 1000 | v-4 | 4½x6 | l |
| Hudson | L | ...... | 4-w | rw-d | 92 | 5300 | 3-4 | 20 | 3600 | Buda | 45 | 100 | vs4 | 4½x6 | l |
| I. H. C. | 6-12 | ...... | 4-w | rw-d | 72 | 3400 | ...... | 6 | ...... | LeRoi | 12 | 1000 | v-4 | 3½x4½ | l |
| Illinois | c | 2375 | 4-w | rw-d | 90 | 5000 | 4 | 18 | 4000 | Climax | 30 | 800 | v-4 | 5x6½ | l |
| Imperial Forty | e | 4500 | 4-w | rw-d | 137 | 20800 | 10-12 | 40 | 7000 | Imp | 70 | 400 | o-4 | 7½x9 | c |
| International | 8-16 | ...... | 4-w | rw-d | 85 | 3300 | ...... | 8 | ...... | ...... | .. | ...... | v-4 | 4x5 | l |
| International | 15-30 | 1900 | 4-w | rw-d | 86 | 8700 | 4 | 15 | 2350 | Own | 30 | 575 | h-4 | 5½x8 | .. |
| J. T. | N. | 2800 | Creepr | ...... | 74 | 6500 | 3-4 | 16 | 3200 | Chief | 40 | 1000 | v-4 | 4¾x6 | l |
| Kardell Utility | 10-20 | 1250 | 4-w | rw-d | ...... | 2700 | 2-14 | 8 | 1600 | Wisc. | 10 | 1000 | v-4 | 4x5 | .. |
| KeckGonnerm'n | 12-24 | 1500 | 4-w | rw-d | 88 | 6500 | 3 | 12 | 2000 | Own | 24 | 650 | h-2 | 6½x8 | .. |
| Kenison | 12-24 | ...... | 4-w | rw-d | ...... | ...... | ...... | .. | ...... | Wauk | .. | ...... | ...... | 4½x5¾ | .. |
| La Crosse | G | 895 | 4-w | rw-d | 91 | 4000 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c |
| La Crosse | M | 750 | 4-w | rw | 72 | 2350 | 2 | 7 | 1200 | Own | 12 | 1000 | h-2 | 4x6 | l |
| La Crosse | F | 795 | 3-w | rw-d | 106 | 3800 | 3 | 12 | 2000 | Own | 24 | 750 | h-2 | 6x7 | c |
| Lang | ...... | 1485 | 3-w | rw-d | 116 | 4200 | 3 | .. | 3000 | Climax | .. | 800 | v-4 | 5x6½ | l |
| Lauson | 15-30 | 2150 | 4-w | rw-d | 86 | 6000 | 3-4 | 15 | 3000 | Beaver | 25 | 950 | v-4 | 4¾x6 | l |
| Leader | n-16-32 | ...... | 4w | rw-d | 76 | 5000 | 3-4 | 18 | 3000 | Climax | 32 | 800 | v-4 | 5x6½ | l |
| Leader | o-18-36 | ...... | Creepr | track | 94 | 6500 | 4 | 18 | 4000 | TwinCy | 36 | 700 | v-4 | 5x7½ | l |
| Leader | b-12-18 | ...... | 4-w | rw-d | 81 | 4800 | 2 | 12 | 2000 | Own | 24 | 800 | o-2 | 6½x6 | l |
| Leonard | 20-30 | 1650 | 4-w | 4w-d | 98 | 5000 | 3-4 | 20 | 4000 | Beaver | 30 | 800 | v-4 | 4¾x6 | .. |
| Liberty | d | 2250 | 4-w | rw-d | 97 | 5775 | 4 | 18 | ...... | Climax | .. | 800 | u-4 | 5x6½ | l |
| Line Drive | 15-25 | ...... | 4-w | fw-d | ...... | 5400 | 3 | 18 | ...... | Wauk | 25 | 900 | v-4 | 4½x5¾ | .. |
| Lion | 8-16 | 795 | 3-w | fw-d | ...... | 3500 | 2 | 8 | ...... | ...... | 16 | 750 | o-2 | 5x6½ | .. |
| Little Giant | B | 1050 | 4-w | rw-d | 87 | [illegible] | 3-4 | 16 | 2200 | Own | [illegible] | [illegible] | v-4 | 4½x5 | l |
| Little Giant | A | [illegible] | 4-w | rw-d | 103 | 6700 | 4-6 | 26 | 3400 | Own | [illegible] | 750 | v-4 | 5½x6 | l |
| [illegible] | ...... | ...... | Creepr | ...... | ...... | ...... | ...... | .. | ...... | Wauk | .. | ...... | ...... | 5½x7 | .. |

| Trade Name | Make of Radiator | Cooling System | Make of Carburetor | Make of Air Cleaner | Type of Ignition | Make of Ignition System | Spark Plug Size | Type of Lubrication | Fuel Used | Type of Clutch | Type and Make of Transmission | Make of Bearings and Transmission | No. of Forward Speeds | Road Speeds M.P.H. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | Modine | p | Zenith | Bennet | Mag | Split | ½ | f | g | c-d | Fuller | ...... | 3 | 1½x2½ |
| Depue-A | Perfex | p | Stmbg | Bennet | Mag | Bosch | ½ | s | g | b & b | Own slid | Timken | 3 | 1½-5 |
| Dill | ...... | .. | ...... | Donld | ...... | K-W | ½ | .. | .. | ...... | ...... | ...... | .. | ...... |
| Eagle | Perfex | p | Lings | ...... | Mag | Split | .. | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 |
| Eagle | Perfex | p | Lings | ...... | Mag | Split | ½ | f | k-g | friction | Own slid | Hyatt | 2 | 2-3 |
| Ebert | Modine | p | Kings | ...... | Mag | K-W | ½ | f | k-g | ...... | ...... | ...... | 1 | 3-6 |
| Elgin | Spire | p | Kings | Own | Mag | Sump | ½ | f-s | k-g-d | frplate | Own | Hyatt | 6 | 2-6 |
| E-B | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-s | g | cone | Own | Hyatt | 2 | 1.72-2.33 |
| E-B | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-s | k | cone | Own | Hyatt | 3 | 1.64-3.4 |
| E-B (S. A. E.) | Modine | p | ...... | Bennet | Mag | K-W | ½ | f-s | k | cone | Own | Hyatt | 2 | 1.81-2.33 |
| E-B | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-s | k | cone | Own | Hyatt | 2 | 1.71-2.26 |
| E-B (Reeves) | Perfex | p | Bennet | Bennet | Mag | K-W | ½ | f-s | k | int | Own | Own | 1 | 2 |
| Fageol Walk. T | ...... | p | Tlston | Own | Mag | Split | ½ | f-s | g-d | exp | Own | Tim&Faf | 1 | ...... |
| Fair-Mor | Own | p | Own | None | Mag | Split | ½ | f | k-g | friction | Own | Own | 1 | 2½ |
| Farm Horse | Modine | p | Kings | Bennet | Mag | Split | ½ | f-s | k | exp | Sel | Own | 2 | 3½ |
| Farquhar | Perfex | p | Kings | Bennet | Mag | K-W | .. | f-s | k-g | cone fr | ...... | ...... | 2 | 1-4 |
| Farquhar | Own | p | Kings | ...... | Mag | K-W | ½ | f-s | k-g | friction | ...... | ...... | 2 | 1-2.3 |
| Farquhar | Own | p | Kings | ...... | Mag | K-W | ½ | f-s | k-g | friction | ...... | ...... | 2 | 1.2.3 |
| Fitch 4-Drive | Spirex | p | Kings | ...... | Mag | Split | ½ | f | k | d-d | Cotta | Tim | 3 | 1½-4 |
| Flour City Jr. | Modine | p | Scheb | ...... | Mag | K-W | ½ | .. | k | ...... | enclosed | ...... | 3 | 2-3 |
| Flour City | ...... | p | Scheb | ...... | Mag | K-W | .. | .. | k | ...... | ...... | ...... | .. | ...... |
| Flour City | ...... | p | Scheb | ...... | Mag | K-W | .. | .. | k | ...... | ...... | ...... | .. | ...... |
| Flour City | ...... | p | Scheb | ...... | Mag | K-W | .. | .. | k | ...... | ...... | ...... | .. | ...... |
| Fordson | ...... | t-s | Holley | Holley | Mag | Own | ½ | s | k-g | d-p | Sel | Guern | 3 | 1-7 |
| Four-in-One | Eureka | p | Bennet | Bennet | Mag | Split | ½ | f-s | g | exp sh | enclosed | Hyatt | 3 | 3 to 8 |
| Frick | Perfex | p | Kings | Bennet | Mag | Kings | .. | s | k-g | friction | Sel slid | Hyatt | 2 | 3.3-3.8 |
| Fulton | Own | p | Kings | Own | Mag | ...... | ½ | .. | k-g | friction | gearless | ...... | .. | ...... |
| G. O. | ...... | .. | Kings | Bennet | Mag | Eise | ½ | f | k-g | friction | friction | SKF | 6 | 2-3½ |
| G. O. | ...... | p | Kings | Bennet | Mag | Eise | ½ | f | k-g | friction | friction | SKF | 6 | 2-3½ |
| Grain Belt | ...... | p | Bennet | Bennet | Mag | Split | ½ | f-s | k-g | fr'ct on | enclosed | Hyatt | 2 | 2½-4 |
| Gray | S. J. | p | Bennet | Bennet | Mag | Bosch | ½ | f-s | g | friction | enclosed | Hyatt | 2 | 2-2½ |
| Hackney | Own | p | Kings | Bennet | Mag | Split | ½ | f | k-g-d | friction | Own | Hyatt | 1 | 3-4 |
| Hart Parr | Shotwel | p | Dray | Own | Mag | K-W | ½ | f-s | k-d | co-bnd | Own | S K F | 2 | 2-3 |
| Heider | Perfex | p | Kings | Bennet | Mag | Split | ½ | s | k-g | friction | friction | U S. | 7 | 4 |
| Heider | Perfex | p | Kings | Bennet | Mag | Split | ½ | f-s | k-g | friction | friction | U. S. | 7 | 4 |
| Hoke | Perfex | p | Kings | Bennet | Mag | ...... | ½ | f-s | k-g | ...... | enclosed | Bower | 1 | ...... |
| Hollis | Bremer | p | Zenith | Bennet | Mag | Split | .. | f-s | k-g | Cone | Own | Own | 3 | 1½x7 |
| Holt | ...... | .. | ...... | ...... | ...... | ...... | .. | .. | .. | ...... | ...... | ...... | .. | ...... |
| Holt | ...... | .. | ...... | ...... | ...... | ...... | .. | .. | .. | ...... | ...... | ...... | .. | ...... |
| Holt | ...... | .. | ...... | ...... | ...... | ...... | .. | .. | .. | ...... | ...... | ...... | .. | ...... |
| Holt | ...... | .. | ...... | ...... | ...... | ...... | .. | .. | .. | ...... | ...... | ...... | .. | ...... |
| Huber | Perfex | p | Kings | Bennet | Mag | Kings | ½ | s | k-g | exp | Own sel | Hyatt | 2 | 2½-4 |
| Hudson | Cand | p | Rayfld | ...... | Mag | Split | .. | .. | g | d-p | Own | Tim&Hy | 2 | 2½-4½ |
| Hudson | Perfex | p | Rayfld | ...... | Mag | Split | .. | .. | k-g | d-p | Own | Tim | 2 | 2½x4½ |
| I. H. C. | Own | t-s | Own | Own | Mag | Split | .. | f-s | g | d-d | enclosed | ...... | 1 | 2½ |
| Illinois | Modine | p | Stmbg | Bennet | Mag | Split | .. | f | g | d-d | Foote | Hyatt | 2 | 3½ |
| Imperial Forty | Own | p | Kings | Bennet | Mag | Split | .. | f | k-g-d | exp | Own | ...... | 2 | 1.5-3 |
| International | ...... | t-s | ...... | ...... | ...... | ...... | .. | f-s | g | friction | ...... | ...... | .. | ...... |
| International | Own | p | Own | Own | Mag | K-W | ½ | f | k-g-d | ...... | enclosed | ...... | 2 | 1.8-2.4 |
| J. T. | McCord | p | Own | Bennet | Mag | K-W | ⅞ | f | k | m-d | Covert | Ball& Hy | 3 | 1½-2½ |
| Kardell Utility | Eureka | .. | Bennet | Bennet | Mag | Split | .. | f-s | k-g | flex | Own | Gurney | 2 | 2½x5 |
| KeckGonnerm'n | Own | p | Scheb | Bennet | Mag | Bosch | ½ | f-s | k-g | co bnd | enclosed | Hyatt | .. | ...... |
| Kenison | Perfex | .. | ...... | ...... | ...... | ...... | ½ | .. | k-g | shol | enclosed | Hyatt | .. | ...... |
| La Crosse | Modine | p | Kings | Bennet | Bat | At-UC | ½ | f | k | co bnd | Own | Hyatt | 1 | 2½ |
| La Crosse | Hopper | .. | Kings | Bennet | Bat | At-K | ½ | f | k-g | ...... | frict. | S.K.F. | 1 | 2⅓ |
| La Crosse | Modine | p | Kings | Own | Bat | At-K | ½ | f | k | co bud | Own | Hyatt | 1 | 2½ |
| Lang | ...... | p | Stmbg | Bennet | Mag | Split | ⅞ | f | k | c | ...... | Tim | 1 | 5 |
| Lauson | Perfex | p | Kings | Siphon | Mag | Split | .. | f-s | k | int exp | own slid | Hy&Tim | 2 | 1½x2½ |
| Leader | Eureka | p | Strbg | Bennet | Mag. | Eise | ⅞ | f | k-g | plate | own enc. | Hyatt | 2 | 2-3 |
| Leader | Eureka | p | Kings | ...... | Mag | K-W | ⅞ | f | k-d | cone | Own | Own | 2 | 1.8- |
| Leader | Eureka | p | Kings | Own | Mag | Kings | ½ | f | k-d | exp sh | Own | Own | 2 | 2½-3½ |
| Leonard | Long | p | Zenith | Own | Mag | Split | .. | f-s | k-g | ...... | enclosed | Bower | 2 | ...... |
| Liberty | S & J | . | Stmbg | Bennet | Mag | Split | ⅞ | f-s | k-d | exp | own sel | Hyatt | 2 | 2½x4½ |
| Line Drive | Perfex | p | Kings | Bennet | Mag | Split | ⅞ | f-s | k-g | ...... | enclosed | Hyatt | 2 | 1-4½ |
| Lion | ...... | .. | Bennet | ...... | Mag | ...... | .. | f | g | ...... | ...... | ...... | 1 | 2½ |
| Little Giant | S. J. | p | Kings | Own | Mag | Kings | .. | f-s | k-g-d-s | cone | enclosed | Hyatt | 3 | 1½-3-6 |
| Little Giant | Perfex | p | Kings | Own | Mag | Kings | .. | f-s | k-g-d-s | cone | Own | Hyatt | 3 | 1½-3-6 |
| [illegible] | ...... | .. | ...... | ...... | ...... | ...... | .. | .. | .. | d-p | ...... | ...... | .. | ...... |

| Trade Name | Final Drive | Make of Rear Axle | Make of Bearings in Rear Axle | Make of Front Axle | Make of Bearings in Front Axle | Type of Springs | Drawbar Type | Belt Pulley: Diameter | Belt Pulley: Face | Diam. Front Wheels | Diam. Rear Wheels | Length Over All | Width Over All | Diam. Turning Cir. in Ft. | Ground Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dart Blue J | spur | Own | Guer | Own | Tim | semi | spring | 12 | 6½ | 28 | 40 | 125 | 56 | 20 | 10½ |
| Depue-A | bevel | Own | Tim | Own | Tim | ...... | adj | 12 | 10 | 40 | 40 | 116 | 56 | 16 | 12 |
| Dill | chain | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | ...... | .. | .. | .. |
| Eagle | spur | Own | Own | Own | Own | ...... | lat adj | 20 | 8½ | 28 | 48 | 132 | 65 | 13 | 14 |
| Eagle | spur | Own | Own | Own | Own | ...... | lat adj | 24 | 10 | 32 | 52 | 141 | 70 | 14½ | 16 |
| Ebert | rollers | ...... | Hyatt | ...... | Hyatt | ...... | adj | 16 | 6 | .. | 44 | 86 | 59 | 12 | .. |
| Elgin | chain | Own | Tim | Own | Tim | s elip | swing | 9 | 8 | 30 | 42 | 122 | 54 | 23 | 19 |
| E-B | sliding | Own | Hyatt | Own | Own | ...... | ...... | 12 | 6 | 36 | 54 | 150.50 | 72 | 27 | 16 |
| E-B | sliding | Own | Hyatt | Own | Own | ...... | lat adj | 12 | 8 | 40 | 60 | 164.25 | 81½ | 30 | 16 |
| E-B (S. A. E.) | sliding | Own | Hyatt | Own | Own | ...... | lat adj | 12 | 6½ | 36 | 54 | 121.75 | 55 | 25 | 14 |
| E-B | sliding | Own | Hyatt | Own | Own | ...... | lat adj | 16 | 9 | 42 | 72 | 152 | 81½ | 38 | 20 |
| E-B (Reeves) | sliding | Own | Hyatt | Own | Own | ...... | lat adj | 22 | 10 | 44 | 90 | 192 | 111 | 23½ | 24 |
| Fageol Walk. T | spur | Own | Tim | Own | Tim | ...... | adj | 8 | 6 | 26 | 48 | 110 | 53 | 14 | 10 |
| Fair-Mor | spur | Own | Own | Own | ...... | ...... | adj | 18 | 6½ | 27 | 48 | 116 | 55 | 17 | 12 |
| Farm Horse | chain | Own | Own | Own | Own | ...... | swing | 14 | 8 | 32 | 48 | 128 | 80 | 25 | 14 |
| Farquhar | ext spr | Own | ...... | Own | Hyatt | coil | ...... | 14 | 7 | 36 | 54 | 161 | 74 | .. | 17 |
| Farquhar | ext spr | Own | ...... | Own | Own | coil | ...... | 32 | 9 | 48 | 84 | 216 | 96 | .. | 24 |
| Farquhar | ext spr | Own | ...... | Own | Own | coil | ...... | 32 | 9 | 48 | 84 | 216 | 106 | .. | 24 |
| Fitch 4-Drive | b-e | Own | Tim | Own | Tim | ...... | vert adj | 14 | 8 | 36 | 42 | 130 | 60 | 9 | 11½ |
| Flour City Jr. | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 24 | 6 | .. | 60 | ...... | .. | .. | .. |
| Flour City | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 26 | 8 | .. | 72 | ...... | .. | .. | .. |
| Flour City | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 32 | 9 | .. | 84 | ...... | .. | .. | .. |
| Flour City | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 34 | 10 | .. | 96 | ...... | .. | .. | .. |
| Fordson | worm | Own | Guern | Own | Tim | ...... | ...... | 9½ | 6½ | 30 | 42 | 102 | 62 | 21 | 13 |
| Four-in-One | chain | Own | Own | Own | Hyatt | spiral | hor adj | 24 | 8 | 60 | 30 | 150 | 84 | 10 | 6 |
| Frick | ...... | ...... | ...... | ...... | ...... | ...... | adj | 13 | 7 | 46 | 60 | 158 | 77 | 25 | 15½ |
| Fulton | chain | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | ...... | .. | .. | 16½ |
| G. O. | spur | Own | Own | Own | Own | coil | Own | .. | .. | 30 | 46 | 123 | 68 | 13 | 12 |
| G. O. | spur | Own | ...... | Own | ...... | coil | Own | .. | .. | 30 | 46 | 123 | 68 | 13 | 12 |
| Grain Belt | spur | Own | Own | Own | Own | ...... | adj | 18 | 12 | 40 | 60 | 132 | 97 | 16 | .. |
| Gray | chain | ...... | ...... | ...... | Tim | ...... | adj | 11 | 8 | 40 | 54 | 174 | 81 | .. | .. |
| Hackney | int | Own | Own | Own | Own | ...... | adj | 14 | 8 | 30 | 48 | 118 | 68 | .. | 32 |
| Hart Parr | int | Own | Own | Own | Own | ...... | swing | 14 | 8½ | 28 | 52 | 141 | 71 | 26 | 17½ |
| Heider | spur | Own | Own | Own | Own | coil | lat ad | 12 | 6 | 28 | 54 | 130 | 68 | 25 | 20 |
| Heider | spur | Own | Own | Own | Own | co l | adj | 14 | 7 | 30 | 57 | 144 | 74 | 25 | 20 |
| Hoke | spur | ...... | Bower | ...... | ...... | ...... | adj | 10 | 7 | .. | 61 | 192 | 72 | 12 | .. |
| Hollis | Bevel | Own | Hyatt | Own | Hyatt | coil | adj | 14 | 8 | 30 | 38 | 136 | 76 | 4½ | 12 |
| Holt | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | 124 | 63 | .. | 12 |
| Holt | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | 146 | 80 | .. | 12 |
| Holt | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | 252 | 104 | .. | .. |
| Holt | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | 240 | 104 | .. | .. |
| Huber | spur | Own | Own | Own | Own | ...... | swing | 13 | 7 | 46 | 60 | 150 | 74 | 24 | 16½ |
| Hudson | spur | Own | Tim | Own | Tim | ...... | float | 24 | 6 | 36 | 60 | 164 | 56 | 12 | 16 |
| Hudson | spur | Own | Tim | Own | Tim | ...... | float | 24 | 6 | 36 | 60 | 164 | 36 | 12 | 16 |
| I. H. C. | bevel | ...... | ...... | ...... | ...... | ...... | rigid | 8 | 8 | .. | 36 | 120 | 84 | 38 | 16 |
| Illinois | ...... | Foote | Hyatt | Own | Hyatt | ...... | swiv | 14 | 8½ | 34 | 54 | 142 | 72 | 22 | 16 |
| Imperial Forty | spur | ...... | ...... | ...... | ...... | ...... | swing | 30 | 12 | 60 | 96 | 215 | 110 | 30 | 18 |
| International | chain | ...... | ...... | ...... | ...... | ...... | ...... | 12½ | 8½ | 32 | 40 | 64 | 65½ | .. | .. |
| International | chain | ...... | ...... | ...... | ...... | ...... | ...... | 18 | 9 | .. | 66 | 160 | 80 | 19 | .. |
| J. T. | -5 spur | Own | Tinn | Own | Hyatt | ...... | floating | 10 | 8 | 29 | 36 | 126 | 60 | 12 | 17 |
| Kardell Utility | spur | Own | Hyatt | Own | Tim | coi- | adj | 9 | 6 | 30 | 48 | 96 | 56 | 15 | 17 |
| KeckGonnerm'n | spur | Own | Own | Own | Plain | coil | lat adj | 12 | 8 | .. | 61 | 150 | 78 | 15 | 17 |
| Kenison | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | ...... | .. | .. | .. |
| La Crosse | int-g | Own | Hyatt | Own | Hyatt | ...... | swing | 11 | 7½ | 36 | 56 | 135 | 82½ | 9½ | 14½ |
| La Crosse | rol. pi. | Own | Own | Own | Own | ...... | sp. la.ad | 10 | 5⅓ | 30 | 48 | 112 | 62½ | 17 | 30 |
| La Crosse | int-g | Own | Hyatt | Own | Own | ...... | swing | 11 | 7½ | 31 | 56 | 150 | 82½ | 8½ | 14½ |
| Lang | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 14 | 8 | 50 | 30 | 116 | .. | 12 | 18 |
| Lauson | spur | Own | Hyatt | Own | Tim | ...... | rigid | 18 | 8 | 36 | 54 | 136 | 74 | 20 | .. |
| Leader | int-g | Own | Hyatt | Own | Hyatt | coil | swing | 14 | 8⅓ | 38 | 48 | 106 | 70 | 30 | 18 |
| Leader | chain | Own | Hyatt | Own | Own | coil | swing | 14 | 9 | 38 | .. | 158 | 64 | 60 | 18 |
| Leader | int | Own | Own | Own | Own | coil | swing | 14 | 7 | 30 | 48 | 129 | 60 | 30 | 12 |
| Leonard | ...... | ...... | ...... | ...... | ...... | ...... | adj | 16 | 8 | 30 | 50 | 136 | 72 | 8½ | .. |
| Liberty | spur | Own | Own | Own | Own | Cross | swing | 11½ | 8 | 34 | 48 | 131 | 66 | 20 | 14 |
| Line Drive | spur | ...... | ...... | ...... | ...... | ...... | ...... | 13 | 6½ | 60 | .. | 164 | 91 | 14 | .. |
| Lion | int | ...... | ...... | ...... | ...... | ...... | ...... | 12 | 6 | 60 | .. | 122 | 78 | .. | .. |
| Little Giant | spur | Own | Hyatt | Own | Hyatt | coil | lat adj | 9 | 7 | 30 | 54 | 144 | 83 | 20 | 10½ |
| Little Giant | spur | Own | Hyatt | Own | Hyatt | coil | spring | 13 | 9 | 36 | 66 | 168 | 75 | 45 | 13½ |
| [illegible] | worm | ...... | ...... | ...... | ...... | ...... | ...... | .. | .. | .. | .. | ...... | .. | .. | .. |

# TRACTOR SPECIFICATIONS—CONT.



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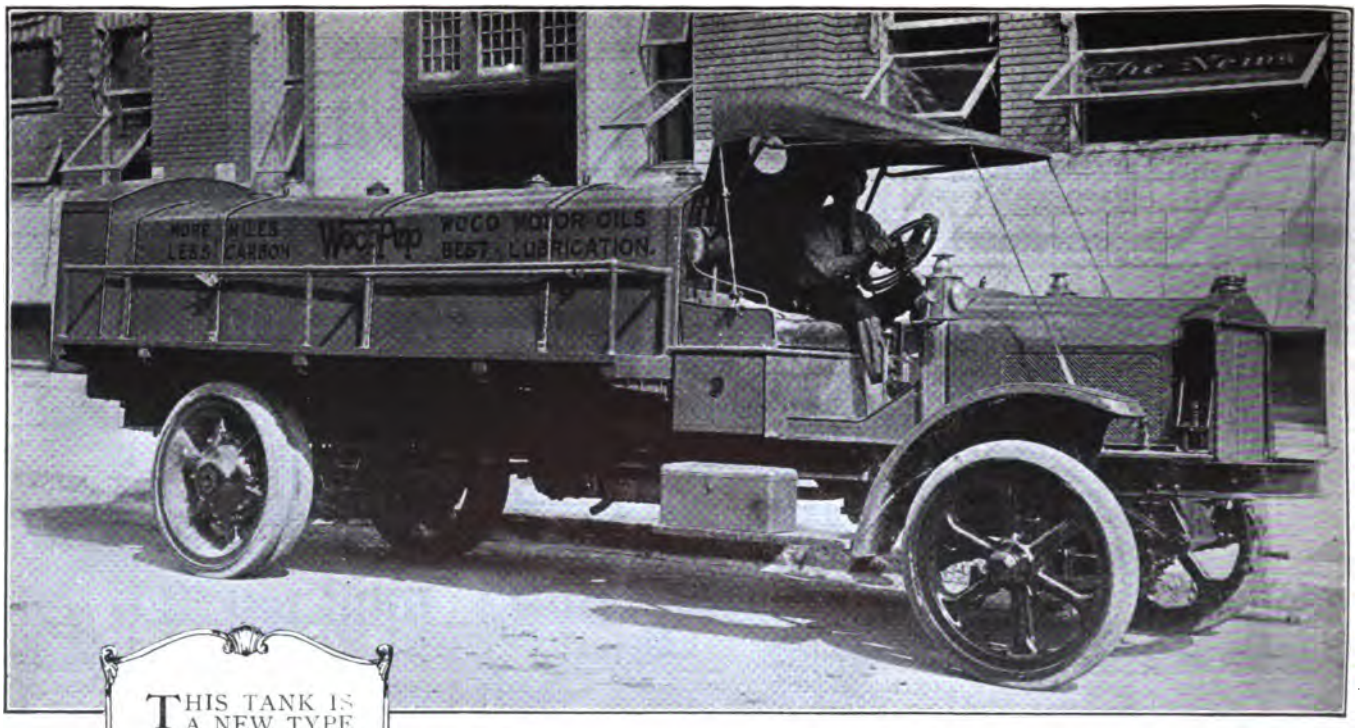


THIS TANK IS A NEW TYPE OF ONE-PIECE CONSTRUCTION WHICH WAS ESPECIALLY BUILT BY THE WELDED PRODUCTS CO., BIRMINGHAM, ALABAMA, TO CARRY WOCO MOTOR OILS.

# Truck Held Together By Welded Tank When Side Frame Breaks

THE 1,000 gallon, 4 compartment oil tank on this 3½ ton chassis is oxy-acetylene welded in every seam.

It was built to carry heavy loads over southern country roads that "treat 'em rough". The beauty and finish of the tank work are undeniable.

Its strength was amply proven on a recent trip when the rear end of the truck dropped into a deep ditch and one of the 6-inch channel side-frame members snapped clean through. But——

So strong and rigid was the welded tank that, from its 3-point suspension, it held the truck together and permitted it to run to the repair shop on its own power, supported by the tank.

**Prest-O-Lite**

**DISSOLVED ACETYLENE**

in its convenient portable cylinders is every day opening up to manufacturers new and important economies in metal working through the use of the oxy-acetylene process.

Why not tell Prest-O-Lite Engineers what sort of metal work you do? Very likely they can help you to make it stronger, better—and cheaper.

**THE PREST-O-LITE COMPANY, Inc., 30 East 42nd Street, New York**
**Kohl Building, San Francisco**
***In Canada, Prest-O-Lite Co. of Canada, Limited, Toronto***

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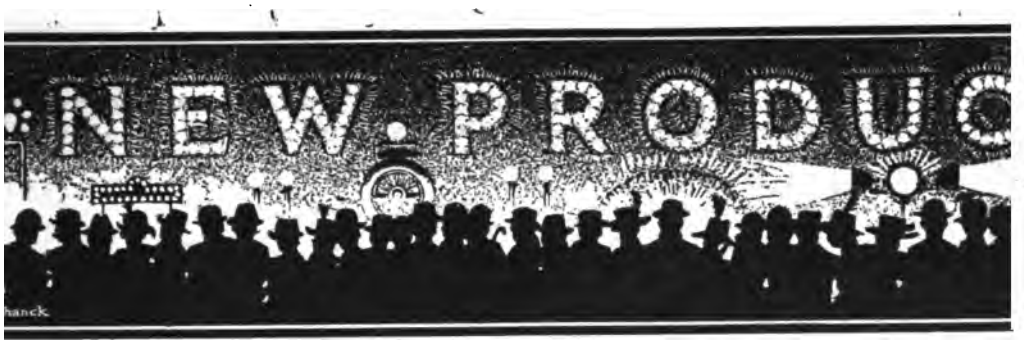


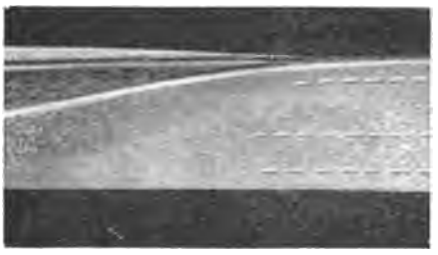

### Inter-state Compression Whistles

Both single tone and tri-tone compression whistles being placed on the market by the Inter-State Tool Mfg. Co., 3419 Rutger street, St. Louis, Mo. The

nal is attached by removing a priming cup from one inder and screwing the whistle in its place. It is erated by a cord running to the steering column. Maials used in its construction are cast bronze and minum.

### Blue Ribbon Brake Lining

According to the Right Motor Specialties Co., 1326 chigan avenue, Chicago, Ill., ordinary solid woven ric brake lining as used on the service break of Ford car throws off carbon which tends to glaze,

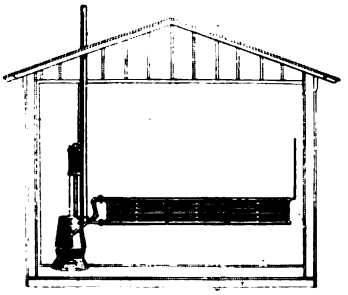


den in a short time and cause chattering when the ak is applied. To offset this defect the company s brought out Blue Ribbon lining which has a ip of cork inserted between layers of tough fabric. This strip of cork serves the same purpose as ings do under the leather of a cone clutch; i. e., provides the necessary resiliency and softness to ke the transmission band action sweet and yet sitive, it is stated. The softer the lining the more ctional power it has. The fabric is treated to ke the fiber soft, and due to the cushion action the cork, the former throws off the carbon which ds to glaze the lining.

### Wasco Garage Heating System

The Wasco garage heating system is offered by the W. A. Schleit Mfg. Co., Syracuse, N. Y. This is a ready-to-set-up heating system, with a perfected automatic control.

As the weather becomes colder, this automatic regulator compels the fire to burn up and produce more



heat in the water of the system. The fire is likewise automatically checked when the temperature has increased to the desired degree.

The system is not connected to the city water system, but is filled once at the start of cold weather with a pail or a hose. Oil is then poured on top of the water in the expansion tank, to prevent evaporation.

### Continental Battery Stand

Storage batteries are very heavy and in their repair it is necessary to constantly change their position in order to more readily get at the various parts. This takes a great deal of effort and besides considerable time is wasted.

To overcome this difficulty the Continental Auto

Parts Co., Columbus, Ind., has brought out the Continental battery stand.

The stand turns very easy, since it is on ball-bearings and can readily be locked in any position. The top is made of one piece of hardwood, 1½ by 7 by 10 inches, which eliminates the danger of short circuit, and will not be affected by acids. It is finished in natural wood color and black enamel and comes complete with screws for attaching to the work bench.

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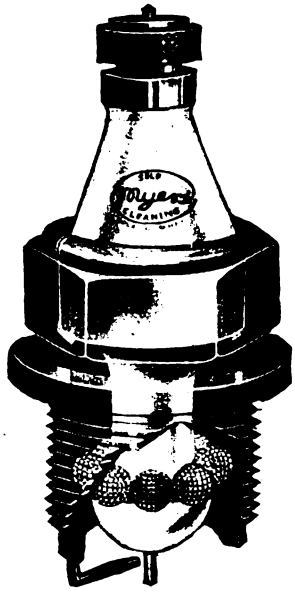
### Myers Self Cleaning Plug

Most spark plug trouble is caused by short circuit on the inside of the plug. Soot and oil collect on the porcelain insulator and inner walls of the plug and the intense heat of the explosion serves to carbonize this deposit. Gradually this deposit builds up on the walls, insulator and spark points and forms a surface on which the oil gathers in a film which becomes a perfect conductor to carry the current to the outer wall and cylinder heads, causing a short circuit.

The Myers Spark Plug Co., Toledo, Ohio, has brought out the Myers self-cleaning spark plug which it is claimed overcomes this difficulty.



The accompanying sectional view of this new plug shows how the cleaning is accomplished. The plug is made with a special size inner chamber, in which a number of little porcelain balls are placed. With each impulse of the engine, either compression or explosion, these little balls are forced up and down in the inner chamber with the result that their rough surface completely cuts away the soot, oil and carbon and keeps the insulator and inside walls entirely clean of any deposit, it is stated. This, of course, insures a perfectly operating spark plug so long as the necessary charge of current comes from magneto or battery in the usual way.

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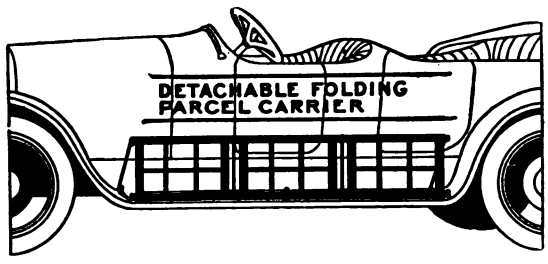
### Standard Luggage Carrier

The Standard detachable folding luggage carrier is being placed on the market by the Rast Mfg. Co., Marshalltown, Ia. It is designed to be attached to the running board of either passenger or delivery




cars and folds up when not in use. When folded up it measures 10 by 15 by 2 inches and when open 10 by 44 inches.

### Motalarm

The Motalarm is a signal to warn the operator of a car when his engine is overheated. The device blows a continual blast when the water is low and the cool-

ing system is not working efficiently. It is operated by the steam generated when the engine starts to overheat. It is easily attached to the radiator by boring a hole in the radiator cap and bolting it to same with a nut and lock washer provided with the device. The tube extends into the radiator tank and should be cut off one inch from the bottom. If this is done, when the signal starts to blow there will still be sufficient water in the radiator to travel 30 miles to safety, it is stated. This signal is made by the Motalarm Corp., 1777 Broadway, New York City.

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### Guaranty Repair Arm

When the crankcase arm of the Ford engine breaks, it means an expensive repair job. Realizing this, the

Guaranty Motors Corp., Cambridge, Mass., has designed and placed on the market the Guaranty repair arm. This arm can be bolted in place in but a few minutes, giving a permanent repair. The arms are made for both the right and left sides of the engine, and special prongs give additional bearing surface and reinforcement.

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### Holt Power-Light Plant

The Holt farm electric light and power plant, manufactured by the Automatic Light Co., Ludington, Mich., consists of a 4-cycle valve in the head,

water cooled, gasoline engine connected direct to a General Electric Company generator and a specially designed electric starting device.

The generator has but one winding and gives a 110-volt current direct to the power appliances or lights, no storage batteries being used. When a switch in the house or barn is turned on the engine starts automatically. The engine has one cylinder with a bore of 2⅜ inches and a stroke of 3 inches, and the normal speed is 1600 r.p.m. The switchboard is mounted on two vertical stands and the complete plant assembled on a substantial iron base.

### New Rayfield Carburetor for Trucks

The Rayfield Model "O" Carburetor is designed for use on truck motors, and in its construction all features have been incorporated which the long experience of the Beneke & Kropf Manufacturing Co., Chicago, Ill., has taught are necessary in the construction of a perfect carburetor for truck use.

The carburetor is of concentric float construction with Venturi tube and air bled jet. The float mechanism as used in this carburetor is of the fulcrum lever type and provides for a positive method of controlling the flow of gasoline into the carburetor.

The float chamber, being located directly below the mixing chamber, any condensation returning from the manifold flows back into the float chamber; therefore, eliminating all leaking and flooding.

Two gasoline levels are employed; the gas first entering into a reservoir—then it rises to the top of the stand pipe and flows into the float chamber proper and is controlled by the float in the float chamber. When the level in the float chamber reaches the desired height, the needle valve is closed.

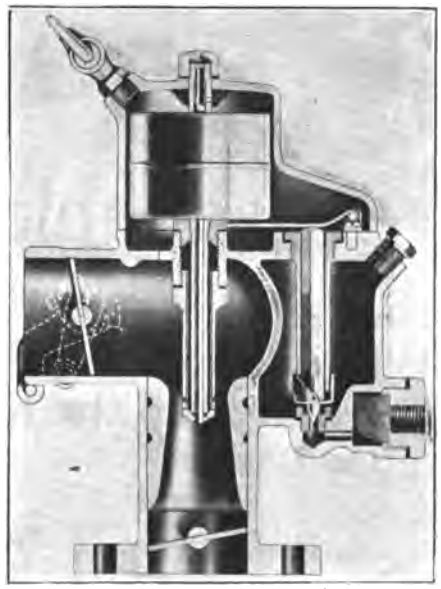
The use of two nozzles is employed; one for intermediate speed gas, which is supplied by the reservoir; and gas for the other nozzle is supplied by the float chamber proper, which cuts in at intermediate and high speed.

Acceleration is obtained by means of an accelerating well, located in the reservoir, and when the accelerating well is drained, air is bled through this well with the fuel.

Both the intermediate jet and the high speed jet are constructed for the use of air bleeders, that is to say, air is bled in with the gasoline before it reaches the nozzle outlet.

By the use of two levels and two separate and distinct nozzles, it is possible to provide for a very thin intermediate running mixture and at the same time provide sufficient fuel for high speed and heavy pulling. This construction results in a very economical performing carburetor, it is stated.

There are two adjustments, one a low speed or idling adjustment; and the other an intermediate or high speed adjustment. Idling gas passes through the throttle shaft when the nozzle is closed. When the throttle is opened, it acts as a valve and gives out this gas at intermediate or high speed, or as soon as the throttle



is cracked at more than one-quarter opening. An air valve choker is used for starting.

### Edwards Sectional Cushion Tire

Endless or pressed-on solid tires frequently become injured, the rubber tread cracking or "chipping," as it is commonly called, and there is a tendency for this chipping to follow the periphery of the tire around its entire circumference. Frequently these injuries reach across the tire breadth and down to the rim, making it unserviceable when it is necessary to remove the wheel, take it to a hydraulic press, often a great distance away, have the tire pressed off and a new one pressed on. Ofter there is only a small piece pulled out of the tire, leaving a large portion of it intact, yet the tire cannot be repaired.

To avoid these difficulties the Edwards Rubber Co., Akron, Ohio, has brought out the Edwards' sectional solid cushion truck tire. This tire is built in twelve sections, each section separate and distinct from the other. With this tire when an injury does occur only a single section or one-twelfth part of the tire will be affected. If the injured section becomes so bad it cannot be used, all the operator has to do is loosen two nuts, remove the damaged section and put a new one in its place. If the new section is too high, it may be cut down with a knife or hack saw. The company states that another feature of its tire is increased resiliency, due to the distance between the sections.

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THE ELECTRIC STORAGE BATTERY CO.

# A Seasonable Friend in any Season

A sure start is essential to good motoring.

For a sure start every day in the year, from the daffodils of Spring to the holly of Christmas, cars should be equipped with

The

# "Exide" Starting & Lighting Battery

Its reputation is built on its performance—the only thing that gives value to a battery.

A little more is paid for "The Giant that lives in a Box" but a great deal more is received—more powerful cranking, longer life, better lights, greater freedom from operating troubles.

Our great business built on quality proves this.

Batteries are being thrown away every day that an "Exide" Service Station could and would repair and return to service.

The "Exide" Service Station can supply an "Exide" *exactly* suited to any car.

THE ELECTRIC STORAGE BATTERY CO.

The largest manufacturer of storage batteries in the world

1888 PHILADELPHIA, PA. 1919

New York Boston Chicago Washington Denver San Francisco St. Louis
Minneapolis Cleveland Atlanta Kansas City Pittsburgh Detroit Rochester

Special Canadian Representative, Charles E. Goad Engineering Co., Toronto and Montreal

"Exide", "Hycap-Exide", "Ironclad-Exide", "Thin-Exide" "Chloride Accumulator"

*Batteries are made by this Company for every storage battery purpose*

THE ELECTRIC STORAGE BATTERY CO.


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# orage Battery Replacements, Lighting System, eadlight Lens, Spark Plug, Piston Ring, Brake Lining nd Electric Lamp Data for all Cars 1912 to 1919

## REVISED MONTHLY

**OW TO USE THIS TABLE.**—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired; turn to e list of storage batteries, look for the serial number, which will give you a description of the battery with the price, F.O.B. Home Office.
**CONTACT**—D. C. means Double Contact; S. C. means Single Contact.

| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: ac | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| roit | 1913-14 | 34-40,D,F,K,L | A-L | 1897 | 529 | 291 | 705 | 898 | 1985 | 1038 | 1373 | 1639 | 1132 | 429 | 2 | 1520 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4⅛ | ¼ | |
| | 1913-14 | 44-50, E | A-L | 1864 | 526 | 322 | 707 | 896 | 1974 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1915 | S Roadster | A-L | 1864 | 526 | 322 | 707 | 896 | 1974 | 1004 | 1379 | 1631 | 1132 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | S Touring | A-L | 1897 | 529 | 291 | 705 | 898 | 1985 | 1038 | 1393 | 1639 | 1215 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | 3 | 3/16 | |
| | 1916 | 8-80 | A-L | 1896 | 529 | 317 | 699 | 888 | 1960 | 987 | 1319 | 1627 | 1214 | 430 | 3 | 1506 | | | | | | 9 | 10⅜ | ⅞ | 2¼ | 3/16 | 50 | 2¼ | 3/16 | 54 | 1½ | 3¼ | ¼ | |
| | 1916-17 | 6-44 | Remy | 1821 | 579 | 317 | 821 | 829 | 1960 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | SC | 171 | 81 | 63 | 63 | 8½ | 9⅝ | ⅞ | 1¾ | 3/16 | 36 | 2 | 3/16 | 36 | 2 | 3½ | 3/16 | |
| | 1918 | 6-44 | Remy | | 579 | | 717 | | 1960 | 1069 | | 1641 | | | 4 | 1504 | | 125 | 81 | 63 | | | 9½ | | 1½ | 3/16 | 36 | 2 | 3/16 | 36 | 2¼ | | | |
| | 1918 | | | | | | | | 1960 | | | | | | 10 | | SC | | | | | | | ⅞ | | | | | | | 2½ | | | 5203-5367 |
| | 1918 | 1 ton | | 1851 | | | | | | | | | | | | 1504 | | | | | | | | ⅞ | | | | | | | 2¾ | | | 1503-1917 |
| | 1918 | 2 ton | | | | | | | | | | | | | | 1504 | | | | | | | | ⅞ | | | | | | | 2¾ | | | 8079-8212 |
| | 1918 | 3½ ton | | | | | | | | | | | | | | 1504 | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| icia.. | 1914-15-16 | 35 H-P, A & B | Rush | 1864 | 526 | | 705 | 896 | 1974 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 9¼ | | | | | | | | | | | |
| | 1917 | 35 H-P, A & B | Rush | 1873 | | 337 | | 841 | 1963 | 1004 | | | 1154 | 385 | 5 | 1533 | | | | | | | 9¼ | | | | | | | | | 4½ | ¼ | |
| | 1915 | 6-50, 6-60. | | | | | | | | | | | | | | | | 170 | 84 | 64 | 64 | | | | | | | | | | | | | |
| | 1913 | 11 | G & D | | | 282 | | 886 | | 1117 | | | | | | | DC | | | | | | | ⅞ | | | | | | | 2⅛ | 4⅛ | ¼ | |
| an.. | 1919 | A | | | | | | | | | | | | | | | | | | | | | | ⅞ | 2 | | | 2 | | | 2 | 3¾ | | 2000-2753 |
| | 1913-14 | 40, 37 | A-L | 1897 | 529 | 291 | 707 | 898 | 1985 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | 8¼ | ½† | 1¾ | 3/32 | 36 | 1¾ | 3/32 | 36 | | 3½ | ¼ | |
| | 1914-15 | 38, 40 | A-L | | 523 | 289 | 703 | | 1984 | 1034 | 1353 | | 1210 | 425 | | | | 166 | 82 | 64 | 64 | 8¼ | 9½ | ⅞ | | | | | | | | 3¾ | ¼ | 349-5233 |
| | 1915-16 | 33, 34, 35, 37 | West | 1887 | 518 | 287 | 299 | 888 | 1983 | 1020 | 1319 | 1635 | 1205 | 420 | 6 | 1508 | SC | 166 | 82 | 64 | 64 | | 9½ | ⅞ | 1¾ | 3/32 | 36 | 1¾ | 3/32 | 36 | 1¾ | 4½ | ⅜ | 600-16000 |
| | 1917 | 37 | West | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 8½ | 9½ | ⅞ | 1¾ | 3/32 | 34¼ | 2 | 3/32 | 34¼ | 1¾ | 3¼ | ¼ | |
| | 1915 | 36 | Remy | | 518 | | | | | 996 | | | 1146 | 362 | | | | | | | | | 9½ | ⅞ | | | | | | | | | | 18000 up |
| | 1918 | 41 | A-L | 1827 | 570 | | 697 | 886 | 1961 | 987 | 1332 | 1627 | | 362 | | 1510 | DC | 125 | 81 | 63 | 63 | | 9⅝ | ⅞ | 1⅝ | 3/32 | 34¾ | 2 | 3/32 | 34¾ | 1⅝ | | | |
| | 1915 | 4-27 | Remy | 1894 | | 332 | | 839 | 1957 | | 1399 | | 1248 | | 8 | 1593 | | | | | | | 8¾ | M | 1⅝ | 3/32 | 27¼ | 1⅝ | 3/32 | 28¾ | | 3¼ | 3/16 | |
| | 1916 | C | Remy | 1844 | 586 | 331 | 748 | 839 | 1957 | 987 | 1397 | | 1247 | 493 | 9 | 1593 | | | | | | | 8⅝ | ⅞† | 1⅝ | 3/32 | 27¼ | 1⅝ | 3/32 | 28¾ | | | | |
| | 1917 | E-17, F-17 | Al-Ch | 1821 | | 317 | | 829 | 1960 | 1063 | 1308 | | 1160 | 458 | 4 | 1504 | DC | 168 | 82 | 64 | 64 | | 8¾ | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1913-14 | 50 | Peru | 1876 | 512 | 344 | | 924 | 1969 | 1020 | | | 1280 | | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1913-14 | Scout | Disco | 1874 | 570 | 335 | | 912 | 1956 | 1014 | 1403 | | 1238 | 396 | 11 | | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | 1¼ | | | |
| | 1913-14 | 30 | El-L | 1864 | 526 | 322 | | 896 | 1974 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3 | 3/32 | 1-250 |
| ix.. | 1916-17 | A-Series I | G & D | 1830 | 582 | 317 | 719 | 831 | 1961 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | | 9 | ⅞ | 2 | 3/16 | 42 | 2 | 3/16 | 44 | 1¾ | | | 250-800 |
| | 1918 | 30 | | 1826 | 582 | | 719 | 831 | 1961 | 1073 | 1339 | | | 28 | 28 | | | 165 | | 61 | 62 | 9 | 9½ | ⅞ | 2 | 3/16 | 44 | 2 | 3/16 | 45 | 2½ | 3⅛ | 3/32 | |
| | 1919 | | West | 1832 | 582 | | | | | | 1338 | | | | | | SC | | | | | 9 | 9½ | ⅞ | 2 | 3/16 | 44 | 2 | 3/16 | 45 | 2¼ | 3⅛ | 3/32 | |
| La | 1913-14-15-16 | | G & D | 1806 | 527 | 323 | 715 | 902 | 1974 | 1108 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | | | |
| | 1914-15 | 20 | West | 1806 | | 323 | 747 | 886 | 1974 | 1051 | | | 1225 | 414 | 14 | 1524 | | | | | | | | | | | | | | | | 3¾ | 3/16 | |
| | 1916-17 | 19 | West | 1908 | 546 | 299 | | 981 | 1990 | | | | 1276 | 445 | 15 | 1554 | | | | | | | | | | | | | | | | | | |
| | 1917 | | West | 1806 | | 284 | | 902 | 1974 | 1108 | | | 1225 | 414 | | | | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913-14 | 44-45 | G & D | 1802 | | | | 900 | | 1117 | | | 1223 | 411 | 16 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2 | 4⅛ | 3/16 | |
| | 1913-14-15 | | G & D | 1803 | 516 | | 713 | 900 | | 1105 | | | 1222 | 410 | 17 | 1522 | | | | | | | | ⅞ | | | | | | | 2 | 3¾ | 3/16 | |
| | 1914 | | | 1861 | 572 | | | 892 | 1961 | 996 | | | 1145 | 374 | 18 | 1512 | DC | | | | | | | M | | | | | | | | 3¾ | 3/16 | |
| | 1916 | K, EK | Bosch | 1896 | | 294 | | 899 | 1987 | 1041 | | | 1221 | | 19 | 1521 | | | | | | | | ⅞ | | | | | | | | 3⅛ | 3/16 | |
| ng... | 1917 | Road., Tour. | Bosch | 1843 | | 333 | | 839 | 1957 | | | | 1252 | 498 | 20 | 1531 | | 175 | 89 | 89 | 89 | | | ⅞ | | | | | | | | 3¼ | 3/16 | 1000-550 |
| | 1916-17 | 200A-300A. | West | 1851 | | 317 | | 886 | 1960 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | | | | | | 9½ | ⅞ | 2½ | 3/16 | 47½ | | | | | | | |
| | 1916-17 | AEC6-60 | Jesco | 1863 | 526 | 323 | | 896 | 1974 | 1003 | | | 1152 | 382 | 21 | 1518 | | 129 | | 63 | 65 | | | | | | | | | | | 4½ | ¼ | 5500-7500 |
| | 1914 | 4-45, 4-55 | Bijur | 1859 | 572 | 305 | | 892 | 1961 | 1104 | 1355 | 1629 | 1146 | 410 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 34 | 2¼ | 3/16 | 40 | 2¼ | 4½ | ¼ | 8000-85000 |
| | 1914 | 6-60, 6-45 | Bijur | 1851 | 516 | 320 | 713 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 34 | 2¼ | 3/16 | 40 | | 4 | ¼ | 8500-120000 |
| | 1915 | 4-40, 6-48 | West | 1851 | 570 | 320 | 713 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 10 | ⅞ | 1⅝ | 3/16 | 34 | 2¼ | 3/16 | 40 | 2¼ | 3½ | ¼ | 12000-13000 |
| | 1916 | All | Bijur | 1851 | 570 | 317 | 97 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | 9 | 9½ | ⅞ | 1⅝ | 3/16 | 34 | 2¼ | 3/16 | 40 | 2¼ | 3½ | ¼ | 13000-18000 |
| | 1917 | 6-17, 8-17 | Bijur | 1851 | 579 | 317 | 697 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | DC | 168 | | 64 | 64 | | 8 | ⅞† | 2 | 3/16 | 46 | 2¼ | 3/16 | 49⅞ | 2¼ | 3½ | 3/16 | 17000-19000 |
| | 1918 | All | Bijur | 1817 | 579 | | | 829 | 1960 | 1309 | | | | 450 | | 1504 | | 168 | | 64 | 64 | | | ⅞ | 2 | 3/16 | 46 | 2¼ | 3/16 | 49⅞ | 1⅝ | 3¼ | 3/16 | |
| | 1917 | 1, 2, 3, 4 | Disco | 1851 | | 327 | | 883 | 1970 | | | | 1294 | 360 | 23 | | | 168 | | 64 | 64 | | | ½ | | | | | | | 1⅝ | | | |
| | 1918 | 25 | Bijur | 1817 | | | 819 | | | | | | | | | | | 168 | | 64 | 64 | 8½ | 7¾ | ⅞ | 2 | 3/16 | 46 | 2¼ | 3/16 | 49⅞ | 1⅝ | 3½ | 3/16 | 1900 up |
| | 1919 | 8-19 | Bijur | 1817 | | | | | | 1309 | | | | 450 | | | SC | | | | | 8¼ | 7¾ | ⅞ | 2 | 3/16 | 46 | 2¼ | 3/16 | 49⅞ | 1¾ | 3¼ | 3/16 | |
| | 1914-15. | All | | | | | | | | | | | | | | | | 170 | 82 | 82 | 82 | | | | | | | | | | | 4⅛ | ¼ | 126-1551 |
| ns. | 1914-15. | All. | | | | | | | | | | | | | | | | 170 | 82 | 64 | 64 | | | | | | | | | | | | | |
| | 1917 | 1-2, 3-4 | | | | | | | | | | | | | | 1501 | | | | | | | | | | | | | | | | | | |
| | 1918 | 18 | | 1826 | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916 | All Models | Disco | | | | | | | | | | 1230 | | | | | | | | | 8 | 9 | ½ | 1⅛ | ⅛ | 23½ | 1 | ⅛ | 16 | 1⅝ | 3⅛ | 3/16 | 18001 up |
| | 1916 | HW, KW | | 1851 | | | | 886 | | 1003 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | 3½ | ¼ | 13½ | | | | 2½ | 4⅛ | 3/16 | 800-1000 |
| | 1918 | KW 2&3½ ton | Remy | | | | 697 | | | | | | | | 21 | 1518 | | | | | | | | ⅞ | 3½ | ¼ | 11¼ | 3½ | ¼ | 13 | 2½ | 4½ | 3/16 | 1100-1300 |
| | 1916 | 6 R, 6 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4⅛ | 3/16 | 2004-4028 |
| | 1917 | 7 R, 7 C, 7 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4½ | 3/16 | 4029-4398 |
| | 1918 | 7 R, 7 C, 6 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4⅛ | 3/16 | 4501 up |
| | 1914 | 4-41, 6-46, 34L | Remy | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 | 1627 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2⅝ | 3¼ | ¼ | |
| | 1914 | 4-40 | West | 1851 | 570 | 317 | | 886 | 1960 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 82 | 64 | 64 | 9 | 10 | M | | | | | | | 2⅝ | 4½ | ¼ | |
| | 1914-15 | 4-40, 6-40 | Remy | 1863 | 582 | 321 | 697 | 896 | 1960 | 1003 | 1323 | 1631 | 1152 | 382 | 21 | 1518 | DC | 165 | 81 | 63 | 63 | 9 | 10 | M | | | | | | | 2⅝ | 3½ | 3/16 | |
| | 1915 | 6-40 | Remy | 1818 | 582 | 321 | 822 | 963 | 1961 | 1074 | 1303 | 1641 | 1138 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | M | 1½ | 3/16 | 49 | | | | 2⅝ | 3½ | 3/16 | |
| | 1916 | 6-40A | Delco | 1830 | 582 | 320 | 822 | 831 | 1961 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1¾ | 3/32 | 39 | 2 | 3/32 | 40¾ | 2¼ | 3½ | 3/16 | |
| | 1916 | 4-38, 6-38 | Remy | 1818 | 582 | 317 | 717 | 829 | 1960 | 1061 | 1303 | 1631 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | | | | | | | 2¼ | 3⅛ | 3/16 | |
| | 1917 | 6-39 | Remy | 1818 | 579 | 317 | 717 | 829 | 1960 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1¾ | 3/16 | 42½ | 2 | 3/16 | 44 | 2 | 3⅛ | 3/32 | |
| | 1917 | 6-44 | Delco | 1830 | 582 | 320 | 719 | 831 | 1961 | 1080 | 1337 | 1643 | 1175 | 475 | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1½ | 3/16 | 49 | 2 | 3/16 | 51 | 2 | 3½ | 3/16 | |
| | 1917 | 4-39 | Remy | | | | | | | 1061 | | | | 454 | | 1504 | | | | | | 9 | 10 | ⅞ | | | | | | | 2 | | | |
| | 1918 | 6-44 | Delco | 1830 | 579 | | 719 | 831 | 1961 | | 1337 | | | | 26 | 1510 | SC | 165 | 81 | 63 | 63 | 8¾ | 9½ | | | | | | | | 2 | 3½ | 3/16 | |
| | 1918 | 6-39B | Remy | 1817 | 579 | | 717 | | 1960 | | 1309 | 1641 | | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | 8¾ | 9½ | ⅞ | 1½ | 3/16 | 42½ | 2 | 3/16 | 44 | 2 | 3¼ | 3/16 | |
| | 1919 | 6-39 H & K | | 1817 | | | | | | | | | | | | | SC | 165 | | | | 8½ | 9½ | ⅞ | 1¾ | 3/16 | 40 | 2 | 3/16 | 42½ | 2¼ | | | |

abra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes sometimes made for manufactures on account of quantity buying

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| Year | Model | Electrical System | Storage Batteries | | | | | | | | | | | | Witherbee | Lamps — Mazda Numbers | | | | | Lenses — Headlight | | Size of Spark Plug | Brake Lining* — Internal | | | Brake Lining* — External | | | Exhaust Pipe | Piston Rings | | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove | |
| 1914 | 77 | Leece N. | 1864 | 526 | 323 | | 886 | 1974 | 1004 | 1380 | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | [illegible] | ¼ | |
| 1914-15 | 77, 66 | West. | 1863 | 526 | 322 | | 896 | 1974 | 1003 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | 3 | 4½ | ¼ | 1480-6075 |
| 1915-16 | *48-66, †36-66 | West. | 1896 | 529 | 292 | | 898 | 1962 | 1037 | 1374 | | 1215 | 430 | 3 | 1512 | DC | Spec | | 63 | 63 | | | ⅞ | 3 | 5/16 | 50 | re | rw | heel | 3 | 4½ | 5/16 | F 012-F 1045 |
| 1917-18 | Highway King | | 1839 | 584 | | | | 1962 | | | 1645 | | | | 1512 | SC | | | | | | 9½ | ⅞ | 3 | 5/16 | 50 | | | | | 2⅞ | 5/16 | |
| 1919 | Highway | Delco | 1839 | 584 | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 3 | ¼ | 40 | | ¼ | 42 | | 2⅞ | 5/16 | 2402-2803 |
| 1919 | XXI-F | | | | | | | | | | | | | | | | | | | | 8 | 7⅝ | ⅞ | 2½ | 5/32 | 52 | 2½ | 5/32 | 65 | 1¾ | 4¾ | 5/16 | |
| | | | | | | | | | .987 | | | | | | | | | | | | | | ½ | 2½ | ⅛ | 14 | 2½ | ⅜ | 16 | | | | -1089 |
| | | | | | | | | | | | | | | | | | | | | | 8½ | 9½ | | 1¾ | ⅜ | 27½ | 1¾ | | 31⅜ | | | | |
| 1918 | A. B. C. | | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | 2¼ | 3½ | ⅜ | |
| 1919 | A. B. C. | | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | 3/16 | 24 | 2 | 3/16 | 28 | 2½ | | | |
| 1916 | A-16 | Disco | 1851 | 573 | 331 | 728 | 886 | 1957 | 1009 | 1389 | | 1293 | 389 | 7 | 1527 | SC | | | | | | 9½ | | 1¾ | 3/16 | 24 | 2 | 3/16 | 28 | 2½ | | | 1082 up |
| 1916 | | | | | | | | 1957 | | | | | | | 1527 | | 175 | 67 | 67 | 67 | | 9½ | | | | | | | | | 3¼ | ¼ | |
| 1917 | A-17 | G & D. | 1851 | | 317 | | 886 | 1960 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | | | | | | | | | 1⅛ | 3½ | ¼ | |
| 1918 | 18 | | 1819 | | | 697 | | 1960 | | | | | 458 | | 1504 | | 165 | 81 | 63 | 63 | | 9½ | | | | | | | | 1¾ | 3¾ | ¼ | |
| 1914 | | | 1861 | 523 | | | 892 | | 997 | | | 1145 | 374 | 18 | 1512 | | | | | | | | | | | | | | | | | | |
| 1917 | 17 | West. | 1826 | 582 | 319 | | 831 | 1961 | 1073 | | | 1189 | 479 | 28 | 1510 | | | | | | | | | | | | | | | 2¼ | 3½ | ⅜ | |
| 1918 | 17 | | | | | 719 | | | | | | | 489 | | | | | | | | | 9¼ | | 2 | ⅜ | 44 | 2½ | ⅜ | 43 | 2¼ | | | |
| 1913-14 | | | | | | | 926 | | 1052 | | | | | | | | | | | | | | | Ba | se | | | | | | | | |
| 1915-16 | | | | | | | 892 | | | | | 1146 | | | | | 169 | 81 | 63 | 64 | | 9⅜ | | 1⅝ | ⅜ | 36 | 2 | ⅜ | 43 | | | | |
| 1918 | D-2 & E-3ton. | G & D | | | | | 831 | | | | | | | | | | 129 | 81 | 63 | 64 | 8½ | 7½ | | 1¼ | [illegible] | 38 | 2½ | ⅜ | 41¾ | 2 | 3¼ | ¼ | 1001-6000 |
| 1919 | D, E, F | G & D | | | | | | | | | | | | | | SC | | | | | 7½ | 8½ | ⅞ | 2 | ⅜ | 50¼ | 3 | ⅜ | 51⅞ | 2 | 4 | ⅜ | |
| 1916 | C & D | G & D | | | 324 | | | 1976 | 987 | 1365 | | | | 29 | | SC | | | | | | | | 1¾ | 3/16 | 36 | 2 | 3/16 | 43 | 2¼ | | | |
| 1916-17 | D | G & D | 1833 | 582 | 324 | | 832 | 1976 | 1118 | 1365 | | 1172 | 480 | 29 | 1511 | SC | 165-81 | | 63 | 64 | | | | 1¼ | 3/16 | 36 | 2 | 3/16 | 43 | 2¼ | | | |
| 1917 | D&H Ser. 1917 | | 1834 | | | | | 1976 | | | | | | | 1505 | | | | | | | | | | | | | | | | | | |
| 1918 | D | | | | | 720 | | | | | | | | | | | 165 | | 63 | 63 | | 9⅜ | | | | | | | | 2⅛ | | | |
| 1917 | 4 tons, 4 road | | | | | | | | | | | | | | | | 175 | | 67 | 67 | | 9⅜ | | | | | | | | | | | |
| 1917 | "6 D" Tour. | | | | | | | | | | | | | | | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | ⅜ | |
| 1918 | Super 4 | | 1849 | | | | | | | | | | | | | | 123 | 81 | 63 | 63 | | | | | | | | | | | 3⅛ | ⅜ | |
| 1918 | | | | | | | 956 | | | | | | | | | | | | | | | 9 | | | | | | | | | | | |
| 1916-17 | 16 & 17 | G & D. | 1851 | 570 | 317 | | 979 | 1960 | 987 | 1323 | | 1134 | 370 | 30 | 1506 | SC | | | | | | | | | | | | | | 2 | 3¼ | ⅜ | |
| 1918 | 18A & B | | | | | 697 | | | | | | | | 30 | | | | | | | | | | | | | | | | 2¼ | 3¼ | ⅜ | |
| 1915-16 | | | | | | | 894 | | | | | 1146 | | | | | | | | | | 9⅜ | | | | | | | | | | | |
| 1916-17 | 41 | U. S. L. | 1848 | 592 | 340 | | 984 | 1965 | 1100 | 1412 | | 1262 | 505 | 31 | 1539 | SC | 143 | 83 | 63 | 64 | | | | 1¼ | ⅜ | 11½ | 2 | ¼ | 18 | 2½ | 4 | ¼ | |
| 1918 | | | 1848 | 592 | | 752 | | 1965 | | | | | | 31 | 1539 | | 143 | 83 | 63 | 64 | | | | | | | | | | 2½ | 4 | ¼ | |
| 1915-16 | C, C-5 | | | | | | | | | | | | | | | | 166-83 | | 64 | 84 | 7½ | 8½ | | 1⅛ | ⅜ | 23⅜ | 1⅛ | ⅜ | 34⅜ | | | | |
| 1918 | H | | | | | | | | | | | | | | | SC | | | | | 7½ | 8½ | | | | | | | | 2¼ | 3¼ | ¼ | |
| | | | | | | | | | | | | | | | | DC | | | | | | 8⅜ | M | | | | | | | | | | |
| 1914-15 | 14 & 15 | Apelco | 1867 | 573 | 331 | 728 | 908 | 1957 | 1009 | 1389 | 1653 | 1230 | 389 | 32 | 1527 | | | | | | | 7½ | | 1¼ | ⅜ | 24 | 1¼ | ⅜ | 35 | 1½ | | | B 101 to B 45[illegible] |
| 1915 | 15 | Split'f. | 1900 | 566 | 295 | 728 | 910 | 1957 | 1043 | 1389 | 1667 | 1265 | 437 | 33 | 1529 | SC | 167 | 67 | 67 | | 7 | 8 | | 1¼ | ⅜ | 24 | 1¼ | ⅜ | 35 | 1½ | 3½ | ¼ | 5001 to 8750 |
| 1916 | 4-38, 8-38 | Apelco | 1870 | 574 | 307 | 728 | 908 | 1953 | 1012 | 1394 | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | | 64 | 64 | | | | 1½ | ⅜ | 30 | 1½ | ⅜ | 31½ | 1½ | 3 1/16 | ⅜ | 15001 to 2221[illegible] |
| 1917 | 4-24 | Apelco | 1856 | 571 | 325 | 698 | 887 | 1976 | | 1331 | 1644 | 1144 | 466 | 35 | 1507 | DC | 125 | | 63 | 64 | | | | 1½ | 3/16 | 27⅝ | 1½ | 3/16 | 27⅝ | 1¾ | 3⅜ | ⅜ | |
| 1918 | 24 | | 1854 | 571 | 513 | | | 1976 | | 1331 | | 1141 | 478 | | 1507 | SC | 120 | | 63 | 64 | | | | 1½ | 3/16 | 27⅝ | 1½ | 3/16 | 27⅝ | 1¾ | 3⅜ | ⅜ | 22214 to 3100[illegible] |
| 1918 | T-24 | | 1854 | 571 | 513 | | | | | | | 1141 | 478 | | | SC | | | | | 8 | 10 | | 1⅝ | ⅛ | 30 | 2 | ⅛ | 39 | 1¾ | | | 31004 |
| 1919 | 4-24 | | | 571 | | | | | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1½ | 3/16 | 27⅝ | 1½ | 3/16 | 27⅝ | 1¾ | 3⅜ | ⅜ | |
| 1915-16 | | | 1874 | 573 | | 785 | 908 | | 1009 | | | 1232 | | 36 | 1594 | | | | | | | | | | | | | | | | | | |
| 1914-15-16 | | Dyneto | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | | | 1151 | | 1 | 1518 | | | | | | | 7⅝ | | | | | | | | 2⅜ | | | |
| 1918 | | | | | | | | | | | | | | | | SC | | | | | | | | | | | | | | | | | |
| 1913 | | | | | | | 924 | | | | | | | | | | | | | | | 7⅝ | L | 1⅝ | ⅜ | 40⅝ | 1⅝ | ⅜ | 52⅞ | | 4¼ | ¼ | |
| 1914 | | | | | | | 892 | | | | | | | | | | | | | | 7½ | 8⅝ | L | 1⅝ | ⅜ | 35 | 1⅝ | ⅜ | 37⅝ | | 3¼ | ⅜ | |
| 1917 | 50 Ser 700 | | | | | | | | | | | | | | 1516 | | | | | | | | | | | | | | | | | | |
| 1914 | B-24, 25, 36, 37, 54, 55 | Delco | 1836 | 571 | 328 | 789 | 964 | 1977 | 1083 | 1369 | 1628 | 1143 | 365 | 37 | 1507 | SC | 165<br>165 | 81 | 63<br>63 | 63 | 8½ | 9¾ | L | 1⅝ | ⅜ | 46½ | 2⅜ | ⅜ | 49⅜ | | 3¼ | ⅜ | |
| 1915 | C-24, C-25 | Delco | 1836 | 577 | 328 | 789 | 964 | 1977 | 1083 | 1369 | 1628 | 1143 | 365 | 38 | 1507 | SC | | | | | | | | 1⅜ | 3/16 | 35⅜ | 1⅜ | 3/16 | 35⅜ | | 3¾ | ⅜ | |
| 1915 | C-36, 37, 54, 55 & C4 | Delco | 1831 | 58[illegible] | 321 | 788 | 963 | 1961 | 1074 | [illegible] | 1643 | 1187 | 473 | 39 | 1510 | SC | | | | | 7½ | 8½ | L | 1⅝ | ⅜ | 35 | 1⅝ | ⅜ | 38½ | 2¼ | 3¾ | ⅜ | |
| 1916 | D-44, 45, 46, 4 | Delco | 821 | 579 | 317 | 821 | 967 | 1960 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | | | | | | 9½ | L | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38½ | 1¾ | 3¼ | ⅜ | |
| 1916 | D-54, 55 | Delco | 1830 | 582 | 320 | 822 | 965 | 1961 | 1075 | 1367 | 1641 | 1179 | 507 | 41 | 1510 | SC | 167<br>165-81 | | 63<br>63 | 63<br>63 | 6¾ | 8 | L | 2<br>1⅝ | ⅜ | 46½ | 2<br>2⅜ | ⅜ | 49⅝ | 2¼ | 3¾ | ⅜ | |
| 1917 | All Models | Delco | 1816 | 579 | 315 | 821 | 967 | 1960 | 1061 | 1345 | 1641 | 1162 | 467 | 42 | 1504 | SC | 169<br>165-81 | | 63<br>63 | 63<br>63 | 8½ | 9¼<br>9¼ | | 1⅞ | 3/16 | 38½ | 1⅝ | 3/16 | 35½ | 2¼ | 3¼ | ⅜ | |
| 1918 | D-34, 35, 37, E-49 | Delco | | 579 | 315 | 821 | 965 | 1960 | 1061 | 1345 | 1641 | | 467 | 42 | 1504 | | 125-81 | | 63 | 63 | 8½<br>8½ | 9¼<br>9¼ | | 1⅝ | 3/16 | 35½ | 1⅞ | 3/16 | 38½ | 1¾ | 3⅜ | ⅜ | |
| 1919 | A, D | Dyneto | | | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅜ | 40 | 2 | 3/16 | 36 | 2⅜ | 3⅜ | ⅜ | |
| 1913 | 1913 | Delco | 1808 | 528 | 353 | 794 | 971 | 1995 | 1110 | 1372 | | 1228 | 416 | 44 | 1526 | DC | | | | | 8¾ | 9¼ | | 2½ | ⅜ | 50 | 2½ | ⅜ | 54 | 1¾ | 4½ | ¼ | 7500-900, 18 |
| 1914-15-16 | All Models | Delco | 1801 | 532 | 301 | 793 | 969 | 1994 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 15 | SC | 167 | Sp | 61 | 61 | | | | 2½ | ⅜ | 50 | 2½ | ⅜ | 54 | 1¾ | 3⅛<br>3⅛ | ⅜<br>⅜ | 91005-99999-<br>A 38003 |
| 1917 | All Models | Delco | 1800 | 53[illegible] | 300 | 793 | 969 | 1994 | 1119 | 1350 | 1640 | 1219 | 434 | 46 | 1521 | SC | 167 | Sp | 61 | 61 | 7 | 8 | ½ | 1¾ | ⅜ | 35⅝ | 1¾ | ⅜ | 36¼ | 1¾ | | | 55-A-1 to 55[illegible] |
| 1918 | Type 57 | | 1880 | 532 | 300 | 793 | 969 | 1994 | | 1350 | 1640 | | | 46 | 1521 | SC | 167 | 81 | 61 | 61 | | | S | | | | | | | 1¾ | | | 57-A-1 to 57-[illegible] |
| 1919 | Type 57 | Delco | 1800 | 532 | | | | 1994 | | | | | | | | SC | | | | | 8¾ | 9¼ | ⅞ | 2⅜ | ⅜ | 51 | 2⅜ | ⅜ | 54 | | 3⅛ | | 57AA-1 up |
| 1916-17 | 1 ton series B F | G & D. | 1851 | | | | 886 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | S | 1⅝ | ⅜ | 36⅜ | 1⅝ | ⅜ | 30½ | | | | |
| 1918 | "Four" | | 1817 | | | | | | | | | | 467 | 61 | 1504 | SC | | | | | | | S | 1⅝ | ⅜ | 35 | 1⅝ | ⅜ | 37½ | | 3¼ | ⅜ | |
| 1912-13-14 | | | | | 282 | | | | 1117 | | | | | | | DC | | | | | | | | | | | | | | | | | |
| 1912-14 | 5 | Jesco | 1879 | 557 | 345 | 756 | 924 | 1970 | 1021 | 1419 | | 1281 | 407 | 47 | 1557 | DC | 166 | 82 | 82 | 64 | | | | 1⅝ | ⅜ | 41¼ | 1⅝ | ⅜ | 42⅞ | | 4½ | ⅜ | |
| 1914-15 | 7 & 9 | Delco | 1831 | 582 | 321 | 788 | 831 | 1961 | 1074 | 1332 | 1635 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 61 | 61 | | | | | | | | | | | 3½ | ¼ | |
| 1914 | O, S, M-35 | West. | 1898 | 523 | 289 | 705 | 886 | 1984 | 1035 | 1375 | 1637 | 1211 | 426 | 48 | 1520 | SC | 167 | 61 | 81 | 63 | 7½ | 8½ | | 1⅝ | ⅜ | 40½ | 1⅝ | ⅜ | 40⅝ | | 4¼ | ¼ | 22751-26333 |
| 1914-15 | 13, 14 | West. | | 529 | 291 | 707 | 898 | 1992 | 1039 | | 1639 | | 431 | | | | | | | | 7½ | 8½ | | 2 | ⅜ | 40⅝ | 2 | ⅜ | 44⅝ | | | | 26333 |
| 1914-15 | R | West. | 1889 | 518 | 286 | | 888 | 1983 | 1031 | 1318 | 1635 | 1207 | 422 | 49 | 1508 | SC | 165 | 81 | 63 | 81 | 7¾ | 8¾ | | 1¾ | ⅜ | 40 | 2 | ⅜ | 45 | | 3¼ | ⅜ | |
| 1916 | T | West. | 1887 | 509 | 287 | 696 | 888 | 1983 | 1027 | 1320 | 1633 | 1202 | 419 | 50 | 1502 | SC | 167 | 81 | 65 | 65 | | | | 1⅝ | 3/16 | 40½ | 1⅞ | 3/16 | 40[illegible] | 2¼ | 3⅝ | ⅜ | 28341-31350 |
| 1917 | T-17 | A-L. | 1851 | 570 | 317 | | 831 | 1960 | 988 | 1327 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | 81 | 65 | 65 | | | M | 2 | 3/16 | 40⅝ | 2 | 3/16 | 44⅝ | 2¼ | 3⅝ | ⅜ | 31351-32354 |
| 1918 | U | | 1818 | 570 | 317 | 697 | 886 | 1961 | | 1327 | 1641 | | 467 | | 1510 | SC | 167 | 81 | 63 | 63 | | | M | | | | | | | 2¼ | 3½ | ⅜ | 32355-34856 |
| 1919 | U-19 | West. | 1832 | 582 | | | | | | 1340 | | | | | | SC | | | | | 8¾ | 9¾ | ⅞ | 1¾ | 3/16 | 40 | 2 | 3/16 | 45 | 2⅜ | 3⅝ | ⅜ | 34856 up |
| 1912-14 | 19 | West. | 1888 | 518 | 286 | 701 | 892 | 1983 | 997 | | | 1145 | 374 | 52 | 1508 | SC | 169 | 81 | 81 | 63 | | | | | | | | | | | 5 | ⅜ | |
| 1914 | | West. | 1861 | | 319 | | 892 | 1961 | | | | | 373 | 22 | 1512 | | | | | | | | | 2 | ⅜ | 42 | 2 | ⅜ | 44 | | 5 | ⅜ | |
| 1914-15-16 | 19 | West. | 1859 | | | 701 | 892 | | 996 | | | 1146 | | 52 | 1508 | SC | 169 | 81 | 63 | 63 | | | | 2 | ⅜ | 42 | 2⅜ | | 44 | | 5 | ⅜ | |
| 1916 | 21 | | | 573 | | | 892 | | 1009 | | | 1232 | | | | | | | | | 9 | 9½ | | 2 | ⅜ | 42 | 2⅜ | ⅜ | 44 | 2½ | 5 | ⅜ | |
| 1912-14 | 17, 18, 19 | | | | 277 | 808 | | | 1120 | | | | | | | DC | 166 | 82 | 64 | 64 | | | | | | | | | | 2½ | 4¼ | ⅛ | |
| 1912-14 | 17, 18, 19 | | | | 279 | 804 | | | 1121 | | | | | | | DC | 166 | 82 | 64 | 64 | 8½ | 9 | | 2 | ⅜ | 34⅜ | 2⅜ | ⅜ | 37 | | 4¼ | ⅛ | |
| 1914-15 | 24, 25, 26B, 29 | ChalEnts | 1913 | 550 | 308 | 804 | 975 | 1979 | 1114 | 1423 | | 1287 | 449 | 53 | 1576 | DC | 180 | | 72 | 72 | | 8¼ | L | 1⅜ | ⅜ | 35¼ | 1. | ⅜ | 37⅝ | | 3½ | ⅛ | 38600-41599 |
| | | | | | | | | | | | | | | | | | | | | | 7⅛ | 8⅜ | | 2 | ⅜ | 42 | 2⅜ | ⅜ | 44 | | | | |
| 1915-16-17 | 32 (6-40); 35 | | | | | | | | | | | | | | | | 165-81 | 81 | 63 | 63 | | | | 2 | ⅜ | 34¼ | 2⅜ | ⅜ | 37⅝ | | 3⅛ | ⅛ | |
| | (6-30) | West. | 1822 | 581 | 303 | 727 | 977 | 1950 | 1087 | 1344 | 1677 | 1174 | 472 | 54 | 1595 | SC | | | | | | 10⅜ | | 1⅜ | ⅜ | 15 | 1⅜ | ⅜ | 15 | 2⅜ | | | (1916) 41700- |
| 1916 | 35A | West. | | 581 | | | 977 | | 1076 | | | 1185 | | | | | | | | | 9 | 10½ | L | 1⅜ | ⅜ | 43 | 2 | ⅜ | 45½ | | | | 45000-45799 |
| 1918 | 6-30 | West. | 1822 | 581 | | 727 | 977 | 1950 | 1087 | 1344 | | | 472 | | 1595 | | 165 | | 63 | 63 | [illegible] | [illegible] | | 1½ | ¼ | 41¾ | 1¾ | ¼ | 43½ | 2¾ | 3⅛ | ⅜ | 94001-111000 |
| 1919 | 6-30 | Autos L. | 1822 | 581 | | | | | | 1344 | | | | | | SC | | | | | 7⅜ | 8⅜ | ⅞ | 1½ | ⅜ | 41¾ | 1¾ | ⅜ | 43⅜ | 2⅜ | 3½ | ⅜ | 111001 up |
| 1916 | A & B | Split'f. | 1821 | 579 | 317 | 821 | 829 | 1960 | 1063 | | | 1160 | 458 | 4 | 1504 | | | | | | 8½ | 9½ | | 1⅜ | ⅜ | 48⅛ | 2 | ⅜ | 43 | | | | |
| 1913-14-15 | All Models | G & D | 1888 | 518 | 286 | 699 | 888 | 1983 | 1030 | 1321 | 1635 | 1206 | 421 | 52 | 1508 | SC | 165 | 81 | 63 | Spec | | 9⅛ | | 1⅜ | 3/16 | 15 | | | | 2 | 3⅜ | ¼ | 1-15,000 |
| 1916 | 17 series, 10000 | G & D. | 1851 | 570 | 317 | 697 | 886 | 1961 | 988 | 1309 | 1627 | 1133 | 369 | 51 | 1506 | SC | 167 | | 63 | 63 | | | | 1¼ | ⅜ | 43 | 2 | ⅜ | 45½ | 2 | 3⅝ | ⅜ | 15001-35000 |
| 1917 | Series 18 | G & D. | 1817 | 570 | 316 | | 886 | 1960 | | | 1641 | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | | | 1¼ | ⅜ | 43 | 2 | ⅜ | 45½ | | | | 35001-61000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | 35001-61000 |
| 1918 | | West and G & D | 1817 | 570 | | 717 | 829 | 1960 | 1061 | 1323 | 1641 | | 467 | 5 | 1504 | | 165 | 81 | 63 | 63 | | 9¼ | | 1⅝ | ⅜ | 35 | 1⅝ | ⅜ | 35⅜ | | 3½ | ⅜ | |
| 1919 | 27 | West | 1817 | 570 | | | | | | | | | | | | SC | | | | | 8½ | 10¾ | ⅞ | 1¾ | ⅜ | 43 | 2 | ⅜ | 45½ | | 3½ | ⅜ | 61001 to |

[illegible]ndelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd [illegible] are sometimes made for manufacturers on account of quantity buying.

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# More DAYLO Customers *for* January

*A NEW and unusually large supply of Daylo purchasers for January is in preparation. They will be ready for delivery to your door January first, guaranteed ready to push their dollars over your counter.*

*We are gathering these buyers from one of the most promising fields that exists among Daylo users—the factories and other industrial plants.*

Daylo magazine advertising for January and February will create a big market for Daylo and Tungsten Batteries among the industries of the entire country.

The magazines have been chosen to reach both employer and employee, and the ads themselves, some of which are reproduced above, will drive home to every plant official and worker the vital necessity of Daylo to increase production, to shorten break downs, to eliminate delays and to increase the profits and pay envelopes.

Right around you there are factories and workers who will be ready to buy Daylo goods in quantities or singly. They can be brought to *your store* if you will join with us on this campaign by making a suitable display with materials which we supply free of charge.

All you have to do is to join the Ever Ready Team Workers. Use the coupon below to find out the details. Act now so as to get in on the January drive.

A-1121

**AMERICAN EVER READY WORKS**
**300 Thompson Avenue**
**Long Island City, New York**

**Please send me, without on obligation my part, full information about the Ever Ready Team Work Plan by which I can participate in the sales resulting from your Daylo market development campaigns.**

*Name*..... *Address*.....

*City*..... *State*.....

**(Please tell us if you already handle the Daylo line**.....

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps: Base Contact | Mazda Numbers: Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | O-172, 173 | | 1830 | | | | | 1961 | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1912-13-14 | Little6, TypeC | A-L | | 529 | 291 | 707 | 898 | 1985 | 1318 | 1373 | | 1215 | | | | | 166 | 82 | 82 | | | 9½ | | Em 1⅝ | er 3/16 | genc 35⅛ | y S 1⅝ | er 3/16 | vice 35 | | 3 9/16 | 3/16 | |
| | 1914-15 | L, H2, H4 (Baby Grand); H2½ (Royal Mail) | A-L | 897 | 570 | 320 | 701 | 886 | 1961 | 996 | 1355 | 1627 | 1146 | 373 | 2 | 1512 | DC | 166 | 82 | 82 | | | | | 1⅝ | 5/32 | 27 | 1⅝ | 5/32 | 28 | 2 | 3 9/16 | 3/16 | |
| | 1914-15 | L, H2, H4, H3 Monroe | A-L | | 572 | 317 | 701 | 892 | 1961 | 987 | 1355 | 1629 | 1293 | 4.9 | 2 | 1512 | SC | 167 | 81 | 63 | | 6¾ | 8 | | 1¼ | 3/16 | 26½ | 1¼ | 3/16 | 27½ | | 3 | 3/16 | |
| | 1916 | Baby Grand, Amesbury, Royal Mail | A-L | | | | 697 | 886 | | 987 | | | 1293 | 362 | 7 | | | | | | | | 8 / 8½ | L | C. 1⅝ | B 5/32 | as. 35 | 1⅝ | 5/32 | 35 | 2 | 3 9/16 | 3/16 | |
| | 1916-17 | 4-90 | A-L | 1820 | 579 | 317 | 693 | 829 | 1960 | 1066 | 1306 | 1641 | 1170 | 456 | 56 | 1504 | DC | 166 | | 81 | | | | | 1¼ | 5/32 | 26½ | 1¼ | 5/32 | 27½ | 2⅛ | | | |
| | 1917 | Baby Grand | A-L | 1851 | 570 | | | 886 | 1961 | | | | 1102 | 362 | 57 | 1510 | DC | 166 | | 63 | 63 | | | | 1¼ | 5/32 | 34½ | 1¼ | 5/32 | 37 9/16 | 2 | 3 9/16 | 3/16 | |
| | 1918 | 490 | A-L | 1820 | 579 | | | 829 | 1960 | | 1306 | 1641 | | | | 1504 | | 124 | ‹‹ | 63 | 64 | | | | ¾ | 5/32 | 26½ | ¾ | 5/32 | 27½ | 2 | 3 9/16 | 3/16 | |
| | 1918 | F. A. Baby Gr. | A-L | | 579 | | | 831 | 1961 | | | 1643 | | 464 | 28 | 1510 | | 124 | 81 | 63 | 64 | | 8½ | | | | | | | | | | | |
| | 1918 | D-8 cyl | A-L | | 515 | | | 833 | 1977 | | | | | | | | | 124 | 81 | 63 | 64 | | | ⅞ | | | | | | | 1¾ | 3⅜ | 3/16 | |
| | 1919 | 4-90 | Auto-L | 1820 | 579 | | | | | | 1303 | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¼ | 5/32 | 26½ | 1¼ | 5/32 | 27½ | 2⅛ | 3 9/16 | 3/16 | |
| | 1919 | Baby Grand F. B | Auto-L | | 579 | | | | | | | | | | | | DC | | | | | 7½ | 8½ | | 1¾ | 5/32 | 34½ | 2 | 5/32 | 37⅛ | 2 | 3 9/16 | 3/16 | |
| | 1917 | C | G & D | | | 320 | | 886 | 1961 | 987 | | | 1293 | | | | | | | | | | | | | | | | | | 1½ | 3⅜ | 3/16 | |
| | 1918 | G-6-4, G-6-5 | | | | | | | 1961 | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | C-6-60, 6-C | G & D | 1851 | 570 | | | 890 | | 987 | | | 1293 | 362 | 58 | 1510 | DC | | | | | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | 4-40, 4-50, 6-60 | Delco | 1919 | 554 | 350 | 805 | 972 | | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | 11⅛ | ⅞ | 2½ | 3/16 | 48¼ | 2½ | 3/16 | 44¼ | 2½ | 4⅛ | 3/16 | 7001-1100 |
| | 1914-15 | 9-4, 9-6, Big 6 | Delco | 1801 | 532 | 301 | 793 | 969 | 1994 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | | 169 | 83 | 61 | 62 | | 10½ | ⅞ | | | | | | | 2½ | 4¼ | 3/16 | 14001-15000 Mod.4 / 16001-170121 Mod.6 |
| | 1915 | 10-4, Std. 4, Little 6 | Delco | 1830 | 582 | 321 | 788 | 963 | 1961 | 1074 | 1368 | 1643 | 1187 | 473 | 39 | 1510 | SC | 165 / 169 | 8 / 8 | 61 | 62 | 8½ | 9 | ⅞ | | | | | | | 2½ | 4¼ | 3/16 | 27001 / 30000 |
| | 1916 | 4-40, 6-66, 8-50 | Delco | 1830 | 582 | 320 | 822 | 965 | 1961 | 1075 | 1367 | 1643 | 1179 | 507 | 59 | 1510 | SC | 169 | | 61 | 62 | 8½ | 9 | ⅞ | 2 | 3/16 | 40¼ | 2 | 3/16 | 43¾ | 2⅝ | 4¼ | 3/16 | 30001-40000 |
| | 1917 | 8-60, 8-61, 8-62 | Delco | 1825 | 582 | 318 | | | 1961 | 1072 | 1367 | 1643 | 1190 | 479 | 60 | 1510 | SC | 165 | | 61 | 61 | 8¼ | 9¼ | ⅞ | 1¾ | 3/16 | 43 1/16 | 2 | 5/32 | 45 | | 3½ | 3/16 | 40001-50000 |
| | 1918 | 870 | Delco | 1827 | 582 | | 822 | | | | 1346 | 1643 | | 479 | 173 | | SC | 129 | 63 | 61 | 62 | 8½ | 9⅝ | ⅞ | 1¾ | 3/16 | 43 1/16 | 2 | 3/16 | 45 | 2⅝ | 3½ | 3/16 | 50001-52265 |
| | 1919 | Aero 870 | Delco | 1827 | 582 | | | | | | 1346 | | | | | | SC | | | | | 8½ | 9½ | ⅞ | 1¾ | 5/32 | 43 1/16 | 2 | 5/32 | 45 | 2⅝ | 3½ | 3/16 | 52266 up |
| | 1917 | M | Dyneto | 1821 | | 317 | | | 1960 | 1063 | | | 1160 | | 4 | 1504 | | | | | | | | ⅞ | 2 | 3/16 | 42½ | 2 | 3/16 | 43 | 2⅝ | | | |
| | 1917 | 6-35 | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1917 | A | Ward-L | 1817 | 579 | 316 | | | 1960 | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | 81 | 63 | 63 | | 8⅝ | ⅞ | 1½ | 3/16 | 41¾ | 1¾ | 3/16 | 44 | 1¾ | 3¼ | 3/16 | 1-1310 |
| | 1918 | E | | | 579 | | 717 | | 1960 | | 1310 | | | | | | | 165 | 81 | 63 | 64 | 8 | 8⅝ | | 1½ | 3/16 | 41¾ | 1¾ | 3/16 | 44 | 2 | 3¼ | 3/16 | |
| | 1919 | E | Ward-L | | 578 | | | | | | 1310 | | | | | | SC | 165-81 | | 63 | 64 | 8 | 8⅝ | ⅞ | 1½ | 3/16 | 41¾ | 1¾ | 3/16 | 44 | 2 | 3¼ | 3/16 | |
| | 1917 | | | 1895 | | | | | | | | | | | | | | | | | | | 8⅝ | | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1918 | C-50, C-51 | | 1895 | | | | | | | | | | | | | SC | | | | | | 9½ | ⅞ | | | | | | | | 3½ | 3/16 | |
| | 1917 | E | Remy | 1817 | | 316 | | | 1960 | | | | 1161 | | 61 | 1504 | | | | | | | | ⅞ | | | | | | | | | | 10000 up |
| | 1918 | E | | 1817 | | | | | 1960 | | | | | | 61 | | SC | | | | | | | ⅞ | 2¼ | 3/16 | 44⅝ | 2½ | 3/16 | 46 | | 3¼ | 3/16 | |
| ealth | 1918 | 4-40 | | 1817 | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1919 | A & B | | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ¼ | | | | | | | | |
| al | 1914 | | | | | | | | | 1014 | | | 1237 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915 | 30 | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | | | | |
| | 1913-14 | | North-E. | 1882 | 548 | 346 | | | 1971 | 1022 | | | 1282 | | 62 | 1596 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 2¼ | 4 | ¼ | |
| | 1914 | | North-E. | 1861 | 572 | 319 | | | 1961 | 997 | | | 1145 | | 18 | 1512 | DC | 166 | 82 | 64 | Spec | | | ⅞ | | | | | | | 1⅝ | 4 | ¼ | |
| | 1917 | C | North-E. | | | 310 | | | | | | | | | | | | | | | | | | | | | | | | | 1⅝ | 4⅛ | 3/16 | |
| | 1918 | B & C | | | | | | | | | | | | | | | | | | | | | | ⅞ | 2½ | ¼ | 44 | | | | | 4⅛ | 3/16 | |
| | 1917-18 | 1000lbs.sr.17A | | 1817 | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| Cart. | 1916-17 | | Disco | | | | | | | | | | 1296 | | | 1510 | | | | | | | 10 | | | | | | | | | | | |
| ar | 1918 | All | | | | | | | | | | | | | | | | | | | | | | | 2¼ | ¼ | 42 | | | | | | | |
| | 1913-14 | 3 & 4 | Rush | 1864 | 526 | 322 | | 896 | 1974 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | 5 | | 1864 | 526 | | | 863 | 1974 | 1003 | | | 1151 | | 1 | | SC | | | | | | | | | | | | | | | 4¼ | 5/32 | |
| | 1917 | 5 | | 1864 | | | | | 1974 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | | G & D | 1803 | 582 | 305 | | 831 | 1991 | 1104 | 1315 | | 1293 | 410 | 17 | 1522 | DC | 186 | 81 | 63 | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1913-14 | 6-50 | G & D | 1851 | 516 | 317 | | 900 | 1960 | 987 | 1332 | | 1223 | 362 | 58 | 1510 | | | | | | | 9½ | | | | | | | | 2¼ | | | |
| | 1915-16 | 6-35 | West | 1851 | 570 | 317 | | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165-81 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1917 | 6-17-40 | West | 1817 | | 316 | | | 1960 | | 1309 | 1641 | 1161 | 467 | 55 | 1504 | SC | 165-81 | | 81 | 81 | | 9 | ⅞ | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1918 | | West | | | | 717 | | 1960 | | | 1641 | | 467 | 55 | 1504 | | 165 | | 63 | | | 9 | | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1913-1914 | | Jesco | | 547 | | | | | 1020 | | | 1280 | | | | | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1914 | | Jesco | | 526 | | | 886 | | 987 | | | | | | | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| hart. | 1913-14 | | Bijur | 1853 | 526 | | | 896 | 1960 | 1004 | 1379 | | 1151 | 381 | 64 | | DC | | | | | | | ⅞ | | | | | | | | 4 | 3/16 | |
| | 19 3-14 | D-42 to D-65 inclusive | Emerson | 1864 | 570 | 316 | | 886 | 1960 | 989 | | | 1132 | | 1 | 1506 | DC | | | | | | | ⅞ | | | | | | | | 4 / 3¼ | 3/16 / ¼ | |
| | 1914-15 | | Disco | 1851 | 579 | 317 | | 886 | 1960 | 987 | 1323 | | 1230 | 362 | 7 | 1506 | DC | 166 | | 64 | 64 | | 8¼ | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1916 | CE-30 | Disco | 1844 | 570 | 317 | 821 | 908 | 1960 | 1063 | 1397 | | 1230 | 492 | 65 | 1597 | SC | 175 | 67 | 67 | 68 | 7½ | 8½ | ⅞ | | | | | | | 1¾ | 3½ | 3/16 | |
| | 1916 | CE-30 | Dyneto | 1821 | 573 | 317 | 803 | 829 | 1960 | 1093 | 1308 | | 1160 | 458 | 4 | 1504 | SC | 175 | 67 | 67 | 68 | 7½ | 8⅝ | ⅞ | | | | | | | 1¾ | 3½ | 3/16 | |
| | 1917 | CE-33, CE-35 | Dyneto | 1821 | 579 | 317 | | | 1960 | 1063 | 1308 | 1641 | 1160 | 458 | 4 | 1504 | | 165-65 | | 63 | 64 | | | | | | | | | | 1¾ | 3½ | 3/16 | |
| | 1918 | 35 | | | 579 | | 717 | | 1960 | | | 1641 | | | 55 | | SC | 165 | 81 | 63 | 64 | | 10¼ | ⅞ | | | | | | | | | | |
| | 1919 | K-32, 34, 36 | | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 5/32 | | 2 | 5/32 | | | 3½ | 3/16 | |
| | 1919 | H-42, 44, 46 | | | | | | | | | | | | | | | SC | | | | | 9½ | 9⅝ | ⅞ | 2 | 5/32 | | 2 | 5/32 | | | 3⅝ | 5/32 | |
| uryea | 1917 | | | | | | | | | | | | | | | | | 175 | 89 | 67 | | | | | | | | | | | | | | |
| am | 1913-14 | | North-E. | 1882 | 548 | 346 | | 928 | 1971 | 1053 | 1420 | | 1282 | 446 | 62 | 1561 | DC | 166 | 84 | 64 | Spec | | | ⅞ | 2½ | 3/16 | 51 | 2½ | 3/16 | 52⅝ | 1½ | 4¼ | 3/16 | |
| | 1914 | | G & D | | | | | | | 1037 | 1420 | | 1214 | 447 | 62 | | DC | 166 | 84 | 64 | Spec | | 10¼ | ⅞ | 2½ | 3/16 | 51 | 2½ | 3/16 | 52⅝ | | 4¼ | 3/16 | |
| | 1914-15 | | West | | 523 | | | | 1984 | 1022 | 1420 | | 1151 | | 98 | 1514 | SC | 165 | 83 | 81 | Spec | | 10¼ | ⅞ | 2½ | 3/16 | 51 | 2½ | 3/16 | 52⅝ | | 3¼ | 3/16 | |
| | 1915-16 | V | West | 1891 | 523 | 290 | | 894 | 1984 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | | | | | | | 10¼ | ⅞ | | | | | | | 2¼ | 3¼ | 3/16 | |
| | 1917 | V, 2nd series | West | 1840 | 585 | 326 | | | 1977 | 1033 | 1365 | | 1199 | 489 | 66 | 1513 | SC | 169 | 82 | 63 | 64 | 9 | 9⅝ | ⅞ | | | | | | | 2¼ | 3¼ | 3/16 | |
| | 1918 | V | West | 1840 | 523 | | 702 | | 1977 | | 1365 | | | | | 1513 | | 129 | 81 | 63 | 64 | | 10¼ | ⅞ | 2½ | 3/16 | 53 | 2½ | 3/16 | 53 | 2¼ | 3¼ | 3/16 | |
| | 1913-14 | | Jesco | 1878 | 557 | 345 | | 983 | 1970 | 1021 | | | 1281 | 405 | 67 | 1557 | | | | | | | | ½ | | | | | | | 1¼ | | | |
| | 1916-17 | A & B | West | 1894 | 524 | 293 | | | 1986 | 1036 | 1354 | 1638 | 1213 | 427 | 68 | 1515 | SC | 167 | 81 | 63 | 64 | 8½ | 9¼ | ⅞ | 2½ | 3/16 | 43½ | 2½ | 3/16 | 48½ | 1¾ | | | 150-650 |
| | 1916 | A | West | 1894 | 524 | 293 | | | 1986 | 1036 | 1354 | 1638 | 1213 | 428 | 68 | 1515 | | | | | | 8½ | 9¼ | ⅞ | 2½ | 3/16 | 43½ | 2½ | 3/16 | 48½ | 1¾ | 3¼ | 3/16 | |
| | 1918 | B | West | 1818 | 524 | | 704 | | 1977 | 1036 | 1343 | | | 428 | 68 | 1510 | SC | 167 | 81 | 63 | 64 | 8¾ | 9⅝ | ⅞ | 2½ | 3/16 | 43½ | 2½ | 3/16 | 48½ | 1¾ | 3¼ | 3/16 | 650 up |
| | 1916-17 | C & CC | West | 1851 | 570 | | 697 | | 1960 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3½ | ¼ | 13 | | | | | 4⅛ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | | | | | | | | | 2½ | | | |
| | 1914 | 6-50 | G & D | 1851 | 570 | 317 | | | 1961 | 987 | 1332 | | 1293 | 410 | 58 | 1510 | DC | 165 | 81 | 63 | 63 | 9 | 10¼ | ⅞ | 1⅝ | 3/16 | 48 | 2⅝ | 5/32 | 49 | | 3¼ | 3/16 | |
| | 1914 | 35J, 35K | West | 1851 | 570 | 317 | | 886 | 1960 | [illegible]96 | 1323 | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 35 5/16 | 1⅞ | 5/32 | 37¼ | | 3¼ | 3/16 | |
| | 1915 | 38A, 38B, 38C | West | 1851 | 570 | 317 | | 887 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 35 5/16 | 1⅞ | 5/32 | 37¼ | | 3¼ | 3/16 | |
| | 1916 | 6-F, 6-G | Delco | 1818 | 579 | 317 | | 829 | 1960 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 36 | 1⅞ | 5/32 | 39 | 2 | 3¼ | ¼ | |
| | 1916 | 6-E | Delco | 1830 | 582 | 317 | | 831 | 1961 | 1077 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | 9 | 10 | ⅞ | 1⅝ | 5/32 | 40⅛ | 1⅞ | 5/32 | 41⅝ | 2¼ | 3½ | 3/16 | |
| | 1917 | 6-H, 6-I | Delco | 1821 | 579 | 317 | | | 1960 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1917 | 6-J, 6-K | Delco | 1821 | 582 | 317 | | | 1961 | 1061 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 125 | | 63 | 63 | | 8½ | ⅞ | | | | | | | 2¼ | 3½ | 3/16 | |
| | 1918 | 6-H, I, K, L | | 1818 | 579 | | | | 1960 | | | | | | | 1504 | | 167 | | 63 | 62 | | | | | | | | | | | 3½ | 3/16 | |
| | 1919 | H | Delco | | | | | | | | | | | | | | SC | | | | | 8 | 8½ | ⅞ | 1⅝ | 5/32 | 39 | 1⅞ | 5/32 | 41½ | 2 | 3¼ | 3/16 | 5500 up |
| | 1916-17 | D E Jr. | Al-Ch | 1859 | | 317 | | | 1960 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 1¾ | | | |
| | 1916-17 | D E Sr. | Al-Ch | 1859 | | 320 | | | 1961 | 996 | | | 1146 | | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | D-E Mod. J | | | | | | | 1960 | | | | | | | 1506 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 1803 | 516 | | | | | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1913-14 | Stod. Dayton | G & D | 1809 | 527 | | | | | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | | | | | | | | | | | |
| outon | 1914 | E Y | Rush | 1809 | 527 | 322 | | | 1974 | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | 9 | M | | | | | | | | | | |
| | 1914-15-16 | E Q | | 1864 | 526 | 322 | | | 1974 | 1004 | | | 1151 | 381 | 1 | 1518 | | | | | | | 10¼ | M | | | | | | | | | | |
| | 1919 | B | Eism | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | 3/16 | 42⅛ | 2½ | 3/16 | 45¾ | 2¼ | | 3/16 | |
| | 1916 | Junior | | | 579 | | | | | 1066 | | | 1170 | | | | | | | | | | | ⅞ | 2¼ | ¼ | 48 | 2⅜ | ¼ | 48 | 2⅝ | 4⅛ | 3/16 | |
| | 1918 | E-2, E-2½ | | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ¼ | 57 | | | | 2⅝ | 4⅛ | 3/16 | |
| | 1919 | E2½, E2 | | | | | | | | | | | | | | | | | | | | | | ⅞ | 3½ | ¼ | 56½ | 3½ | ¼ | 56½ | 2⅝ | 4⅜ | 3/16 | |

ndelabra Screw Base. †Miniature Base. §When sizes are not standard stock sizes, under Internal Brake use the ne maller size; under External Brake the next larger size. Odd sizes re sometimes made fo manufacturers on account of quantity buying.

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VESTA
STORAGE BATTERY
"Costs less per Month of Service"

# Motorists Know the Vesta Sign Means Complete Battery Service

BATTERY users throughout the country have learned to know and appreciate the equipment at all Vesta Service Stations. They have learned also that prompt, efficient and courteous service is always to be found under the Vesta sign. Word-of-mouth advertising from motorist to motorist constantly spreads this Vesta good-will.

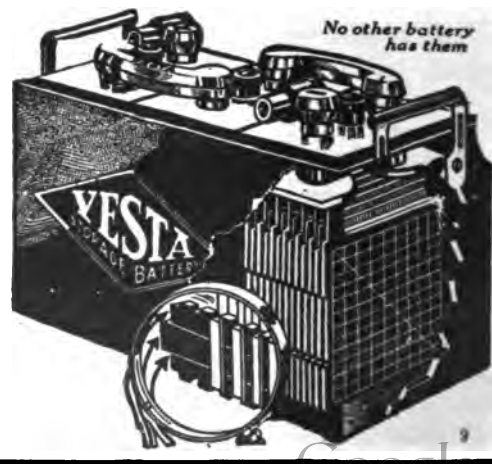
This is one reason why Vesta dealerships are so profitable.

Another is the quality of Vesta batteries themselves. The four patented features found only in these batteries insure longer battery life. Motorists demand these features, and only Vesta Service Stations can supply them.

In certain localities there are still a few openings in our organization. We will welcome to the "Vesta family" responsible dealers who are prepared to live up to the high standards of Vesta Service.

## Reasons for Vesta Satisfaction

1. ***Vesta Indestructible Isolators*** — an ingenious device locking the plates apart and preventing short circuits.
2. ***Vesta Impregnated Wooden Mats***— preventing "treeing" and its disastrous consequences.
3. ***Titanium*** — a rare mineral entering into the lead plates, hardening them and giving them longer life in use. It precipitates minerals and impurities in solution, thus increasing the efficiency of the battery.
4. ***The Vesta Poro-Hard Plate***—a plate which is hard and extra durable, but because of its exceptional porosity, gives unusual capacity.




## Vesta Accumulator Co.

**2100 Indiana Avenue Chicago, Illinois**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| Year | Model | Electrical System | STORAGE BATTERIES: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | LAMPS: Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | LENSES: Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | BRAKE LINING*: Internal: Width | Thickness | Length | External: Width | Thickness | Length | EXHAUST PIPE: Outside Diameter | PISTON RINGS: Bore | Width of Groove | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1915 | U | Al-Ch | 1863 | 526 | 323 | | | 1974 | 1117 | | | 1152 | | 21 | 1518 | | | | | | | | 3/4 | 1 1/4 | 5/16 | 38 | 2 1/2 | 5/16 | 42 | | 3 1/16 | 5/16 | |
| 1916-17 | R | Al-Ch | 1821 | | 317 | | | 1960 | 1003 | | | 1163 | | 25 | 1504 | | | | | | | | 3/4 | | | | | | | | 3 1/16 | 5/16 | |
| 1918 | 12-13-15 | Bijur | | | | | | 1961 | | | | | | 28 | 1510 | | | | | | | | 3/4 | | | | | | | 2 1/4 | 3 1/16 | 5/16 | |
| 1917 | 10 | Apelco | 1821 | | 317 | | | 1960 | 1062 | | | 1165 | | 70 | 1504 | | | | | | | | | 2 1/4 | 5/16 | 44 | 2 1/4 | 5/16 | 46 | 1 3/4 | 3 1/16 | 1/4 | |
| 1918 | | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1913-14-15 | A-5, B-5, C-5, B-6 | Remy | 1861 | 572 | 319 | 701 | 892 | 1961 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | | | | 1/2 | | | | | | | 1 1/2 | 3 1/16 | 5/16 | |
| 1916 | F | Dyneto | 1859 | 572 | 320 | 728 | | 1961 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | SC | 177 | | 67 | 67 | | 9 3/16 | | | | | | | 2 | 3 1/16 | 5/16 | 15000-20000 |
| 1916 | 6-45 | A-L | 1821 | 572 | 317 | 717 | | 1960 | 1061 | 1303 | | 1163 | | 25 | 1504 | DC | 166 | | 64 | 64 | | 9 3/16 | 3/4 | | | | | | 2 1/2 | 3 1/16 | 5/16 | 15000-20000 |
| 1917 | 6-46 | A-L | 1821 | 579 | | | | 1960 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | DC | 166 | | 64 | 64 | | 9 3/16 | | | | | | | | 3 1/16 | 5/16 | 20001 |
| 1918 | 6-45 | | 1821 | | | 717 | | 1960 | | | | | | 55 | 1504 | | 126 | | 61 | | | 8 3/16 | | | | | | | | 3 1/16 | 5/16 | |
| 1916 | | Disco | | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | |
| 1917 | | Disco | | | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | |
| 1915 | | | 1853 | 512 | | | | | 989 | | | 1132 | | 64 | 1506 | | | | | | | | | | | | | | | | | |
| 1916 | | | | | | | | | 1009 | | | 1230 | | | | | | | | | | | 3/4 | | | | | | 2 1/2 | | | |
| 1917 | | | 1874 | | | | | | | | | | | | 1531 | | | | | | | | 3/4 | | | | | | | 5 1/16 | 1/16 | |
| 16-17 | D, G, H, L, N | U.S.L | 1867 | 573 | 332 | 728 | | 1957 | 1009 | 1399 | | 1230 | | | 1527 | DC | 176-90 | | 68 | 68 | | | 1/2 | 1 1/2 | 1/4 | 20 | | | | | 3 1/16 | 1/32 | |
| 1918 | All | U.S.L | | | | | | 1957 | | | | | | | 1527 | | 178 | | 68 | 64 | 8 1/16 | 8 5/16 | 1/2 | 1 1/2 | 1/4 | 20 | (2 | seta) | 2 | 3 1/16 | 1/32 | |
| 1916 | 56 | Disco | | 573 | | | | | | | | 1230 | | | | | | | | | | 8 1/32 | 3/4 | | | | | | | 2 7/16 | 5/16 | |
| 1916 | L | Dyneto | 1821 | 533 | 317 | | | 1960 | 1009 | 1303 | | 1163 | | 25 | 1504 | | | | | | | 8 1/32 | 3/4 | | | | | | 2 1/16 | 3 1/16 | 5/16 | |
| 1917 | L | Dyneto | | | 316 | | | 1960 | | 1303 | | | | | 1504 | DC | 166 | | 62 | 62 | | 8 1/32 | 3/4 | | | | | | 2 1/16 | 3 1/16 | 5/16 | |
| 1918 | All | | 1818 | | | 717 | | 1960 | | | | | | 55 | | DC | 166 | | 62 | 62 | 7 5/16 | 8 5/16 | 3/4 | 1 1/4 | 5/16 | 35 1/4 | 1 1/4 | 5/16 | 37 1/16 | 2 1/16 | | | |
| 1918 | | | 1927 | | | | | 1968 | | | | | | | 1538 | | | | | | | | | | | | | | | | | |
| 1915-16-17 | | North-E | 1844 | 586 | 334 | 748 | 839 | 1957 | 1096 | 1397 | 1659 | 1247 | 493 | 9 | 1531 | S( | 175 | | 67 | 67 | 7 5/16 | 8 3/4 | 3/4 | 2 | 5/16 | 16 1/2 | 2 1/4 | 5/16 | 43 1/4 | 2 | 3 7/16 | 5/16 | 25000-50000-75000 100000-150000-200000 |
| 1918-19 | All | North-E | 1844 | 586 | | 748 | | 1957 | | 1397 | 1659 | | 493 | 9 | 1531 | | 175 | | 67 | 67 | 7 5/16 | 8 3/4 | 3/4 | 1 1/4 | 5/16 | 14 1/4 | 2 1/4 | 5/16 | 19 1/4 | 2 | 3 1/4 | 5/16 | 225000-325000 |
| 1913-14-15 | H | West | 1853 | 570 | 316 | 697 | 886 | 1960 | 986 | 1324 | | 1132 | 363 | 64 | 1506 | DC | | | | | | 9 | 1/4 L | 2 1/2 | 1/8 | 14 1/2 | re | ar | wh. | 2 1/2 | 4 1/8 | 1/4 | |
| 1913-14-15 | I | West | 1861 | 572 | 316 | 701 | 892 | 1961 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | 9 | 1/4 L | | | | | | | 3 | 4 5/8 | 1/4 | |
| 1916-17 | I-A4, I-A6, I-B6 | West | 1830 | 572 | 320 | 719 | 831 | 1961 | 1073 | 1322 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | 9 1/2 | 1/4 L | Ba 2 1/4 | 1/8 | Dup l 45 1/2 | 3 1/4 | 1/4 | 12 1/4 | 3 | 4 5/8 | 1/4 | |
| 1918 55 | I-C-6 | | 1830 | 582 | | | 831 | | | 1332 | | | | 168 | 1510 | | 165-81 | | 03 | | | 8 1/2 | 9 3/16 | | 2 1/2 | 1/8 | 48 | 2 1/2 | 1/8 | 48 | 3 | 4 | 1/4 | |
| 1919 | 6-80 | | 1830 | 582 | | 719 | | | | 1332 | | | | 168 | | SC | | | | | | 8 1/2 | 9 3/16 | 7/8 | 2 1/2 | 1/8 | 48 | 2 1/2 | 1/8 | 48 | 2 1/16 | 4 | 1/4 | |
| 1915 | | Apelco | 1871 | 575 | 336 | 821 | 839 | 1955 | 1013 | 1395 | 1641 | 1235 | 393 | 72 | 1527 | | | | | | | | 7/8 | 1 1/4 | 1/8 | 28 1/2 | 1 1/4 | 1/8 | 27 5/8 | 2 1/16 | | | 1001-3076 |
| 1916 | A | West | 1821 | 579 | 317 | 821 | 829 | 1960 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | | 63 | | | 6 3/4 | 8 1/2 | 7/8 | | | | | 2 1/16 | | | 3077-12560 |
| 1917 | 6, 9 | West | 1821 | 579 | 316 | | 829 | 1960 | 1061 | 1303 | 1641 | 1164 | 457 | 73 | 1504 | SC | 165 | 81 | 81 | 64 | | 6 3/4 | 8 1/2 | 7/8 | 1 5/8 | 1/8 | 28 1/2 | 1 5/8 | 1/8 | 27 1/8 | 2 1/16 | 3 1/4 | 5/16 | 12565-24165 |
| 1918 | 11 | West | 1818 | 579 | | 717 | 829 | 1960 | 1061 | 1303 | 1641 | | 457 | 73 | 1504 | | 165 | | 63 | 64 | | 7 3/16 | 8 1/2 | 7/8 | 1 1/4 | 1/8 | 35 | 1 1/4 | 1/8 | 35 3/16 | 2 1/16 | 3 1/16 | 5/16 | 24166-33556 |
| 1919 | 11 | West | 1818 | 579 | | | | | | | | | | | | SC | | | | | | 8 1/2 | 9/16 | 7/8 | 1 5/8 | 3/16 | | 1 1/4 | 3/16 | | 2 1/16 | 3 1/16 | 5/16 | 33557 |
| 1916-17-18 | B-17 Ser. 500 | | 1887 | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| 1916-(17) | 4-60, (7-60) | Bijur | 1821 | 518 | 287 | | 888 | 1984 | 1029 | | | 1205 | 420 | 6 | 1508 | SC | 165 | 81 | 63 | 63 | | 9 | 7/8 | | | | | | | 2 | 3 1/16 | 5/16 | |
| 1916-17 | B-17 | West | 1830 | | 317 | | 829 | 1960 | 1061 | | | 1163 | 470 | 25 | 1504 | DC | 166-82 | | 64 | 65 | | 9 1/16 | 1/16 | | | | | | | | 3 | 1/4 | |
| 1917 | E | | 1849 | 526 | 327 | | 832 | | | | | | | 25 | | | | | | | | | 3/4 | | | | | | | | | | |
| 1917 | G-36 | Disco | | | 319 | | 886 | 1960 | 1072 | | | 1139 | 372 | 74 | 1506 | | | | | | | | | | | | | | | 3 1/16 | 5/16 | |
| 1916 | | | | | | | | | | | | 1230 | | | | | | | | | | | | 1 1/4 | 1/8 | 36 | 2 | 1/8 | 35 | | 3 1/16 | 5/16 | |
| 1912-13 | 25 | U. S. L. | 1902 | 555 | 349 | 807 | 849 | 1972 | 1115 | 1427 | | 1290 | | 109 | | DC | | | | | | | 7/8 | | | | | | | 1 3/16 | | | |
| 1916 | A & B | Apelco | 1890 | | 291 | | 911 | 1986 | | 1322 | | 1268 | 439 | 75 | 1509 | | | | | | 8 1/2 | 9 1/16 | 7/8 | | | | | | | 2 5/16 | 3 1/16 | 5/16 | 500-2000 |
| 1916 | A & B | Dyneto | 1890 | | 293 | | 889 | 1986 | | 1322 | | 1208 | 423 | 76 | 1530 | | | | | | 8 1/2 | 9 1/16 | 7/8 | | | | | | | 2 5/16 | 3 1/16 | 5/16 | |
| 1917 | D, E, F, G | | 1817 | 558 | 293 | | 889 | 1986 | 1032 | 1422 | | 1208 | 423 | 77 | 1509 | SC | 165 | | 63 | 64 | 9 | 10 | 7/8 | | | | | | | 2 1/16 | 3 1/16 | 5/16 | 2001-6500 |
| 1918 | D-6, D-4 | | 1821 | 579 | | 696 | 829 | 1960 | | | | | 467 | | 1504 | | 165 | 81 | 63 | 63 | | | | | | | | | | 2 5/16 | 3 1/16 | 5/16 | |
| 1916 | Elgin 6 | Dyneto | 1832 | 579 | | | 829 | 1960 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | | | | | | | 9 3/16 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 38 | | | | |
| 1917 | Elgin 6, ser. 17 | Wagner | 1818 | 582 | 317 | | 831 | 1961 | | 1336 | 1643 | 1182 | 481 | 78 | 1510 | | 129 | | 63 | 63 | | 9 3/16 | 7/8 | 2 | 1/8 | 34 1/16 | 2 | 1/8 | 35 1/16 | 2 1/16 | 3 | 5/16 | 17-1 to 17-8000 |
| 1918 | A | | | 579 | | 719 | | 1960 | | 1303 | | | 481 | | 1504 | | 129 | 81 | 63 | 63 | | 8 1/16 | 7/8 | 1 3/4 | 1/8 | 35 1/16 | 2 | 1/8 | 34 | 2 1/16 | 3 1/16 | 5/16 | 18-1 to 18-8000 |
| 1919 | Series H | Wagner | | 579 | | | | | | 1309 | | | | | | SC | | | | | 8 1/16 | 10 3/16 | 7/8 | 1 3/4 | 1/8 | 35 9/16 | 2 | 1/8 | 34 5/16 | 2 | 3 1/16 | 5/16 | 19-1 to |
| 1917 | 25-A | | | | 293 | | 889 | 1986 | | | | | | | | | | | | | | | 7/8 | | | | | | | 2 1/16 | 3 1/16 | 5/16 | 1-1000 |
| 1917 | Four | Split'f | 1817 | 579 | 316 | | | 1960 | | | | 1161 | 467 | 61 | 1504 | | 129 | | 63 | | 7 | 8 | 1/16 | | | | | | | | 3 1/16 | 5/16 | |
| 1913 | 31 | Remy | 1859 | 572 | 320 | 701 | 892 | 1961 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 124 | | 64 | 64 | | 8 1/16 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 37 1/16 | 1 1/16 | 3 1/16 | 5/16 | 315750-318672 |
| 1914 | 31-40 | Remy | 1874 | 536 | 335 | 701 | 912 | 1963 | 1016 | 1403 | | 1237 | 395 | 11 | 1533 | DC | 124 | | 64 | 64 | | 8 1/16 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 37 1/16 | 1 1/16 | 3 1/16 | 5/16 | 405101-406190 |
| 1915 | 33 | Remy | 1814 | 576 | 342 | | 913 | 1968 | | 1400 | | 1241 | 377 | 79 | 1534 | DC | 176 | 90 | 68 | 68 | | 8 1/16 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 37 1/16 | 1 1/16 | 3 1/16 | 5/16 | 331001-333300 |
| 1915 | 40 | A-L | 1856 | 537 | 325 | 733 | 887 | 1976 | 1016 | 1329 | | | 474 | 80 | 1507 | | 165 | 81 | 63 | 63 | | 8 1/16 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 37 1/16 | 2 1/16 | 3 1/16 | 5/16 | 401001-401675 |
| 1916 | 45, 60 | A-L | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | | | | | 9 | 10 | 7/8 | 2 | 1/8 | 35 1/16 | 2 | 1/8 | 37 1/16 | 2 1/16 | 3 1/16 | 5/16 | 451001-452603 |
| 1917 | 50, 51, 70, 70A | A-L | 1819 | 570 | 317 | | 886 | 1960 | 1066 | 1306 | 1627 | 1170 | 371 | 92 | 1506 | SC | 165-65 | | 61 | 61 | | | | 1 3/4 | 1/8 | 35 1/16 | 1 3/4 | 1/8 | 37 1/16 | 2 1/16 | 3 1/16 | 5/16 | 50001 |
| | | | | | | | | | | | | | | | | | | | | | | 9 1/16 | 7/8 | 2 | 1/8 | 31 M | 2 | 1/8 | 33 1/16 | 2 1/16 | | | 70001-70350 |
| 1918 | 50 | A-L | 1819 | 579 | | | 829 | | 1066 | 1311 | 1641 | | 464 | | | | 165-81 | | 61 | 61 | | 9 1/16 | | 1 3/4 | 1/8 | 35 1/16 | 1 3/4 | 1/8 | 37 1/16 | 2 1/16 | 3 1/16 | 5/16 | 50001-10 A 001 |
| 1918 | 70A | A-L | 1819 | 579 | | 698 | 829 | 1960 | 1066 | 1311 | 1641 | | 464 | | 1506 | | 165-81 | | 61 | 61 | | 9 1/16 | | 1 3/4 | 3/16 | 31 3/16 | 2 | 1/8 | 34 1/16 | | 3 1/16 | 5/16 | 50001-10 A 001 |
| 1913-14 | P | North-E | 1880 | 520 | 344 | 756 | 924 | 1969 | 1020 | | | 1280 | 406 | 81 | 1598 | DC | | | | | | | 1/16 | | | | | | | | 4 1/16 | 1/16 | |
| 1914-15 | Six-50 | G & D | 1851 | 570 | 317 | 697 | 886 | 1961 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | DC | 170 | 84 | 64 | 64 | | | 7/8 | | | | | | | 1 1/16 | 3 1/16 | 5/16 | |
| 1916 | Twin Six | West | 1819 | 579 | 317 | 693 | 829 | 1960 | 1066 | | 1641 | 1170 | 456 | 56 | 1504 | SC | 165 | | 63 | 63 | 9 | 10 | 7/8 | | | | | | | 1 1/16 | 2 5/16 | 5/16 | |
| 1917 | All Models | West | 1817 | 579 | 316 | | 829 | 1960 | 1061 | | 1641 | 1161 | 467 | 55 | 1504 | | | | | | 9 | 10 | 7/8 | | | | | | | | 2 5/16 | 5/16 | |
| 1916 | | | 1810 | 590 | | | 841 | | 1097 | | | 1258 | 500 | 82 | 1537 | | | | | | | | | | | | | | | 2 | | | |
| 1917 | 33 & 34 | Dyneto | 1851 | | 317 | | 886 | 1960 | 987 | | | 1293 | 362 | 7 | 1506 | | | | | | | | 7/8 | | | | | | | | 3 1/16 | 5/16 | |
| 1917 | Tr | | | | | | | 1960 | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| 1918 | A | | | | | 697 | | | | | | | | 55 | | | | | | | | | | Em | er | gene | y S | er | vice | | 3 1/16 | 5/16 | |
| 1912-13 | | | | | 282 | 816 | 886 | 1974 | 1117 | | | | 381 | | 1518 | DC | | | | | 8 1/2 | 9 1/16 | 7/8 | | | | | | | 2 1/16 | | | |
| 1913-14 | 54, 55 ,56 | Rush | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | 166 | 64 | 64 | 64 | 8 1/2 | 9 1/16 | 7/8 | 3 | 1/4 | 9 | 2 1/2 | 1/4 | 21 5/16 | | | | |
| 1915 | 50, 55 | Rush | 1864 | 526 | 322 | 705 | 896 | 1974 | 1037 | 1379 | | 1214 | 381 | 1 | 1518 | SC | 165 | 81 | 63 | Spec | 9 1/4 | 9 1/16 | 7/8 | | | | | | | | | | |
| 1916 | 55, 56 | Rush-B | 1864 | 526 | 322 | 705 | 896 | 1974 | 1003 | 1379 | | 1151 | 381 | 1 | 1518 | | | | | | | | | Em | er | gene | y S | er | vice | 2 1/16 | | | |
| 1917 | 55 | Rush-B | | 526 | 322 | | 896 | 1974 | | 1379 | | 1151 | 381 | 115 | 1533 | SC | 165-81 | | 81 | Spec | 8 1/2 | 9 1/16 | 7/16 M | 2 | 1/4 | 17 3/16 | 2 1/2 | 1/4 | 21 5/16 | 2 1/16 | | | |
| | | | | | | | | | | | | | | | | SC | 165-81 | | 63 | 66 | 8 1/2 | 9 1/16 | 7/8 | | | | | | | 2 1/16 | | | |
| 1918 | 55 | | 1864 | 526 | | 705 | | 1963 | | 1379 | 1661 | | | 1 | | | 165 | 81 | 63 | 81 | | 10 3/16 | | Jac | k | Shaf | t. R | ear | wh. | 2 1/16 | | | |
| 1916-17-18 | 45-B | | 1867 | | | | | | | | | | | 10 | 1533 | | 143 | S | Spec | | | | | | | | | | | | 4 6 | 1/4 | |
| 1917 | | | | | | | | | | | | | | | | | | | | | | 9 7/16 | | | | | | | | 5 | 1/4 | |
| 1918 | | | | | | | | | | | | | | | | | | | | | | 10 | | | | | | | | 5 | 1/4 | |
| 1913-14 | | | | | | 701 | | | 1117 | | | | | | | | | | | | | | | 1 1/2 | 1/8 | 16 1/2 | 2 1/2 | 1/8 | 47 1/16 | | 4 1/16 | 1/4 | |
| 1918 | AA ¼ & 1 Ton | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| 1913-14 | 60E, 62E, 68E, 90E, 98E | North-E | 1880 | 547 | | | 924 | | 1020 | | | 1280 | 406 | 81 | 1557 | DC | | | | | | | 7/8 | | | | | | | | | | |
| 1913 | 83E, 84E, 86E | North-E | 1882 | 548 | | | 928 | | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | 7/8 | | | | | | | | | | |
| 1914 | | G & D | 1803 | 516 | | | 900 | | 1105 | | | 1222 | 410 | 17 | 1532 | | | | | | | | 7/8 | | | | | | | | | | |
| 1914-15 | | G & D | 1802 | 516 | | | 900 | | 1105 | | | 1222 | 411 | 16 | 1522 | | | | | | | | | | | | | | | | | | |
| 1915 | Splitdorf | Split'f | 1870 | 574 | 307 | 728 | 839 | 1953 | 1012 | | 1653 | 1235 | 387 | 34 | 1527 | DC | 166 | 64 | 64 | 64 | 7 | 8 1/16 | 1/16 | ( | t | o) | | | | 1 1/16 | | | 773487-855500 |
| 1915-16 | Gray & Davis S. U | G& DS U | 1822 | 581 | 303 | 727 | 677 | 1950 | 1087 | | 1633 | 1174 | 472 | 83 | 1599 | SC | 165 | 81 | 63 | | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | May to Aug. |
| 1914-15-16 | Leece - Neville N.-E | L. Nev. & N.-E. | 1914 | 553 | | | 952 | | 1056 | | | | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8 1/16 | 1/16 | | | | | | | | 3 1/16 | 1/16 | |
| 1916-17 | Heinze-Springfield | H-Spring | 1851 | 570 | | | 886 | 1960 | | | | 1293 | 362 | 7 | 1506 | DC | 174 | | 64 | 64 | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | 539000-2113500 |
| 1915 | Genemotor | Gene | 1867 | 573 | 334 | 728 | 839 | 1957 | 1093 | | | 1230 | 391 | 85 | 1527 | DC | 176 | 90 | 68 | 68 | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | 855500-1362200 |
| 1915 | North-East | North-E | 1905 | 540 | 296 | 732 | 912 | 1988 | 1045 | | 1669 | 1269 | 453 | 84 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8 1/16 | 1/16 | 1 1/2 | 1/8 | 23 1/16 | Ex | t. | cont | 1 1/16 | 3 1/16 | 1/16 | 855500-1362200 |
| 1915-16 | Westinghouse | West | 1844 | 586 | 331 | 728 | 839 | 1957 | 1093 | | 1659 | 1247 | 493 | 9 | 1531 | SC | 175 | 89 | 67 | 67 | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | |
| 1915-16 | Kemco | Kemco | | 520 | 320 | | 892 | 1961 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 166 | 84 | 82 | | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | |
| 1916 | Gray & Davis D. U | G&DDU | 1886 | 510 | 229 | 725 | 978 | 1982 | 1028 | | 1633 | 1204 | 418 | 83 | 1595 | DC | 166 | 82 | 64 | | 7 | 8 1/16 | 1/16 | | | | | | | 1 1/16 | 3 1/16 | 1/16 | 855500-1362200 |

‡ Edelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size, under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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# "Dead Storage" Season is Good Battery Charging Time

for the garage man—

Batteries on dead storage should be charged monthly to insure best battery life. This means regular work for the garage man—work that can be handled on schedule—so to speak. Are you prepared for it?

## Ward Leonard

## Universal Battery Charging Rheostats

This is Type UR-120 Rheostat → charging rate 20-2 amperes, weight approximately 50 lbs. **Price $38.00.**

Another popular size is our UR - 115 size 14x18x5 inches. Charging rate 15-1½ amperes, approximate weight 35 lbs. **Price $25.00.**

Ward Leonard Rheostats are all made with resistance wires completly protected from electrical, mechanical or atmospheric disintegration. Vitreous enamel—the only permanent insulation—envelops and seals the wires against external or internal destruction.

## Ward Leonard Electric Company

Mount Vernon, New York

Westburg Engineering Co.—Chicago
William Miller Tompkins—Philadelphia
Morse Engineering Co.—St. Louis
Electric Material Co.—San Francisco
Walter W. Gaskill, Boston

2056

Walter P. Ambos Co.—Cleveland
Sperry & Bittner—Pittsburgh
Electrical Specialties Co.—Detroit
McCrum & Gillem—Birmingham
Lyman C. Reed—New Orleans

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining* Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Truc[ks] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [co]nt'd.. | 1916 | Dyneto | Dyneto | 1867 | 573 | 331 | 728 | 839 | 1957 | 1009 | | 1653 | 1333 | 392 | 86 | 1527 | DC / SC | 178 / 177 | | | | 7 | 8⅛ | ½ | | | | | | | 1½ | 3¼ | ¼ | 855500-1362200 |
| | 1916 | North-East | North-E. | 1906 | 553 | | 733 | 911 | | 1048 | | | 1273 | 440 | 87 | 1584 | DC | 176 | 90 | 90 | 90 | 7 | 8⅛ | ½ | | | | | | | 1½ | 3¼ | ¼ | 855500-1362200 |
| | 1917 | Berns starter | Berns St. | | | 316 | | | 1960 | | | 1641 | 1161 | 467 | 55 | 1504 | | | | | | 7 | 8⅛ | ½ | | | | | | | 1½ | 3¼ | ¼ | 1362200-2113500 |
| | 1917 | A. B. C | A B. C. | | | 314 | | 827 | 1959 | 1123 | | | 1159 | | | 1504 | SC | 165 | 63 | 63 | | 7 | 8⅛ | ½ | | | | | | | 1½ | 3¼ | ¼ | 1362200-2113500 |
| | 1917 | Gray & Davis | G & D. | 1819 | 579 | 317 | | 829 | 1960 | | | 1641 | | | | | SC | 165 | 81 | 63 | | 7 | 8⅛ | ½ | | | | | | | 1½ | 3¼ | ¼ | 1362200-2113500 |
| | 1918 | T | | 1850 | 579 | | | | | | | 1641 | | | | | DC | 136 | | | | 7 | 8⅛ | ½ | 1⅛ | 3/16 | 12 | 1⅛ | 3/16 | 23⅝ | 1½ | 3¼ | ¼ | 2113500-2831400 |
| | 1919 | T | F-A. | | 569 | | | | | | | | | | | | DC | | | | | 8⅝ | 8⅛ | ½ | | | | 1⅛ | 3/16 | 23⅝ | 1½ | 3¾ | ¼ | 2831400 to |
| | 1916 | C | Al-Ch. | 1821 | 579 | | | 829 | 1960 | 1061 | | | 1160 | 458 | 4 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ½ | 1 | ⅛ | 13 | | | | | 3⅛ | ⅜ | |
| [...]el | 1916-17 | B Stg. & Ltg | North-E. | 1884 | | 335 | | 949 | 1973 | | | | | | 88 | 1600 | | | | | | | | ⅞ | | | | 2¼ | ¼ | 27½ | | | | |
| | 1917 | B Ltg. & Ig. | North-E. | 1884 | | 335 | | 839 | 1973 | 1024 | | | | | 88 | 1600 | | | | | | | | | | | | | | | | | | |
| | 1919 | B | North-E. | | | | | | | | | | | | | | DC | | | | | 6 | 6⅛ | | | | | 2¾ | ¼ | 43 | 2½ | 4 11/16 | ¼ | |
| | 1913-14 | 2, 3, 4, 5 | Dyneto | 1911 | 549 | 304 | 769 | 939 | 1979 | 1054 | 1422 | | 1284 | 448 | 89 | 1572 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | 2⅛ | 3/32 | 35⅝ | 4 | 1/16 | 23⅞ | 2 | | | 13180-19510 |
| | 1914-15-16 | 6, 7, 8 | Dyneto | 1908 | 544 | 296 | 738 | 918 | 1988 | 1049 | 1410 | 1669 | 1274 | 443 | 90 | 1541 | DC | 176 | 90 | 64 | 64 | 9 | 10¼ | ⅞ | 2⅛ | 3/32 | 35⅝ | 4 | 1/16 | 23⅞ | 2 | | | 19511-27000 |
| | 1916-17 | 9 | Dyneto | 1844 | 586 | 334 | 748 | 839 | 1957 | 1093 | 1397 | 1659 | 1247 | 497 | 91 | 1527 | DC | 178-90 | | 64 | 64 | 8 | 8⅝ | ⅞ | 2⅛ | 3/32 | 28 | 3 | 1/16 | 23⅞ | 1½ | 3¼ | ⅜ | 27000-60000 |
| | 1918 | 9 | Dyneto | 1844 | 586 | | | 841 | 1957 | | 1397 | 1659 | | 497 | | 1527 | DC | 178 | 90 | 64 | 64 | 8 | 9 | ⅞ | 3 | 1/16 | 23⅛ | 2¼ | 3/32 | 28 | 1½ | 3¼ | ⅜ | 60001- |
| | 1919 | Series 9 | | 1844 | 586 | | | | 1957 | | | | | | | | DC | 178 | | | | 8 | 9 | ⅞ | | | | 2⅝ | 3/32 | 28 | 1½ | 3¼ | | |
| [...]obile | 1917 | All | A-Ch. | 1817 | | 316 | | 829 | 1960 | | | | 1161 | 467 | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| Tr | F-1 | | | | | | | | 1961 | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1915 | | Delco | 1826 | | | | | | 1061 | | | | | | | | | | | | | | ⅞ | 1⅛ | 3/32 | 39⅝ | 1⅛ | 3/32 | 42½ | 2¼ | | | |
| s) | 1917 | | Delco | 1826 | 579 | | | 831 | 1960 | | | | 1189 | | 28 | 1510 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1917 | | Vesta | 1817 | 582 | 316 | | 829 | 1961 | | | | 1161 | | 55 | 1504 | | | | | | | | ⅞ | | | | | | | 2¼ | | | |
| | 1916-17 | C-G | West | 1851 | 570 | 317 | | 886 | 1960 | 987 | | | 1293 | 362 | 7 | 1506 | | | | | | | | | | | | | | | | 3¼ | ¼ | |
| | 1917-18 | 4-38, 6-60 | | | | | | | 1960 | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | G | | | | | 697 | | 1960 | | | | | | 7 | | | | | | | | | | 2¼ | ⅜ | 44 | 2½ | ⅜ | 42 | | 3½ | ⅜ | |
| | 1917 | 75, 70, 66, B | A-L. | 1859 | 572 | 320 | | 892 | 1961 | 996 | | | 1146 | | 22 | 1512 | SC | 123 / 169 | 81 | 61 | 61 | | | ⅞ | | | | | | | | 3½ | ⅜ | |
| | 1917 | 70-C, 77-B | | 1859 | 572 | | | | 1974 | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| [T]ruck | 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2½ | | | |
| | 1918 | C-F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2½ | | | |
| | 1918 | F | | | | | | | | | | | | | | | | | | | | | | | 3¼ | ¼ | 11¼ | 3¼ | ¼ | 11¼ | 2¾ | 4½ | ¼ | |
| | 1918 | 6A, 45 | | | | | | | | | 1400 | | | | | | | | | | | | | | | | | | | | | 3⅛ | ⅜ | 401-500-4 cyl-413 [to 410 |
| | 1919 | 6A-45 | Delco | | | | | | | | | | | | | | | | | | | | 9½ | ⅞ | 1¾ | ⅜ | 36 | 1¾ | ⅜ | 36 | 2¼ | 3⅛ | ⅜ | 500 up |
| | 1917 | 4-30, 8-40 | | | | | | | | | | | | | | | | 165 | | 61 | 61 | | | | | | | | | | | 3½ | ⅜ | |
| | 1918 | 6-60 | | | | | | | | | | | | 467 | | | | 165-81 | | 63 | 64 | | | | | | | | | | | 3½ | ⅜ | |
| | 1913 | 36-42 | West | 1853 | 570 | 282 | 816 | 886 | 1960 | 989 | 1324 | | 1132 | 363 | 64 | 1506 | DC | 166 | 64 | 64 | | | | ⅞ | 1¼ | ⅛ | 15½ | 1¼ | ⅛ | 15½ | 1½ | 4⅛ | ¼ | 5000-6999 |
| | 1913-14 | 30, 36 | West | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 166 | 64 | 64 | | | | ⅞ | 2 | 3/32 | 40½ | 2 | ⅛ | 15½ | | 4⅛ | ¼ | 7000-8999 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | T | rans | | | | |
| | 1915-16-17 | 30 Lt 6-40 | West | 1856 | 571 | 325 | 698 | 887 | 1976 | 992 | 1330 | 1625 | 1140 | 364 | 80 | 1507 | SC | 165-81 | | 63 | | | 9¼ | ⅞ | 2 | 3/32 | 40½ | 2 | 3/32 | 41 | 2¼ | 3 | 3/32 | (6-40) 9000-9999 / (6-40) 10000-10500 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | B | ase | | | | | | | |
| | 1918 | 6-40 | | 1856 | 571 | | | | 1976 | | | 1625 | | 364 | 80 | 1507 | | 165-81 | | 64 | | | 9½ | | | | | | | | 2¼ | 3⅛ | 3/32 | |
| | 1919 | Light 6-40 | West | 1856 | 571 | | | | | | | | | | | | SC | | | | | 8⅝ | 9⅝ | ⅞ | 2 | 3/32 | 40½ | 2 | 3/32 | 41 | | 3⅛ | 3/32 | 10500 up |
| | 1917 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 100-200 |
| | 1918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 200 up |
| [...]ern- | 1913 | | G & D. | 1803 | 516 | | | 900 | | 1104 | | | 1223 | | 17 | 1522 | | | | | | | | ⅞ | | | | | | | 2½ | | | 130000-133000 |
| | 1914 | | G & D. | 1802 | 570 | | | 900 | | 1155 | | | 1222 | | 16 | 1510 | | | | | | | | ⅞ | | | | | | | 2½ | | | 140000-145000 |
| | 1915 | | Deaco | 1851 | 570 | | | 886 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | ⅞ | | | | | | | 2½ | | | 150000- |
| Truck | 1913 | | G & D. | 1803 | 516 | 305 | | 900 | 1991 | 1104 | | | 1223 | | 17 | | | | | | | | | | | | | | | | | | | |
| | 1914-15-16 | | West | 1851 | 570 | 317 | | 892 | 1960 | 987 | | | 1293 | | 7 | | | | | | | | | | | | | | | | | | | |
| | 1917 | 60, 70, 70-B 70-C, 75 | West | 1859 | 572 | 320 | | 892 | 1961 | 996 | | | 1146 | | 22 | | | | | | | | | | 2¾ | ¼ | 43¼ | 2¾ | ¼ | 52½ | 2½ | | | |
| | 1917 | 70-C, 77-B | West | 1863 | 572 | 323 | | 896 | 1974 | 1003 | | | 1152 | | 21 | | | | | | | | | | | | | | | | | | | |
| | 1914 | | | | | | 780 | 883 | | | 1312 | | 1171 | | | | | | | | | | | ⅞ | | | | | | | 1¼ | 2¾ | ⅜ | 0-3033. |
| | 1915 | T-6 | Al-Ch. | | | 325 | 698 | 830 | 1976 | 994 | 1312 | | | | | | SC | 165 | | 63 | 63 | | | ½ | 1¼ | ⅜ | 27¼ | 1¼ | ⅜ | 31⅞ | 1¼ | 2⅞ | ⅜ | 5000-7053 |
| | 1916 | U | Al-Ch. | 1856 | 579 | 325 | 698 | 830 | 1976 | 1086 | 1312 | 1642 | 1171 | 463 | 93 | 1505 | SC | | | | | 7½ | 8½ | ⅞ | 1¼ | ⅜ | 27¼ | 1¼ | ⅜ | 31⅞ | 1¼ | | | 10000-14002 |
| | 1917 | K | Wagner | 1821 | 579 | 317 | 821 | 829 | 1966 | 1066 | 1310 | 1641 | 1166 | 465 | 94 | 1504 | SC | | | | | 7½ | 8½ | ⅞ | 1¼ | ⅜ | 35¼ | 1¼ | ⅜ | 37⅞ | 1¼ | 3 | ⅜ | 15000-27000 |
| | 1918 | K | | | 579 | | 717 | | 1960 | | 1310 | 1641 | | 465 | | 1504 | | 165 | 81 | 63 | 63 | | 8¼ | | | | | | | | 1¼ | 3 | ⅜ | 30001-40001 |
| [Tr]uck | 1918 | 10 | | | | | | | | | | | | | | 1510 | SC | | | | | | | | 2¼ | ⅜ | 45 | 2½ | ⅜ | 46 | 2¼ | 3¼ | ⅜ | 3001-3058 |
| | 1918 | 12 | | | 58[illegible] | | | | 1960 | | | | | | | | SC | | | | | | | | | | | | | | 2 | | | 10201-10216 |
| [...]t | 1916 | 5-A | West | | | | | 829 | | 1061 | | | 1164 | | 73 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1917 | 9 | West | 1821 | | | | 829 | | 1061 | | | 1161 | 467 | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| [...]gle | 1913-14 | | A-L. | 1817 | | 291 | | 898 | 1985 | 1038 | | | 1215 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | 4¾ | ¼ | |
| | 1915-16-17 | Westinghouse | West | 1897 | 529 | 323 | | 896 | 1974 | 1037 | | | 1152 | 382 | 21 | 1580 | SC | 125 | | 64 | 64 | | | ⅞ | | | | | | | | 4¾ | ¼ | |
| [...]stern | 1913-14 | | El-L & S | 1896 | | | | 951 | | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | 40 | North-E. | | | | | | | 1056 | | | 1135 | | 95 | 1506 | DC | 166 | 8 | 64 | | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1914-15 | 40, A | G & D. | | 553 | 317 | | 886 | 1960 | 987 | | | 1293 | 362 | 7 | 1506 | DC | 166 | 8 | 64 | | | | ⅞ | | | | | | | | 4¼ | ¼ | |
| | 1915 | | Remy | 1851 | 570 | | | 829 | 1961 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 166 | 8 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1913-14 | | Ward-L. | 1859 | 572 | | | 892 | | 991 | | | 1147 | 378 | 96 | 1512 | DC | | | | | | | | | | | | | | | 4½ | ¼ | |
| | 1916-17 | 21, 22 | West | 1860 | 572 | 319 | | 892 | 1961 | 996 | 1356 | | 1146 | 374 | 18 | 1512 | SC | 167 | | 63 | 82 | 8½ | 9¼ | ⅞ | 2½ | ⅜ | 44¼ | 2½ | ⅜ | 48¼ | 2 | 2⅞ | ⅜ | |
| | 1918 | 12 | | 1861 | 572 | | 701 | | | | | | | | 22 | | | 168 | | 63 | 81 | | 10½ | | | | | | | | 2 | 2⅞ | ⅜ | |
| | 1918 | 2 Tons | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1918 | 3½, 5 Ton | | | | | | | | | | | | | | 1504 | | | | | | | | | | | | | | | | | | |
| | 1913-14-15 | J-40, O, M, Lt.6 | Jesco & West. | 1859 | | 320 | | 892 | 1961 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 168 | | 64 | 64 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1914 | | West | 1859 | 572 | | | 892 | 1961 | 987 | 1332 | | | 362 | 22 | | | | | | | | | ½ | | | | | | | | 3¼ | ¼ | |
| | 1916 | O, Lt-6 | West | 1830 | 572 | 317 | | 831 | 1961 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | | | | | | | | ⅞ | | | | | | | | 3¼ | ¼ | |
| | 1916-17 | S Series | | 1821 | 582 | | | | 1960 | | 1303 | | | 458 | | 1504 | | 125 | 81 | 63 | | 8¼ | 9¼ | ¼ | 1⅞ | ⅛ | 32 | 2 | ⅛ | 34½ | | 3 | 3/32 | |
| | 1919 | 16, 20 | West | 1804 | | | | | | | | | | | | | SC | | | | | 8¼ | 9¼ | ¾ | 1⅞ | ⅛ | 32 | 2 | ⅛ | 34½ | | 3⅛ | 3/32 | 15000 up |
| | 1916 | | | | | | | | | 1009 | | | 1230 | | | | | | | | | | | ⅞ | | | | | | | 1¼ | 3 | ⅜ | |
| | 1916-17 | | Wagner | | 573 | | | | | 987 | | | 1293 | | | | SC | 165 | | 61 | 61 | | | ⅞ | | | | | | | 1¼ | 3 | ⅜ | |
| | 1913-14-15-16 | | Delco | | 570 | | | 882 | | | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | 2 | 3¼ | ⅜ | |
| | 1918 | All | | | | | | | | | | | | | | | DC | | | | | | | ⅞ | 2¼ | ¼ | | | | | 2⅝ | | | 1001- |
| | 1917-18 | AA-1 | Remy | 1187 | 579 | 316 | 717 | 829 | 1960 | | 1309 | | 1161 | 467 | 55 | 1504 | SC | 165 | | 61 | 62 | | 7⅞ | ⅞ | 1¼ | 3/32 | 35¾ | 2 | 3/32 | 35 | 1¼ | 3¼ | ¼ | |
| [...] Barley | 1914-15 | | | | 526 | 323 | | 835 | 1974 | 1004 | | | | 381 | | | | | | | | | | | | | | | | | | | | |
| | 1916 | D, R, L. | West | | 526 | 323 | | 835 | 1974 | 1003 | | | | 382 | | | | | | | | | | | | | | | | | | | | |
| | 1916 | S. | West | | 570 | | | | | 987 | | | 1293 | 362 | | | | | | | | | | | | | | | | | | | | |
| | 1917 | A Series 1917 | | 1827 | | | | | | | | | | | | 1511 | | | | | | | | | | | | | | | | | | |
| | 1916 | H, I, J, K | | 1867 | 573 | | | | | 1009 | | | 1230 | | | 1594 | SC | 141 | 80 | 67 | 67 | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1917-18 | A | | 1867 | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1916-17 | | Disco | | | | | | | | | | 1296 | | | | SC | 141 | 89 | 67 | 67 | | | ⅞ | | | | | | | | 3¼ | ⅜ | |
| | 1919 | A & C | Dyneto | | | | | | | | | | | | | | SC | | | | | 8¾ | 9¼ | ⅞ | 1¾ | ⅜ | 40 | 1¾ | ⅜ | 42 | 1⅞ | 3¾ | ¼ | |
| | 1913-14 | 6-44, 6-60 | G & D | 1851 | 582 | | 697 | 890 | | 987 | | | 1293 | 362 | 58 | 1510 | DC | 170 / 168 | 82 | 64 | 64 | | | ½ | | | | | | | | ¾ | 3/32 | |
| | 1913-14 | 44, 45 | North-E. | 1882 | 548 | | 756 | 928 | | 1022 | | | 1282 | 408 | 62 | 1596 | DC | 168 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1914 | | | 1861 | 572 | | | 890 | | | | | 1145 | 374 | 18 | 1512 | DC | 168 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1917 | | Disco | | | | | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| | 1913-14 | 26, 27 28 | Leece-N | 1812 | 577 | 338 | 736 | 916 | 1963 | 1017 | 1411 | | 1243 | 401 | 97 | 1539 | DC | 170 | 82 | 82 | 64 | | | ⅞ | 2½ | ⅜ | 44¼ | 2½ | ⅜ | 48¼ | | 4¼ | ¼ | 6600-8500 |
| | | | | | | | | | | | | | | | | | | | | | | | | | Em | er | genc | y S | er | vice | | | | |
| | 1914-15 | 30, 31, 32 | Leece-N | 1812 | 523 | 338 | 699 | | 1963 | 1034 | 1351 | 1637 | 1243 | 425 | 97 | 1539 | DC | 170 | 82 | 82 | 64 | | 10¼ | ⅞ | 2 | 3/32 | 12 | 2 | 3/32 | 17½ | 1⅝ | 4¼ | ¼ | |
| | 1915 | 30, 33 | Leece-N | 1891 | 523 | 290 | 703 | 894 | 1984 | 1033 | | 1637 | 1209 | 424 | 98 | 1514 | DC | 170 | 82 | 82 | 64 | | 10¼ | ⅞ | 1¼ | 3/32 | 15½ | | | | 2⅝ | 3½ | ⅜ | 8551-11068 |
| | | | | | | | | | | | | | | | | | | 166 | | 66 | 66 | | | | Em | er | genc | y S | er | vice | | | | 11059-16000 |
| | 1916 | 34, 35 | Leece-N | 1891 | 584 | 290 | 703 | 833 | 1984 | 1088 | | 1645 | 1209 | 487 | 98 | 1514 | DC | | | | | 9 | 10½ | ⅞ | 1¼ | 3/32 | 14 | 1¼ | 3/32 | 17½ | 2⅜ | 3½ | ⅜ | |
| | 1916-17 | 36, 37, 40, 41 | Leece-N | 1839 | 584 | 320 | | 833 | 1962 | 1088 | 1361 | 1645 | 1197 | 487 | 27 | 1512 | DC | 168 | 88 | 64 | 64 | 9 | 10½ | ⅞ | 1¼ | 3/32 | 15½ | Ser | vi | ce & | | 3½ | ⅜ | 16001-28400 |
| | 1917 | 38, 39, 43, 44 | Leece-N | 1839 | 584 | 319 | | 833 | 1962 | 1088 | | 1645 | 1197 | 487 | | 1512 | DC | | | | | | 10½ | ⅞ | 1¼ | 3/32 | 35⅝ | Em | er | genc | y 2⅝ | 2¼ | ⅜ | |
| | 1918 | 38, 39, 44 | | 1839 | 584 | | 721 | 833 | 1962 | 1088 | 1332 | 1645 | | 487 | | 1512 | | 166 | 88 | 64 | 64 | | 10½ | ⅞ | 1¼ | 3/32 | 15½ | 1¼ | 3/32 | 15½ | 2¼ | 3½ | ⅜ | 28401-33000 |

[‡] Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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***The Cord Tire Battery***

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| | Year | Model | Electrical System | STORAGE BATTERIES | | | | | | | | | | | | | LAMPS | | | | | LENSES | | | BRAKE LINING* | | | | | | EXHAUST PIPE | PISTON RINGS | | SERIAL NUMBERS OF CARS AND TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | MAZDA NUMBERS | | | | | HEADLIGHT | | | INTERNAL | | | EXTERNAL | | | | | | |
| | | | | Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | Size of Spark Plug | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove | |
| | 1913 | | Ward-L. | 1859 | 572 | 320 | | 892 | 1961 | 989 | | | 1146 | 373 | 22 | 1512 | DC | | | | | | | 7/8L | | | | | | 1 3/8 | 4 3/8 | 3/4 | |
| | 1914 | De Luxe-6 | Ward-L. | 1859 | 572 | 320 | | 892 | 1961 | 996 | | | 1146 | 373 | 22 | 1512 | DC | 168 | 82 | 64 | 64 | | | 7/8L | 2 | 5/8 | 40 | 2 | 5/8 | 20 | | 3 3/4 | 1/4 | |
| | 1915 | K | Fed. & Dyn. | 1844 | | 334 | | 839 | 1957 | 1094 | | | 1249 | | 96 | 1531 | | | | | | | | | | | | | | | | | |
| | 1913 | | | 1861 | 529 | | | 892 | | 1034 | | | 1145 | 425 | 18 | 1512 | DC | | | | | | | 7/8 | | | | | | | 3 3/8 | 5/8 | |
| | 1913-14 | 4-30, 6-36 | West. | 1892 | 572 | | | 894 | | 1034 | | | 1210 | 429 | 71 | 1520 | DC | | | | | | | 7/8 | | | | | | | 3 3/8 | 5/8 | |
| | 1913 | O. & P | Jesco. | 1878 | 557 | | 756 | 924 | | 1021 | | | 1281 | 373 | 67 | 1557 | | | | | | | | 7/8 | | | | | | | | | |
| | 1914 | R. S. & T. | Jes&Apl | 1859 | 572 | | 756 | 892 | | 996 | | | 1146 | 405 | 22 | 1512 | | | | | | | | 7/8 | | | | | | | | | |
| | 1915 | 4-40, 6-50 | Apelco | 1876 | 536 | | 732 | 912 | | 1014 | | | 1238 | 395 | 12 | 1601 | DC | 166 | 82 | Spec | | | | 7/8 | | | | | | | 4 | 1/4 | |
| | 1916 | 4-35 | Apelco | 1870 | | | | 908 | | 996 | | | 1235 | | 34 | 1527 | DC | 166 | | 82 | 64 | | | 7/8 | | | | | | | 4 | 1/4 | |
| | 1916 | H-6-50 | Apelco | 1869 | | | | 839 | | 996 | | | 1254 | | 100 | 1527 | DC | 166 | | 82 | 64 | | | 1/2 | | | | | | | 4 | 1/4 | |
| | 1917-18 | A, B | | 1826 | | | | | | | | | | | | 1510 | | | | | | | | | | | | | | | | | |
| | 1916-17 | 166 | Al-Ch. | 1821 | 587 | | 748 | | | | | 1641 | 1160 | 458 | 4 | 1504 | | | | | | 7 | 8 1/2 | 7/8 | Em | er | genc | y S | er | vice | | 3 | 5/8 | {801-1300 A1-A1000 |
| | 1916-17 | 168 | Apelco | 1870 | 587 | 307 | | 839 | 1953 | 1095 | 1396 | 1659 | 1251 | 495 | 101 | 1527 | SC | 165 | | 61 | 61 | 7 | 8 1/2 | 7/8 | 1 1/2 | 5/8 | 34 3/8 | 2 | 5/8 | 37 1/2 | | 3 | 5/8 | {B 1000-B 1400 |
| | 1917 | 178, 176 | Al-Ch. | | 579 | 307 | | 829 | 1961 | 1063 | 1396 | | 1251 | | 101 | 1527 | | | | | | 7 | 8 1/2 | 7/8 | 1 1/2 | 5/8 | 34 3/8 | 2 | 5/8 | 37 1/8 | 1 1/2 | 3 | 5/8 | 1000 up |
| | 1918 | | | 1869 | | | 748 | 839 | 1953 | | 1396 | | | | | | | 165 | | 63 | 63 | 7 | 8 1/2 | 7/8 | 2 | 5/8 | | 2 | 5/8 | | 1 1/2 | 3 1/2 | 5/8 | |
| | 1917 | A | | | | | | | | | | | | | | | | 168 | 64 | 64 | 64 | | | | | | | | | | 4 | 1/4 | |
| | 1918 | | | | 577 | | | | | | | | | | | | DC | | | | | | | | | | | | | | 4 | 1/4 | |
| | 1917 | 15-A | Dyneto. | 1851 | | 317 | | 886 | 1960 | 987 | | | 1293 | | 7 | 1506 | | | | | | 8 1/4 | 9 1/4 | 3/4 | 2 | 5/8 | 40 | 2 1/4 | 1/4 | 22 3/4 | 2 | 3 1/2 | 5/8 | |
| | 1916 | 400 | Dyneto. | 1851 | | 317 | | 886 | 1960 | 987 | | | 1293 | | 7 | 1506 | | | | | | | | 7/8 | | | | | | | 3 3/4 | 5/8 | |
| | 1913 | 37, 54 | Delco | 1919 | 554 | 350 | 805 | 972 | | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | 7/8 | | | | | | | 3 3/4 | 3/4 | |
| | 1914-15 | 6-40 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1334 | 1643 | 1137 | 473 | 102 | 1506 | SC | 165 | | 61 | 61 | 8 1/2 | 9 1/4 | 7/8 | 2 | 5/8 | 42 | 2 1/4 | 5/8 | 44 | 2 1/4 | 3 1/2 | 5/8 | 1/4 |
| | 1914-15 | 6-54 | Delco | 1801 | 532 | 301 | 379 | 969 | 1994 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | | 61 | 61 | 8 1/2 | 9 1/2 | 7/8 | 2 | 5/8 | 48 1/2 | 2 1/8 | 5/8 | 50 1/4 | 2 1/2 | 4 3/4 | 5/8 | 1/4 |
| | 1916 | 6-40 | Delco | 1830 | 517 | 321 | 788 | 965 | 1961 | 1075 | 1334 | 1643 | 1181 | 507 | 103 | 1510 | SC | 165 | | 61 | 61 | 8 1/2 | 9 1/4 | 7/8 | 2 | 5/8 | 40 1/4 | 2 | 5/8 | 43 1/4 | 2 1/4 | 3 1/2 | 5/8 | {Cr 10001-Cr 40600 |
| | 1917 | Super 6 | Delco | 1825 | 517 | 318 | 822 | 965 | 1961 | 1072 | 1367 | 1643 | 1190 | 479 | 104 | 1510 | SC | 165 | 81 | 61 | 61 | 8 1/2 | 9 | 7/8 | 2 | 5/8 | 38 3/4 | 2 | 5/8 | 43 3/4 | 2 1/4 | 3 1/2 | 5/8 | H 1-H 99999 & J 1-J 97999 |
| | 1918 | Super 6 M | | 1825 | 517 | | 822 | 965 | 1961 | | 1367 | 1643 | | 479 | 104 | | SC | 165 | | 61 | 61 | 8 1/4 | 9 | 7/8 | 2 | 5/8 | 38 1/4 | 2 | 5/8 | 32 1/2 | 2 1/4 | 3 1/2 | 5/8 | M 7314-M 97000 |
| | 1913-14 | | | | | 282 | | | | 1117 | 1355 | | | | | | | 165 | 63 | 63 | | | | 7/8 | | | | | | | 1 1/2 | 3 1/4 | 5/8 | 30625 to 52000 |
| | 1913-14 | H A | West. | 1859 | 572 | 320 | 701 | 892 | 1961 | 996 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | SC | 165 | 63 | 63 | | | | 7/8 | 2 | 1/4 | 31 1/8 | 2 | 1/4 | 36 3/8 | 1 1/2 | 3 1/4 | 5/8 | 30625 to 52000 |
| | 1914-15 | K | West. | 1874 | 536 | 334 | 732 | 912 | 1957 | 1014 | 1405 | | 1237 | 399 | 105 | 1533 | SC | 175 | | 89 | 67 | | | 7/8 | 2 | 1/4 | 39 1/4 | 2 | 1/4 | 41 1/4 | 1 1/4 | 3 3/4 | 5/8 | 52001-60000 |
| | 1915-16-17 | N, NO, NL, NR, NU, Ser. N-1, 2, 3, 4 | West. | 1830 | 582 | 317 | 719 | 831 | 961 | 1073 | 1332 | 1643 | 1176 | 470 | 31 | 1510 | SC | 165 | 65 | 63 | 63 | | 8 1/4 | 7/8 | 2 | 1/4 | 39 3/4 | 2 | 1/4 | 41 1/4 | 2 | 3 3/4 | 5/8 | |
| | 1918 | R | Bijur. | 1817 | 579 | | | 829 | 1960 | | 1309 | 1643 | | 467 | 55 | 1504 | | 165 | | 63 | 63 | | 8 3/4 | | 2 | 1/4 | 33 1/4 | 2 | 1/8 | 33 1/4 | 1 1/4 | 3 1/4 | 5/8 | 52000-87519 |
| | 1916 | 1 1/2, 2, 3 1/2 & 6 ton | | | | | | 882 | | 985 | | | 1296 | | | | | | | | | | | | 1 1/2 | 1 | on | | | | | 3 3/4 | 5/8 | 1-7500 |
| | 1918 | R | | | | | 822 | | | | | | | | | | | | | | | | | 7/8 | 2 1/2 | 1/4 | 47 | 2 1/2 | 1/4 | 41 | 2 1/4 | | | |
| | 1913-14 | 47 | North-E. | 1880 | 547 | 344 | 756 | 924 | 1960 | 1020 | 1418 | 1665 | 1280 | | | 1557 | | 170 | 82 | 64 | 64 | | | 7/8 | 3/4 | | | | | | | | | |
| | 1915-16 | 64 | West. | 1830 | 570 | 317 | 711 | 829 | 1961 | 987 | 1323 | 1643 | 1293 | 362 | 58 | | SC | 169 | 81 | 63 | 63 | 8 | 8 3/4 | 1/2 | | | | | | | | 3 | 1/4 | |
| | 1915-16 | | | | | | | | | | 1323 | 1643 | | 470 | | 1510 | SC | 167 | 81 | 63 | 63 | 8 | 8 1/4 | 1/2 | | | | Ser | vi | ce | | 3 | 1/4 | |
| | 1918 | F-G | | | | | | | | | | | | | | | | | | | | | | | 2 | 1/4 | 17 3/8 | | | | | 3 1/2 | 5/8 | 1000-3000 |
| | 1915 | | | | | | | | | 1117 | | | | | | | | | | | | | | 7/8 | | | | | | | | | |
| | 1916-17 | F & H | North-E. | | | 339 | | 912 | 1963 | 1014 | | | 1237 | | 11 | | | | | | | | | 7/8 | 2 1/4 | 1/4 | 43 1/2 | 2 1/2 | 1/4 | 45 | | 3 1/2 | 31 | |
| | 1918 | F & H | St&Ltg. | | | | | 912 | 1963 | | | | | | | | | | | | | 7 3/8 | 8 1/2 | | 2 1/4 | 5/8 | 43 1/4 | | | | | 3 1/2 | 31 | |
| | 1914-15 | B, F & K | Remy. | 1864 | | | | 896 | | 1004 | | | 1151 | | 1 | 1518 | | | | | | | | | 2 3/4 | 1/4 | 41 3/4 | 3 | 1/4 | 33 | | 4 3/4 | 1/4 | 1100-2294 |
| | 1916 | S | Remy & G &. | 1851 | | | | 886 | | 987 | | | 1293 | | 7 | 1506 | | | | | | | | | 3 | 1/4 | 10 3/8 | | | | | 3 3/4 | 1/4 | 1100-2294 |
| | 1916 | D. R. L. | Remy. | 1863 | | | | 896 | | 1003 | | | 1152 | | 21 | 1518 | | | | | | | | | | | | | | | | 4 3/8 | 1/4 | |
| | 1918 | T | | | | | | | | | | | | | | | | | | | | | | | 2 | 1/4 | 26 1/2 | | | | | 3 1/2 | 1/4 | |
| | 1918 | D | | | | | | | | | | | | | | | | | | | | | | | 2 1/4 | 1/4 | 52 | 2 1/2 | 1/4 | 56 1/2 | 2 1/4 | 3 3/4 | 1/4 | 3000-3700 |
| | 1918 | R | | | | | | | | | | | | | | | | | | | | | | | 2 1/2 | 1/4 | 56 1/2 | | | | 2 1/4 | 4 3/4 | 1/4 | 6001-8000 |
| | 1918 | L | | | | | | | | | | | | | | | | | | | | | | | 3 | 1/4 | 68 | | | | 2 1/2 | 4 3/4 | 1/4 | 8001 9000 |
| | 1919 | L | | | | | | | | | | | | | | | SC | | | | | | 10 | 7/8 | 3 | 1/4 | 68 | | | | | | | |
| Mack | 16-17-18 | F, G, H & K | | 1874 | | | | | | | | | | | | 1533 | | | | | | | | | | | | | | | | | | |
| | 12-13-14 | 40, 45, 50 | Apelco | 1885 | 556 | 309 | | 982 | 1980 | 1112 | 1428 | | 1292 | | 24 | | DC | 170 | 82 | 82 | 64 | | | 7/8 | 2 | 5/8 | 34 1/4 | 2 | 5/8 | 36 1/4 | | 4 | 5/8 | 4301-6930 |
| | 1915 | T | Remy | 1885 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | | 63 | 63 | | 9 3/4 | 1/2 | 1 3/4 | 5/8 | 35 1/4 | 1 3/4 | 5/8 | 37 1/4 | 2 | 3 1/2 | 5/8 | 7100-11503 |
| | 1916-17 | T | Remy | 1818 | 579 | 317 | 717 | 829 | 1960 | 1062 | 1307 | 1641 | 1165 | 454 | 106 | 1504 | SC | 165 | | 63 | 63 | | 9 3/4 | 3/8 | 1 3/4 | 5/8 | 35 1/4 | 1 3/4 | 5/8 | 37 1/4 | 2 | 3 1/2 | 5/8 | 11504-19108 |
| | 1918 | T | | 1821 | 579 | | 717 | 829 | 1960 | 1062 | 1307 | | | 461 | 106 | 1504 | | 165 | | 63 | 63 | 7 1/2 | 8 3/4 | 3/4 | 1 3/4 | 5/8 | 36 | 1 3/4 | 5/8 | 57 | 2 | | | 19109- |
| | 1917 | | Basel. | 1874 | | 339 | | 912 | 1963 | 1014 | | | 1273 | 396 | 11 | 1533 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1913-14 | 34, 44, 54 | A-L. | | 547 | 344 | 756 | 924 | 1959 | 1020 | 1356 | 1665 | 1280 | 406 | 18 | | DC | | | | | | | 7/8 | 8 1/2 | 9 1/2 | 7/8 | | | | 2 | | | |
| | 1914 | Majestic, Sultanic | A-L. | | 529 | 291 | 707 | 898 | 1985 | 1038 | 1373 | 1639 | 1215 | 429 | | | DC | 166 | 82 | 64 | 82 | | | 7/8 | | | | | | | | | | |
| | 1914 | Olympic | A-L. | | 572 | 319 | 701 | 892 | 1961 | 1038 | 1373 | 1629 | 1145 | 374 | | | DC | 166 | 82 | 64 | 82 | | | 7/8 | | | | | | | | 4 1/2 | 5/8 | |
| | 1914-15 | 44, 46 | A-L. | 1861 | 536 | 319 | 701 | 892 | 1961 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 168 | 82 | 82 | 82 | 9 | 10 1/4 | 3/4 | 1 3/4 | 1/4 | 42 3/4 | 2 | 5/8 | 45 5/8 | 2 1/4 | 4 1/2 | 5/8 | |
| | 1915 | 6-48 | A-L. | 1828 | 570 | 321 | 788 | 890 | 1961 | 1074 | 1328 | 1643 | 1138 | 473 | 107 | 1506 | DC | 168 | 82 | 82 | 82 | | | 7/8 | 2 | 5/8 | 36 | 2 | 5/8 | 48 | | 3 1/2 | 5/8 | |
| | 1916 | 68 | A-L. | | 572 | 320 | 701 | 892 | 1961 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 166 | | 61 | 62 | 9 | 9 1/2 | 3/4 | 2 1/4 | 5/8 | 42 | 2 | 5/8 | 44 | | 3 1/2 | 5/8 | |
| | 1916 | 34, 34 S | A-L. | 1853 | 582 | 316 | 719 | 886 | 1961 | 987 | 1338 | | 1132 | 362 | 108 | 1510 | DC | 166 | | 61 | 62 | 8 1/2 | 9 1/2 | 7/8 | | | | | | | 2 | 3 1/2 | 5/8 | |
| | 1917 | 349 | A-L. | 1821 | 579 | 317 | 717 | 829 | 1960 | 1061 | 1308 | 1641 | 1160 | 482 | 4 | 1504 | DC | 166 | | 64 | 64 | | 9 1/2 | 7/8 | 2 | 5/8 | 35 1/4 | 2 | 5/8 | 38 1/2 | | 1 5/8 | 3 | 5/8 | 20700 to 21916 |
| | 1917 | 350 | A-L. | 1888 | 582 | 319 | | 890 | 1961 | 989 | 1338 | | 1132 | 482 | 108 | 1510 | | | | | | | 9 1/2 | 7/8 | 2 | 1/2 | 35 1/4 | 2 | 5/8 | 38 1/2 | | | | 20243 to 20587 |
| | 1918 | 349 | | | 579 | | 717 | 890 | 1960 | | | 1641 | | 462 | 4 | 1504 | | 166 | | 64 | 64 | | 10 | | | | | | | | 1 5/8 | 3 | 5/8 | |
| | 1913 | Cross Country | U.S.L. | 1916 | 555 | 349 | 807 | 849 | 1972 | 1115 | | | 1290 | 358 | 109 | | DC | | | | | | | 7/8 | 1 3/4 | 1/4 | 27 3/4 | 1 3/4 | 1/4 | 41 3/8 | | | | 31551-35999 |
| | 1914 | 4 | U.S.L. | 1846 | 545 | 348 | 799 | 849 | 1966 | 1018 | 1332 | | 1245 | 402 | 110 | 1545 | DC | 168 | 82 | 82 | 82 | 7 1/2 | 8 1/2 | 7/8 | | | | | | | | 3 3/4 | 1/4 | 40000-46999 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 38000-38999 |
| | 1914-15 | 6 | U.S.L. | 1916 | | 349 | 807 | 920 | 1972 | 1115 | 1356 | | 1290 | 358 | 109 | | DC | 168 | 82 | 82 | 82 | 9 | 9 3/4 | 7/8 | | | | | | | 2 1/4 | 3 3/4 | 1/4 | 47000-52299 |
| | 1915-16 | Chest.-6 | Bijur. | 1859 | 582 | 320 | 701 | 892 | 1961 | 1001 | 1355 | 1629 | 1293 | 375 | 111 | 1512 | | | | | | 8 1/4 | 9 1/2 | 7/8 | | | | | | | 2 1/4 | 3 | 1/4 | 47000-52299 |
| | 1916 | | | 1830 | 572 | 320 | 719 | 831 | 1961 | 1073 | 1332 | 1643 | 1177 | 470 | 112 | 1510 | SC | 167 | 81 | Spec | Spec | 7 1/2 | 8 1/2 | 7/8 | | | | | | | 2 1/4 | 3 3/4 | 1/4 | 57000-60500 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 68000-69500 |
| | 1917 | All | Bijur. | 1851 | 570 | 320 | 719 | 886 | 1961 | 1073 | 1323 | 1629 | 1293 | 362 | 7 | 1515 | SC | 167 | 81 | 63 | 63 | 7 1/2 | 8 1/2 | 7/8 | | | | | | | 2 1/4 | 3 1/2 | 5/8 | 61000-78000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 86000-96000 |
| | 1915 | | Leece-N. | 1892 | 582 | 320 | | 892 | 1961 | 996 | 1356 | | 1145 | 373 | 18 | | | | | | | | | | | | | | | | | 3 3/4 | 5/8 | |
| | 1915-16 | | Leece-N. | 1859 | 582 | 320 | | 829 | 1961 | | 1323 | | 1146 | 470 | 22 | 1512 | | | | | | | | | | | | | | | 2 1/4 | 3 | 1/4 | |
| | 1915-16 | | G & D. | 1851 | 572 | 317 | | 890 | | 987 | 1332 | | 1293 | 362 | 58 | 1510 | | | | | | | | 7/8 | | | | | | | 2 1/4 | 3 | 1/4 | |
| | 1918 | 27 | A-L. | 1827 | 582 | | | 831 | | | 1332 | | | | | | | | | | | | | | | | | | | | 2 1/4 | 3 1/2 | 5/8 | |
| | 1919 | 28-27 | | 1827 | 582 | | | | | | 1332 | | | | | | DC | | | | | | | | | | | | | | | 3 1/2 | 5/8 | |
| | 1916 | B | Bijur. | 1830 | 582 | 320 | | 831 | 1961 | 1073 | 1332 | | 1176 | 470 | 13 | 1510 | SC | 167 | | 63 | 63 | 7 3/4 | 9 1/4 | 7/8 | 2 | 5/8 | 38 3/4 | 2 | 5/8 | 43 3/4 | | | | |
| | 1917 | C-60 | Bijur. | | 582 | 319 | | 831 | 1961 | | 1332 | | | 470 | 135 | 1510 | SC | 165 | | 63 | 63 | 8 1/4 | 9 1/4 | 7/8 | 2 | 5/8 | 38 3/4 | 2 | 5/8 | 43 3/4 | 1 1/4 | 3 1/2 | 5/8 | |
| | 1918 | 17 | | | 582 | | 822 | 831 | | | 1339 | | | 479 | | 1510 | | 165 | | 63 | 63 | 2 1/4 | 9 1/2 | 7/8 | 2 1/4 | 5/8 | 35 | 2 1/4 | 5/8 | 38 3/4 | 1 1/4 | 3 1/2 | 5/8 | |
| | 1914-15 | | Delco | | 570 | | | 886 | | 987 | 1332 | | 1293 | | | | DC | 166 | 82 | 62 | Spec | | | 7/8 | | | | | | | | | | |
| | 1914-15-16 | | Jesco. | | 572 | | | 892 | | 997 | | | 1145 | | 18 | 1512 | | | | | | | | 7/8 | | | | | | | | | | |
| | 1919 | K-31 & 35 | | | | | | | | | | | | | | | | | | | | | | 7/8 | 1 7/8 | 5/8 | 46 | | | | 2 | 3 1/4 | 1/4 | |
| | 1919 | K-32 & 36 | | | | | | | | | | | | | | | | | | | | | | 7/8 | 1 7/8 | 5/8 | 16 5/8 | | | | 2 | 3 1/4 | 1/4 | |
| | 1919 | K-40-45-50-52 | | | | | | | | | | | | | | | | | | | | | | 7/8 | 2 3/8 | 5/8 | 20 1/4 | 2 3/8 | 5/8 | 20 1/4 | 2 1/2 | 4 1/2 | 1/4 | |
| | 1916 | | | | 564 | | 751 | | | 1096 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1917 | | Bosch. | 1873 | 526 | 337 | | 912 | 1963 | | | | 1240 | 400 | 113 | 1533 | SC | 141 | | 89 | 67 | | | 7/8 | Ser | vi | ce E | m | e | rg | ency | | 3 3/4 | 5/8 | |
| | 1913 | A | Disco. | 1823 | | 316 | 699 | 888 | 1960 | 985 | 1301 | | 1295 | 359 | 63 | 1500 | DC | 166 | 82 | 64 | 64 | | | 7/8 | 2 1/4 | 1/4 | 42 1/4 | 2 | 1/4 | 19 | | 3 3/4 | 1/4 | 500-2200 |
| | 1914 | B | Ward-L. | 1888 | 518 | 286 | 699 | 888 | 1983 | 1030 | 1322 | | 1206 | 421 | 52 | 1508 | DC | 166 | 82 | 64 | 64 | | 8 1/2 | 7/8 | 2 | 1/4 | 42 1/4 | 2 | 1/4 | 38 1/2 | | 3 1/4 | 1/4 | 2200-4000 |
| | 1915-16 | C, 8D | Ward-L. | 1851 | 570 | 317 | 711 | 886 | 1961 | 993 | 1323 | 1643 | 1141 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | 9 1/2 | 7/8 | 2 | 1/4 | 41 | 2 | 1/4 | 38 1/2 | 1 5/8 | 3 3/4 | 1/4 | 4000-8000 |
| | 1916 | 8-D | Ward-L. | 1821 | 579 | 317 | 717 | 829 | 1960 | 1066 | 1308 | 1641 | 1160 | 462 | 4 | 1510 | DC | 166 | 82 | 64 | 64 | 8 1/2 | 9 1/4 | 7/8 | | 1/4 | 41 | 2 | 1/8 | 18 3/4 | 1 1/2 | 3 | 5/8 | 8000-12000 |
| | 1916-17 | 8E | Ward-L. | 1821 | 579 | 316 | | 829 | 1960 | 1061 | 1308 | 1641 | 1160 | 458 | 4 | 1510 | SC | 167 | 81 | 63 | 63 | 8 1/2 | 9 1/4 | 7/8 | | 1/4 | 41 | 2 | 1/8 | 18 3/4 | 1 1/2 | 3 | 5/8 | 12000-18000 |
| | 1918 | EE | | 1817 | 579 | | 717 | | | | 1308 | 1641 | | 467 | | 1510 | | 167 | 81 | 63 | 63 | 8 1/2 | 9 1/4 | | | | | | | | 1 1/2 | 3 | 5/8 | 20000-22000 |
| | 1919 | G | Bijur. | | | | | | | | | | | | | | SC | | | | | | 9 1/4 | 7/8 | 1 3/4 | 1/4 | 43 1/8 | 2 | 1/4 | 45 | | 1 3/4 | 3 | 5/8 | 22000 up |

‡Labra Screw Base. †MiniatureBase. §When sizes are not standard stock sizes, under Internal Brake use thenext smaller size; under External Brake use the next larger size. Odd sometimes made for manufacturers on account of quantity buying.

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# Tungar RECTIFIER

## Tungar Price List

**COMPLETE TUNGARS**

| Cat. No. | Freq. | D-c. Amp. | No. Cells Battery | Weight Net | Weight Shipping | Cat. No. Bulb | A-c. Volts | † Price |
|---|---|---|---|---|---|---|---|---|
| 195529 | 60 | 2 | 3 | 8 | 12 | 195528 | 115 | $18.00 |
| 198646 | 40-50 | 1 | 6 | 10 | 15 | 195528 | 115 | 20.00 |
| 199547 | 25-30 | 0.75 | 8 | 14 | 20 | 195528 | 115 | 25.00 |
| 219865 | 60 | 5<br>3<br>1.5 | 3<br>6<br>9 | 15 | 24 | 189048 | 115 | 28.00 |
| 195530 | 60 | 6 | 3/6 | 15 | 24 | 189048 | 115 | 28.00 |
| 198647 | 40-50 | 6 | 3/6 | 18 | 30 | 189048 | 115 | 34.00 |
| 199546 | 25-30 | 6 | 3/6 | 20 | 35 | 189048 | 115 | 36.00 |
| *193191 | 60 | 5 | 3-12 | 39 | 58 | 189049 | 115 | 75.00 |
| *179492 | 60 | 6 | 3-30 | 50 | 81 | 189049 | 115 | 130.00 |
| *198648 | 40-50 | 6 | 3-30 | 60 | 91 | 189049 | 115 | 140.00 |
| *199545 | 25-30 | 6 | 3-30 | 78 | 105 | 189049 | 115 | 155.00 |
| *206794 | 125-133 | 6 | 3-30 | 50 | 81 | 189049 | 115 | 140.00 |
| *206795 | 60 | 6 | 3-30 | 80 | 105 | 189049 | 230 | 155.00 |
| *206796 | 40-50 | 6 | 3-30 | 95 | 125 | 189049 | 230 | 175.00 |
| **Renewal Bulbs** | | | | | | | | |
| 195528 | any | 2 | 3-8 | 3 oz. | 1 lb. | ..... | ... | $3.00 |
| 189048 | any | 6 | 3-6 | 8 oz. | 2 lb. | ..... | .... | 7.00 |
| 189049 | any | 6 | 3-30 | 8 oz. | 7 lb. | ..... | ... | 8.00 |

* Extra bulb included. † All prices subject to change without notice.

# An Ideal Battery Charger for Alternating Current

The 6-amp., 75 volt Tungar Rectifier will charge any combination of 3, 4, 5, 6 up to 30 cells at 6 or 7 amperes or less from alternating current.

It is a practical device demonstrated by actual service. It equips the garage for efficient battery charging at a much lower cost than any other reliable device of similar capacity. The Tungar Rectifier allows a good profit on battery charging.

The Tungar fastens to the wall thus taking up no floor space. It uses alternating current at a cost of but si : cents an hour for ten 3-cell batteries. It is self-starting, requiring no attend ant.

Fool proof, trouble proof and simple to operate, the Tungar Rectifier charges all sizes of storage batteries up to thirty cells.

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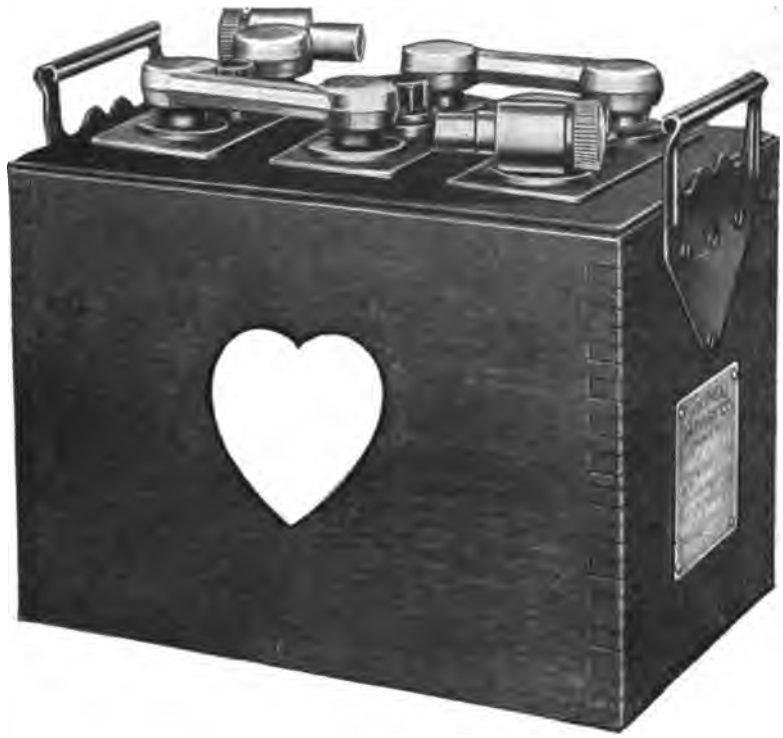
A

# UNIVERSAL



## THE ACE OF BATTERIES

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| | Year | Model | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Headlight: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1917-18 | A&B | Disco | 1845 | | 332 | | 908 | 1957 | 1008 | | | | | | 1527 | SC | 171 | | 81 | | | 7½ | ⅞ | 1⅝ | 3/32 | 29 | 1⅝ | 3/32 | 27⅛ | | 3⅛ | ⅝ | |
| | 1919 | B | Wagner | | | | | | 1959 | | | | | | | | SC | | | | | 7 | 8 | ⅞ | 1¾ | ⅛ | 37 | 1¾ | ⅛ | 36⅛ | | 3⅛ | | 2251 up |
| | 1917 | All Models | Ward-L. | 1851 | | 320 | | 886 | 1960 | 987 | | | | 362 | 7 | 1506 | | | | | | | | ½ | | | | | | | | | | |
| | 1913-14-15 | | Jesco | 1878 | 557 | 345 | 756 | 924 | 1970 | 1021 | | | 1281 | 405 | 67 | 1557 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 4¼ | ⅝ | |
| | 1914 | | | 1861 | 572 | 319 | 701 | 892 | | 997 | | | 1145 | 374 | 18 | 1512 | SC | 165 | 81 | 63 | 63 | | | ½ | | | | | | | | 3½ | ¼ | |
| | 1914-15 | | | 1851 | 570 | | 697 | 886 | 1961 | 987 | | | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | 63 | | | ⅞ | | | | | | | | 4¼ | ⅝ | |
| | 1913 | 36A, 37A | | | | 322 | | 886 | 1974 | 1117 | 1379 | | | | 1 | | DC | | | | | | | ⅞ | | | | | | | | 4 | ¼ | |
| | 1913-14-15 | 48A, B, G, 4, 6, 8 | West | 1864 | 526 | 322 | | 896 | 1974 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 10 | ⅞ | | | | | | | 2¼ | 4⅛ | ¼ | |
| | 1916 | K | West | 1851 | 570 | 317 | | 831 | 1961 | 987 | 1332 | 1643 | 1293 | 470 | 58 | 1510 | SC | 167 | 81 | 63 | 63 | 8⅛ | 9⅛ | ⅞ | | | | | | | 2¼ | 3 | 3/32 | |
| | 1917 | A | West | 1851 | 570 | 317 | | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 167 | 81 | 63 | 63 | | 8⅝ | ⅞ | | | | | | | 2¼ | 3⅛ | 3/32 | |
| | 1917 | B | | 1851 | 570 | 320 | | 886 | 1961 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 169 | 81 | 63 | 63 | | 9½ | ⅞ | 1⅝ | ⅛ | | | | | | 3½ | 3/16 | |
| | 1913 | 32, 48 | North-E. | 1882 | 548 | 346 | 760 | 928 | 1971 | 1022 | 1420 | 1631 | 1282 | 408 | 62 | 1596 | DC | | | | | | 9¾ | ⅞ | | | | | | | | 4½ | ⅜ | |
| | 1914 | 41, 48 | North-E. | 1882 | 548 | 335 | 760 | 928 | 1962 | 1022 | 1420 | 1655 | 1282 | 408 | 62 | 1596 | DC | Spec | 8 | Sepc | Spec | 9 | 9¾ | ⅞ | 2½ | 5/16 | 49 | 2½ | 5/16 | 53½ | | 4½ | ⅜ | |
| | 1915 | 48 | Jesco.? | 1874 | 536 | | 732 | 912 | 1963 | 1014 | 1403 | 1655 | 1237 | 396 | 11 | 1601 | DC | 176 | 90 | 90 | | 9½ | 10¼ | ⅞ | 2½ | 5/16 | 49 | 2½ | 5/16 | 53½ | | 4½ | ⅜ | |
| | 1915-16-17 | 41, 34 | Bosch | 1874 | 536 | 335 | 732 | 912 | 1963 | 1014 | 1408 | 1655 | 1237 | 399 | 105 | 1601 | *DC | 141 | | 89 | 89 | 9½ | 10¼ | ⅞ | 1½ | 5/16 | 47⅝ | 2 | 5/16 | 53¼ | 2½ | 4½ | 5/16 | |
| | 1918 | 34 | Bijur | 1839 | 584 | | 732 | 833 | 1962 | 1088 | 1363 | 1645 | | 487 | | 1510 | SC | 129 / 101 | | 81 | 81 | 8⅞ | 9¼ | ⅞ | 1½ | 5/16 | 47⅛ | 2 | 5/16 | 53¼ | 2½ | 3½ | 5/16 | |
| | 1919 | 34 | Bijur | 1839 | 584 | | | | | | 1363 | | | | | | SC | | | | | 9 | 9¾ | ⅞ | 1½ | 5/16 | 47⅛ | 2 | 5/16 | 53¼ | 2¼ | 3¾ | 5/16 | |
| | 1914 | | Norrh-E. | | 526 | | | 932 | | 1003 | | | | | | | | | | | | | | | | | | | | | | 4 | ¼ | |
| | 1914-15 | B | North-E. | | 560 | | | 953 | | 1023 | | | | | | | | | | | | | | | | | | | | | | 5⅛ | 5/16 | |
| | 1913-14 | | Jesco | | 526 | 322 | | | | 1004 | | | 1151 | 381 | | | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | | West | | 526 | 323 | | 896 | 1974 | 1003 | | | 1152 | 382 | 1 | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | | | | | | | 841 | | | | | | | 82 | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1917 | 4-36, 8-48 | | | | 319 | | 831 | 1961 | | | | | | | | | | | | | | | | | | | | | | 1⅝ | | | |
| | 1913-14 | 35 | Deaco | 1801 | 572 | 320 | 701 | 979 | 1961 | 999 | 1357 | 1629 | 1148 | 376 | 126 | 1512 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | 4 | ¼ | |
| | 1913-14 | 50-6 | G & D. | 1803 | 516 | 305 | 713 | 900 | 1091 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | Spec | | | ½ | | | | | | | 1⅝ | | | 1 to 14000 |
| | 1913-14 | 25 | G & D. | 1852 | | 317 | 796 | 980 | 1960 | 1107 | 1325 | | 1226 | 413 | 69 | 1524 | DC | 166 | 82 | 64 | Spec | | 8⅝ | ½ | 1¼ | 5/16 | 17⅝ | 1¼ | 5/16 | 34¾ | 1⅝ | 3⅝ | ¼ | |
| | 1915-16 | 25 | G & D. | 1872 | 535 | 351 | 796 | 980 | 1958 | 991 | 1391 | 1653 | 1136 | 394 | 127 | 1506 | SC | 125 | | 63 | | 7¼ | 8⅝ | ⅞ | 1¼ | 5/16 | 15 | 1¼ | 5/16 | 34¾ | 1⅝ | 3⅝ | ¼ | 14000 to 52000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | Em | er | gene | y S | er | ice | | | | 52001 to 110000 |
| | 1915-16-17 | 25 | S. Huff | 1872 | 535 | 351 | 797 | 980 | 1958 | 1011 | 1391 | 1653 | 1236 | 394 | 128 | 1527 | SC | 165 | | 63 | 63 | 7½ | 8¾ | ⅞ | 1¼ | 5/16 | 15 | 1¼ | 5/16 | 34¾ | 1⅝ | 3⅝ | 5/16 | 110001 to 23980 |
| | 1918 | 25 | | 1868 | 565 | | | | 1956 | | | 1653 | | | | 1594 | | | | | | | | | 1¼ | 5/16 | 15 | 1½ | 5/16 | 34⅞ | | | | |
| | 1919 | 25 | Auto-K | | 565 | | | | | | | | | | | | SC | | | | | 7⅝ | 8⅞ | ⅞ | 1¼ | 5/16 | 30 | 1¼ | 5/16 | 34⅞ | 1⅝ | 3⅝ | 5/16 | 239800 to 266800 |
| Truck | 1919 | | Auto-K | | | | | | | | | | | | | | | | | | | 7⅝ | 8⅞ | ⅞ | 1¾ | 5/16 | 32 | 1¾ | 5/16 | 32 | 1⅝ | 3⅝ | 5/16 | 15001 up |
| | 1918 | 5-Pass. | S. Huff | | | | 797 | 980 | 1974 | | 1392 | | | | | | | | | | | | 8⅝ | ⅞ | 1¾ | 5/16 | 35⅛ | 1¾ | 5/16 | 37⅝ | | | | |
| | 1915-16 | WH, L-6 | | 1863 | | | | | 1974 | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | WH, L-6, CF4, 6-T-5, L-6 | | 1863 | | | | | 1974 | | | | | | | 1518 | | | | | | | | | | | | | | | | | | |
| | 1917-18 | CF-4-2 Ton | | 1896 | | | | | 1985 | | | | | | | 1520 | | | | | | | | | | | | | | | | | | |
| e. | 1916 | W-6 | West | | 526 | | | | | 1003 | | | 1152 | | 98 | | | | | | | | | | | | | | | | | | | |
| | 1917-18 | EW, FW, D | West | 1891 | | 290 | | 894 | 1984 | 1033 | | | 1209 | | 98 | 1514 | | | | | | | | ⅞ | | | | | | | | 3½ | 5/16 | |
| | 1913-14 | 35G, H, M | Rush | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | rea | r | whe | el t | ra | ns. | | 4½ | ¼ | 991 to 1590 |
| | 1913-14 | 35K, 35O | Rush | 1897 | 529 | 291 | 707 | 898 | 1985 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | SC | 171 | 81 | 61 | 61 | | 9 | ⅞ | 2⅛ | 5/16 | 18¾ | 3¾ | 5/16 | 9 | | 4¾ | ¼ | 1591 to 2098 |
| | 1915 | 22-70 | U.S.L. | 1907 | 567 | 298 | 800 | 984 | 1989 | 1050 | 1415 | 1664 | 1275 | 503 | 129 | 1547 | SC | 175 | 89 | 89 | 89 | | 9¾ | ⅞ | | | | | | | 3 | 3¼ | 5/16 | 2099 to 2549 |
| | 1916 | 22-72 | U.S.L. | 1815 | 593 | 342 | 753 | 984 | 1968 | 1103 | 1413 | 1664 | 1264 | 503 | 130 | 1544 | SC | 177 | 89 | 89 | 89 | | 9¾ | ⅞ | | | | | | | 3 | | | 2550 to 3299 |
| | | | | | | | | | | | | | | | | | | 141 | | 89 | 89 | | | | re | ar | whe | el t | ra | ns.t | | | | |
| | 1917 | 22-73 | U.S.L. | 1848 | 592 | 340 | 752 | 984 | 1965 | 1100 | 1412 | 1663 | 1262 | 506 | 31 | 1543 | SC | 89 | | | | 9 | 9⅛ | ⅞ | 2¼ | 5/16 | 47 | 2½ | 5/16 | 12 | 3 | 3¼ | 5/16 | 3300 to 4099 |
| | 1918 | 22-73 | U.S.L. | 1838 | 584 | | | 835 | 1974 | | | 1678 | | | 31 | 1516 | SC | 141 | 89 | 89 | 89 | 9⅛ | 9⅛ | ⅞ | 2½ | 5/16 | 12 | 2½ | 5/16 | 17⅝ | | 3¼ | ¼ | |
| | 1918 | 19 50 | | 1839 | | | | | | | | | | | | | DC | | | | | | 8½ | ⅞L | 2 | 3/32 | 24½ | | | | | 4¼ | ¼ | |
| | 1913-14 | 36, 40, 45 | Jones | 8853 | 570 | 319 | | 886 | 1961 | 987 | | | 1145 | 374 | 64 | 1512 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| | 1914 | 40, 45 | Apelco | 1868 | 573 | 330 | | 908 | 1956 | 1009 | | | 1232 | 471 | 36 | 1594 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| | 1914 | 40, 45 | G & D. | 1876 | 536 | 333 | | 890 | | 1014 | | | 1132 | 395 | 108 | 1510 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| | 1915 | 50 | Delco | 1851 | 577 | 338 | | 890 | 1963 | 1017 | | | 1293 | 362 | 58 | 1510 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| | 1916-17 | 75, 80 | Delco | 1818 | 579 | 317 | | 967 | 1960 | 1061 | | 1679 | 1163 | 458 | 25 | 1504 | | | | | | | | | | | | | | | | 3½ | 5/16 | |
| | 1913-14 | 22 Series 1913 | North-E. | 1883 | 552 | 282 | 781 | 949 | | 1024 | | | 1232 | 409 | 131 | | DC | 170 | 82 | 82 | 64 | | | ⅞EL | 1⅛ | 3/32 | 18 | 1⅛ | 3/32 | 23 | 1½ | 3¼ | ¼ | 1830 to 22949 |
| | 1914 | 22 Series 1914 | North-E. | 1868 | | 333 | 781 | 908 | 1956 | 1014 | 1300 | 1633 | 1232 | | 36 | 1594 | DC | 170 | 82 | 82 | 64 | | 8 | ⅞EL | 1⅛ | 3/32 | 18 | 1⅛ | 3/32 | 23 | 1½ | 3¼ | ¼ | 2295 to 29000 |
| | 1915-16-17 | 22, 25 | G & D. | 1886 | 510 | 285 | 725 | 978 | 1982 | 1028 | 1300 | | 1204 | 418 | 83 | 1599 | SC | 165 | 81 | 81 | 53 | 7½ | 8¾ | ⅞EL | 1¾ | 5/16 | 13⅛ | 1¾ | 5/16 | 31¼ | 1½ | 3⅞ | 5/16 | 29101 to 40249 |
| | 1918 | k | | 1880 | 510 | 316 | 725 | | 1960 | | | | | | 55 | | | 166 | 82 | 64 | 64 | | 8⅝ | ⅞EL | 1¾ | 5/16 | 13 | 1¾ | 5/16 | 30 | 1½ | | | |
| Michi- | 1913-14 | 40 | North-E. | 1803 | 547 | 305 | | 924 | 1969 | 1020 | 1418 | | 1280 | 411 | 81 | 1557 | | | | | | | | | | | | 2 | 5/16 | 44 | | | | |
| | 1913-14 | | G & D. | 1802 | 516 | 344 | | 900 | | 1105 | 1316 | | 1222 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 1915 | | | | 509 | 285 | | | 1982 | 1026 | | | 1201 | | | | | | | | | | | | | | | | | | | 3¼ | ¼ | |
| | 1916-17-18 | A, B | | | | 317 | | | 1960 | 1063 | | | 1160 | 462 | 55 | 1504 | SC | 169 | 81 | | 63 | | | ⅞L | | | | | | | | 3⅛ | ¼ | |
| | 1913-14 | T-4, T-6 | G & D. | 1821 | 516 | | | | | 1105 | | | 1222 | | | | DC | | | | | | | ⅞ | | | | | | | | 4⅝ | ¼ | |
| arse. | 1918 | | | | | | | | 1961 | | | | | | | 1510 | | | | | | | | | | | | | | | | | | |
| | 1913 | 2-4, 5-4, 7-4, 2-6, 5-6, 7-6 | Esterl. | 1826 | 529 | 291 | 705 | 835 | 1985 | 1004 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | ½ | | | | | | | 2¾ | 4¼ | 5/16 | 30001-40500 |
| | 1914 | A5-40, A5-50, Sp. 6 Deluxe | Remy | 1897 | 526 | 322 | 707 | 835 | 1974 | 1003 | | 1661 | 1151 | 381 | 1 | 1518 | DC | 166 | 82 | 64 | 64 | | 9¼ | ½ | 2 | 5/16 | 47⅝ | 2¼ | 5/16 | 51½ | 2¾ | 4¼ / 4¼ | ¼ / 5/16 | 40501-50000 |
| | 1915 | Lt. 4 | Apelco | 1864 | 590 | 357 | 750 | 841 | 1964 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ½ | 1½ | 5/16 | 40 | 2 | 5/16 | 44 | 2½ | 4 | ¼ | 50001-60000 |
| | 1915 | Lt. 6 | Apelco | 1810 | 590 | 357 | 750 | 841 | 1964 | 1111 | 1379 | 1680 | 1278 | 417 | 132 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ½ | | | | | | | 2½ | 4 | ¼ | 50001-60000 |
| | 1916 | 6 of 16 | Apelco | 1810 | 590 | 357 | 750 | 841 | 1964 | 1097 | 1407 | 1661 | 1258 | 500 | 82 | 1533 | DC | 124 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2¼ | | | 60001-70000 |
| | 1916 | Eight | West | 1810 | 526 | 323 | 705 | 835 | 1974 | 1003 | | 1631 | 1152 | 382 | 21 | 1518 | DC | 166 | | 64 | 64 | 8¼ | 9¼ | ⅞ | | | | | | | 2¼ | | | 60001-70000 |
| | 1917 | C-42 | West | 1863 | 579 | 317 | | 831 | 1961 | 1078 | 1332 | 1643 | 1184 | 484 | 133 | 1510 | DC | 166 | | 64 | 64 | | 9⅝ | ⅞ | 1½ | 5/16 | 40 | 2 | 5/16 | 39½ | 2¼ | 3½ | ¼ | 70001-95000 |
| | 1917 | D-40 Sp. | lit'f. | 1831 | 579 | 317 | | 829 | 1960 | 1067 | 1305 | 1641 | 1167 | 460 | 134 | 1504 | DC | 124 | | 64 | 64 | 7¼ | 7⅞ | ⅞ | 2 | 3/32 | 35¼ | 2 | 5/16 | 38¼ | ¼ | 3¼ | 5/16 | 70001-95000 |
| | 1918 | C-42 | | 1821 | 579 | | 822 | 831 | 1961 | | 1305 | 1643 | | 484 | | 1510 | DC | 166 | | 64 | 64 | | 10 | ⅞L | 1½ | 5/16 | 40 | 2 | 5/16 | 39½ | 2¼ | 3½ | 5/16 | 95000 up |
| | 1918 | D-40 | | 1830 | 579 | | | 829 | 1960 | | | 1641 | | 460 | 134 | 1504 | DC | 166 | | 64 | 64 | | 9 | | 2 | 3/32 | 35¼ | 2 | 5/16 | 38½ | 2¼ | 3¼ | 5/16 | |
| | 1913-14 | M-40 | Ward-L. | 1818 | 572 | 319 | 705 | 892 | 1961 | 991 | 1358 | 1657 | 1147 | 378 | 96 | 1512 | DC | | | | | | 9⅝ | ⅞ | | | | | | | 2⅝ | 4⅛ | ¼ | 2786 to 3999 |
| | 1913-14-15 | MK-50 | Warner | 1860 | 577 | 338 | 740 | 916 | 1963 | 1017 | 1411 | | 1243 | 401 | 97 | 1602 | DC | 126 | 82 | 64 | 82 | | 9¼ | ⅞ | 1¾ | 3/32 | 47½ | 2½ | 3/32 | 47½ | | 4 | ¼ | 4000 to 4999 (14 Model) |
| | 1915-16 | MK-40 | A-L | 1812 | 572 | 320 | 701 | 892 | 1961 | 1017 | 1355 | 1629 | 1146 | 373 | 22 | 1512 | DC | 126 | | 63 | 82 | 8½ | 9⅝ | ⅞ | 1¾ | 3/32 | 43 | 2 | 3/32 | 43 | 2⅝ | 3¼ | 5/16 | 6000 to 6499 & |
| | 1917 | MK-50 | A-L | 1859 | 572 | 319 | | 831 | 1961 | 996 | | 1643 | 1188 | 479 | 135 | 1512 | DC | | | | | | | ⅞ | | | | | | | 2¾ | 4 | ¼ | 6500 to 7000 |
| | 1917 | 6 | A-L | 1826 | 572 | 319 | | | | 996 | 1339 | | 1188 | 479 | 135 | | SC | 165-81 | | 63 | 82 | 8½ | 9⅝ | ⅞ | | | | | | | 2½ | | | |
| | 1918 | 40c | | 1826 | 582 | | 701 | 831 | 1961 | | 1339 | | | | 135 | 1510 | | 165 | 83 | 63 | 81 | | | | | | | | | | 2½ | | | |
| | 1918 | 50 | | 1826 | 582 | | 822 | 831 | 1961 | | 1339 | | | 479 | 135 | 1510 | | 165 | 83 | 63 | 81 | | 9¼ | | | | | | | | 2 | | | |
| | 1919 | MK | Wagner | 1826 | 582 | | | | | | 1339 | | | | | | DC | | | | | 8½ | 11 | ⅞ | 2 | 5/16 | 40 | 2 | 5/16 | 42½ | 2½ | 3¾ | 5/16 | |
| | 1914 | 4 | Deaco | 1826 | 582 | | | | | 987 | | | 1293 | | | | DC | 166 | 82 | 64 | 64 | | | ⅞ | 2 | 3/32 | 34¼ | | | | | 4 | ¼ | |
| | 1917 | 4-30 | | | 570 | | | | 1960 | | | | | | | 1504 | | 165 | | 65 | 64 | | | | | | | | | | | | | |
| | 1919 | R Roadster | Dyneto | | | | | | | | | | | | | | SC | | | | | | | ½ | 2 | 5/16 | 38 | 2 | 5/16 | 38 | | 3¼ | | 1900 to |
| | 1914 | M-2, M-2½ | A-L | 1897 | 572 | 291 | | 898 | 1985 | 1038 | 1370 | 1639 | 1146 | 429 | 2 | 1520 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | M-2, M-2½ | A-I | 1859 | 572 | 320 | 697 | 892 | 1961 | 996 | 1355 | 1629 | 1293 | 373 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 1½ | 3 | 5/16 | 501 up |
| | 1915 | M | A-L | 1851 | 529 | 317 | 693 | 886 | 1960 | 987 | 1323 | 1627 | | 362 | 7 | 1506 | | | | | | | 8 | ⅞ | 1¼ | 3/32 | 28 11/32 | 1¼ | 3/32 | 27⅝ | | | | |
| | 1916-17 | M-2, M-3 M-4, M-5 | A-L. | 1821 | 569 | 317 | 693 | 882 | 1960 | 1066 | 1302 | 1625 | 1297 | 361 | 136 | 1500 | DC | 166 | | Spec | | 7¼ | 8½ | ⅞ | | | | | | | | 3¼ | 5/16 | Mod. 4 (8000 up) Mod. 3 (4001 up) |
| | 1918 | 6 | | 1819 | 579 | | 693 | 829 | | | 1302 | | | | | | | 125 | | 63 | 63 | | 8½ | ⅞ | 1¾ | 5/16 | 31¼ | 2 | 5/16 | 34⅞ | 1¾ | 3¼ | 5/16 | 9151 up |
| | 1919 | S-7T-8R | Auto-L | | | | | | | | | | | | | | DC | | | | | | | ⅞ | 1¾ | 5/16 | 33 | 2 | 5/16 | 34 | 1¾ | 3¼ | 5/16 | |
| | 1914 | 4-42, 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1994 | 1042 | 1349 | 1640 | 1218 | 433 | 45 | 1521 | SC | 165 | 83 | 61 | 61 | | | h ½ & ⅞ | 2 | 5/16 | 40 | 4-4 | 2r | earw | | 4½ / 3¾ | ¼ / 5/16 | |
| | 1915 | 4-38, 6-40 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1367 | 1627 | 1138 | 473 | 107 | 1506 | SC | 165 | | 63 | 63 | | | el ½ & ⅞ | 2 | 5/16 | 40 | Re | ar | whe | 2¼ | 3½ | 5/16 | |
| | 1915 | 6-50 | Delco | 1801 | 532 | 301 | 793 | 969 | 1994 | 1042 | 1349 | | 1218 | 434 | 45 | 1521 | | | | | | | | el ⅞ | 2¼ | 5/16 | 46 | Re | ar | whe | 2¼ | 3¾ | 5/16 | |
| | 1916 | 6-30, 6-40 | Delco | 1829 | 570 | 320 | 717 | 965 | 1961 | 1075 | 1310 | 1641 | 1179 | 507 | 137 | 1504 | SC | 165 | | 81 | 65 | | 8⅝ | el ⅞ | 2 | 5/16 | 40 | Re | ar | whe | 2 | 3¼ | ¼ | |
| | 1917 | 6-66, 6-43 | Delco | 1830 | 582 | 320 | 719 | 965 | 1961 | 1073 | 1333 | 1643 | 1176 | 479 | 138 | 1510 | SC | 125-81 | | 63 | 64 | | 10¼ | ⅞ | 2 | 5/16 | 40 | Re | ar | whe | 2¼ | 3¾ | 5/16 | |
| | 1918 | 6-36 | Wagner | 1816 | 582 | | 822 | 967 | 1960 | | | | | | | 1504 | | 129 | | 63 | 64 | | 8½ | | | | | | | | 1¾ | 2¾ | 5/16 | |
| | 1918 | 6-66 | Delco | 1825 | 582 | | 822 | 965 | 1961 | | 1333 | | | | | 1510 | | 129 | | 63 | 64 | | 9¼ | | | | | | | | 2¼ | 3½ | 5/16 | |
| d. | 1914 | | West | 1892 | 523 | 289 | | 894 | 1984 | 1034 | | | 1210 | | 71 | 1514 | | | | | | | | | | | | | | | | | | |
| | 1915-16 | | Split f. | 1888 | | 286 | | 884 | 1983 | | | | 1203 | | 139 | 1502 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916-17 | 30 | | 1817 | | | 728 | 829 | | | | | 1296 | | | | SC | | | | | 8½ | 9 | ⅞ | 1¾ | 5/16 | 37½ | 1¾ | 5/16 | 38⅝ | 1¾ | 3¼ | 5/16 | |
| | 1919 | 30C | Com. | | | | | | | | | | | | | | SC | | | | | 7¼ | 8 | ⅞ | 1¾ | 5/16 | 35 | 1¾ | 5/16 | 37 | 1¾ | 3¾ | 5/16 | |
| | 1914 | All | | | | | | | | | | | | | | | | 170 | 82 | 64 | | | | | | | | | | | | | | |

…andelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying

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# Announcing the First Complete Catalog o Rims & Rim Par

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A careful reading of this will enable anyone to order parts with quickness, convenience and certainty

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In this section are listed the make, year and model of the various cars. The rim size, the symbol for the complete set and the reference page in the Technical Section are given

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We shall be glad mail you a copy requested on yo letter head. Write t Branch nearest yo

***Branches in the Following Cities***

**ATLANTA**
12-14 W. Harris St.
**BOSTON**
19-23 Jersey St.
**BUFFALO**
1127-33 Main St.
**CHICAGO**
2715-17 Michigan Ave.
**CLEVELAND**
1973 East 61st St.
**DENVER**
1332-38 Acoma St.
**DETROIT**
78-83 W. Willis Ave.
**INDIANAPOLIS**
1133 N. Meridian St.
**KANSAS CITY**
1416 McGee St.
**LOS ANGELES**
1152 S. Grand Ave.
**MINNEAPOLIS**
10-12-14 S. 10th St.
**NEW YORK**
239-241 W. 56th St.
**OMAHA**
1806 Harney St.
**PHILADELPHIA**
242-248 N. Broad St.
**SAN FRANCISCO**
Van Ness at Clay
**SEATTLE**
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**TORONTO**
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INCORPORATED
MOTORS SERVICE
GENERAL OFFICES: DETROIT, MICH.
SERVICE DEPARTMENT OF Delco-KLAXON-REMY

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| Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | Brake Lining External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Trucks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | | U. S.L. | 1864 | 526 | 322 | | 896 | 1974 | 1004 | | | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| 14-15 | | U. S.L. | | 526 | | | | 1974 | 1115 | | | 1290 | | 22 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | | | 1859 | 572 | 320 | | 892 | 1974 | 996 | | | 1146 | 373 | 22 | 1518 | DC | 170 | 82 | 64 | 64 | 8½ | 9½ | ⅞ | | | | | | | | | | |
| | | | 1863 | 526 | 323 | | 896 | 1974 | 1003 | | | 1152 | 382 | 21 | 1512 | DC | 170 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 20 | | | | | | | | | | | | | | | | | | | | | | ⅞ | 2¼ | 5/16 | 54 | 2¼ | 5/16 | 56 | | | | |
| 17 | Murray 8 | West | 1891 | | 290 | | 894 | 1984 | 1033 | 1351 | | 1209 | 424 | 98 | 1514 | SC | 167 | 81 | 63 | 63 | | 9¼ | ⅞ | | | | | | | | 3¼ | 5/16 | |
| | 1918 | | 1839 | 572 | | | | 1974 | | | | | | 99 | 1603 | | 167 | 81 | 63 | 63 | | 9⅝ | ⅞ | | | | | | | | 3¼ | 5/16 | |
| 14-15 | | West | | | | | | | | | | 1151 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| 14 | | G & D | 1803 | 516 | | | 900 | | 1104 | | | 1223 | 410 | 17 | 1522 | | | | | | | | | | | | | | | | | | |
| | 17-27 | | 1834 | | | | | 1961 | | | | | | 55 | 1510 | | | | | | | | | | | | | | | | | | |
| | 17-34 | | 1817 | | | | | 1960 | | | | | | 55 | 1504 | | 165 | | 63 | 63 | | | | | | | | | | | 3¼ | 5/16 | |
| | 18, 35, 36, 38, 39 | | 1817 | | | | | 1960 | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | 3½; 3¼ | 5/16; ¼ | |
| | 681 | | 1817 | 579 | | | | 1960 | | 1309 | 1641 | | | 55 | 1504 | SC | 165 | | 63 | 64 | | 8½ | ¼ | 2½ | 5/16 | 40 11/32 | 2½ | 5/16 | 18⅝ | 2¼ | 3¼ | 5/16 | 100000-111600 |
| | 671 | | 1818 | 579 | | | | 1961 | | | 1641 | | | | 1510 | | | | | | | | | | | | | | | | | | |
| 14 | V-1, V-3 | G & D | 1803 | 516 | 305 | 713 | 900 | 1991 | 1114 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 170 | 82 | 64 | 64 | | | ⅞M | 2 | 5/16 | 20⅝ | 2½ | 5/16 | 43⅝ | | 4½ | ¼ | 8001-9000 |
| | 6-W | Deaco | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 | | 1134 | 367 | 140 | 1506 | DC | 170 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼ | 5/16 | 9001-10000 |
| | AA | Remy | 1842 | 578 | 327 | 702 | 893 | 1977 | 997 | 1360 | 1630 | 1150 | 377 | 121 | 1513 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | | | 10001-11000 |
| | AB | West | 1842 | 578 | 327 | 705 | 893 | 1977 | 1002 | | 1630 | | 377 | 121 | 1513 | | | | | | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼ | 5/16 | 11001-12000 |
| 17 | Highway 6, AC, AE, AF | West | 1836 | o83 | 325 | 698 | 832 | 1977 | 1082 | 1341 | 1644 | 1191 | 474 | | 1511 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 3/16 | 43¼ | 2 | 3/16 | 45 | 2¼ | 3½; 2¼ | 5/16; 3/16 | 12001-20000 |
| 17 | Highway12AD AH | West | 1842 | 578 | 327 | 702 | 893 | 1977 | 1002 | 1360 | 1630 | 1150 | 377 | 121 | 1512 | DC | 166 | 84 | 66 | 64 | 8 | 9 | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2 | 2¼ | 3/16 | 12001-20000 |
| | Highway12AK | Bijur | 1842 | 578 | 327 | | 893 | 1977 | | 1360 | 1630 | 1150 | 377 | 121 | 1512 | SC | 167 | 81 | 63 | 63 | | 9 | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2 | 2⅞ | 5/16 | |
| | AB | West | 1842 | 578 | 327 | 702 | 893 | 1977 | 1002 | | | 1150 | 377 | 141 | 1513 | | | | | | | | ⅞ | 1⅝ | 5/16 | 48¼ | 2⅝ | 5/16 | 50¼ | | 3¼ | 5/16 | |
| | 6 | | | 583 | | 720 | | 1977 | | | | | 377 | | 1511 | | 167 | 81 | 63 | 64 | | | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2¼ | | | 20001-25001 & up |
| | 12 | | 1842 | 578 | | 702 | | 1977 | | | | | 377 | 121 | 1512 | | 167 | 81 | 63 | 64 | | 9¾ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2 | 2⅞ | 5/16 | 20001-25001 & up |
| | {Ser. AK 12 | Bijur | 1842 | | | | | | | | | | | | | | | | | | 8½ | 9⅝ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 45 | 2¼ & 2 | 3½; 2⅞ | 5/16; 5/16 | 25836 to 34990 |
| | {Ser. AF3 | West | 1842 | 585 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | All | U. S.L. | | | | | | | | | | 1256 | | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | 5/16 | |
| | D Touring | | | | | | 840 | | | | | | | | | DC | 166 | 82 | 64 | 64 | | 9 | ⅞ | 1¼ | ⅛ | 32½ | 1¼ | ⅛ | 37½ | | 3⅛ | 5/16 | |
| | Simplicity | Al-Ch | | | | 698 | | | 992 | | | 1142 | | | | SC | 165-81 | | 63 | 63 | | | ½ | | | | | | | 1⅝ | 3¼ | 3/16 | |
| | NW-2 | | | 570 | | | | | | | | | | | 1524 | | | | | | | | | 2¼ | ¼ | 48⅞ | | | | | | | |
| 14 | A, B, | G & D | | | | | 900 | | 1104 | | | 1223 | | | | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | | | |
| | C, D | West | 1861 | 570 | | 697 | 886 | 1961 | 997 | | | 1145 | 374 | 64 | 1506 | DC | 172 | 82 | 64 | 64 | | | ⅞ | | | | | | | 2⅛ | 4 | ¼ | |
| 16-17 | C, D, F | West | 1853 | 572 | | 819 | 886 | 1961 | 989 | | | 1132 | 482 | 64 | 1506 | DC | 172 | | 64 | | | | ⅞ | | | | | | | 2⅝ | 3⅛ | ¼ | 1917-10000.11125 |
| | 18 | | | | | 697 | | 1976 | | | | | 463 | 28 | 1510 | | 125 | | 63 | 63 | | | | | | | | | | 2⅝ | 3 | 5/16 | 11125 up |
| | Speedster | Bosch | 1844 | | | | 839 | | | | | 1248 | 390 | 8 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 989 | | | | 363 | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | 520 | | | | | 1003 | | | | | | | DC | | | | | | | ½ | | | | | | | | | | |
| | 42, 6-60 | Delco | | 554 | 350 | 805 | 972 | | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | el ⅞ | 1¾ | 3/16 | 20¼ | Re | ar | whe | 2⅝ | 4⅛ | 5/16 | 4260-40001-42601-60001-61095 |
| | 36 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 123 | 81 | 81 | | | 9½ | ⅞ | 1¾ | 3/16 | 36 | 2 | 3/16 | 36 | 2 | 3½ | ¼ | 360000-364000 |
| | 43 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | | | 1138 | 473 | 107 | 1506 | SC | 123 | 81 | 81 | | | | ⅞ | 2½ | 5/16 | 50 | 2½ | 5/16 | 50 | | 4¼ | 5/16 | 430000-430500 |
| | 48, 62 | Delco | 1807 | 528 | 354 | 795 | 970 | 1995 | 1109 | 1347 | | 1227 | 415 | 143 | 1526 | SC | 165 | 81 | 61 | 61 | | | ⅞ | 2½ | 5/16 | 50 | 2½ | 5/16 | 50 | 2⅝ | 3½ | ¼ | {(48) 480000-481150: |
| 14 | 35 | DeacoAL | 1897 | 529 | 321 | | 898 | 1961 | 1038 | | 1627 | 1215 | 473 | 142 | 1506 | DC | | | | | | | el ⅞ | 2 | 3/16 | 36 | Re | ar | whe | 2 | 3½ | ¼ | {(62) 620000-620100 |
| | 37, 49 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1367 | 1627 | 1138 | 473 | 142 | 1506 | SC | 165 | | 63 | 63 | | 9½ | ⅞ | | | | | | | 2 | 3½ | 5/16 | (37 & 49) 370000-373599 |
| | 32 | Remy | 1818 | 579 | 317 | 717 | 831 | 1960 | 1061 | 1345 | | 1167 | 460 | 144 | 1504 | SC | 123 | | 63 | 63 | | 9½ | {⅞ | 1⅛ | 3/16 | 34⅝ | 1⅞ | 3/16 | 42⅝ | 1¾ | 2⅝ | 5/16 | 320000-328000 |
| | 38 | Delco | 1820 | 579 | 317 | 821 | 965 | 1960 | 1064 | 1345 | 1641 | 1169 | 455 | 40 | 1504 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 3/16 | 34¾ | 1⅞ | 3/16 | 35¼ | 2 | | | 380000-384001 |
| 17 | 50 | Delco | 1830 | 582 | 320 | 821 | 965 | 1961 | 1075 | 1367 | 1643 | 1179 | 507 | 41 | 1510 | SC | 123 | | 63 | 63 | | 9½ | ⅞ | 1⅝ | 3/16 | 40⅝ | 1⅞ | 3/16 | 43⅛ | 2¼ | 3½ | 5/16 | 500000-502000 |
| | 32B, 34 | Delco | 1816 | 579 | 315 | | 967 | 1960 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 123 | | 63 | 63 | | 8½ | ⅞ | 1⅝ | 3/16 | 35 R | ear | W | heel. | 2¼ | 2⅝ | 5/16 | (32B) 330000-347100 |
| | 34B | Remy | 1819 | 579 | | 821 | 829 | 1959 | 1069 | 1345 | 1641 | | | | 1504 | SC | *25 | | 63 | 63 | | 8¼ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 34⅝ | 2¼ | 2 11/16 | 5/16 | 30001 (34) up |
| | 34B | Remy | 1819 | 579 | | | | | | | | | | | | SC | | | | | 7⅜ | 8⅛ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 34¾ | 2⅛ | 2⅝ | 5/16 | |
| | 6-50 | West | 1863 | 570 | 320 | | 896 | 1974 | 987 | 1380 | | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| 17 | 6-50 | West | 1851 | 526 | 323 | | 886 | 1961 | 1003 | 1323 | | 1293 | 362 | 7 | 1506 | DC | 124 | 86 | 84 | 82 | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| | 6-50 | | | | | 697 | | | | | | | | | | | | | | | | | | | | | | | | | 3¼ | 5/16 | |
| | L | Dyneto | | | 317 | | 829 | 1960 | 1073 | | | | 454 | | | | | | | | | | ⅞ | | | | | | | | | | |
| | M | Dyneto | 1844 | 564 | 331 | | 839 | 1957 | 1094 | | | 1249 | 496 | 99 | 1531 | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| 18 | M | | | | 334 | | 839 | 1957 | | | | | | 99 | 1531 | DC | | | | | | | | 2 | 5/16 | 41 | 2 | 5/16 | 43 | 2⅝ | 3¼ | 5/16 | |
| | | | | | 282 | | | | | | | | | | | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 53 | Delco | 1919 | 554 | 350 | 805 | 972 | | 1113 | 1425 | | 1291 | 452 | 43 | | DC | | | | | | | ⅞L | | | | | | | | 4⅛ | 5/16 | 81000-81500 |
| 15 | 54, 55 | Delco | 1807 | 528 | 354 | 795 | 970 | 1995 | 1109 | 1347 | | 122 | 741 | 514 | 1526 | SC | 169 | 63 | 63 | 81 | 7½ | 8½ | ⅞L | 1⅝ | 5/16 | 46¼ | 2⅝ | 5/16 | 49 | | 4¼ | 5/16 | {(54) 83000-83999: (55) 92500-92999 |
| | 42 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1367 | | 1138 | 473 | 142 | 1506 | SC | 167 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 35⅝ | 1⅞ | 3/16 | 37¼ | 1⅞ | 3½ | ¼ | 91500-92499 |
| | 43, 44 | Delco | 1821 | 579 | 317 | 821 | 967 | 1960 | 1064 | 1345 | 1641 | 1169 | 459 | 145 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 35 | 1¾ | 3/16 | 38⅛ | 1⅞ | 3½; 2⅞ | 5/16; 5/16 | {(43) 94000-99999: (44) 109500-109899 |
| | 45 | Delco | 1816 | 579 | 315 | 321 | 967 | 1960 | 1128 | 1345 | | 1162 | 467 | 42 | 1504 | SC | 165 | | 63 | 63 | 7½ | 8½ | ⅞L | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38⅛ | 1¾ | 2⅞ | 5/16 | 119300-122499 |
| | 45-37 | Del&Rm | 1819 | 579 | | | 967 | 1960 | | | | | | 145 | 1504 | SC | 125 | 81 | 63 | 63 | | 8½ | ⅞ | 1⅝ | 3/16 | 35 | 1⅞ | 3/16 | 38⅛ | 1¾ | 2⅝ | 5/16 | |
| | 45A | | 1816 | 579 | | | | 1960 | | | | | | | | SC | | | | | | 8½ | ⅞ | 1⅝ | 3/16 | 40⅝ | 1⅞ | 3/16 | 43⅛ | | | | |
| | | | 1821 | | 317 | | 829 | 1960 | | 1306 | | | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 5/16 | |
| | 45 | A-L | 1819 | 579 | | | 829 | | | 1306 | | | | | | | | | | | | 8 | ⅞ | 1¾ | 5/16 | 34⅝ | 1¾ | 37 | ⅞⅝ | | 3¼ | 5/16 | 5000-52000 |
| | 45 | Auto-L | | | | | | | | | | | | | | SC | | | | | 7⅜ | 8 | ⅞ | 1¾ | 3/16 | 35¼ | 1¾ | 3/16 | 37⅝ | 1¾ | 3¼ | 5/16 | 5201 up |
| | 65, 79 | G & D | 1851 | 570 | 317 | 711 | 831 | 1960 | 987 | 1306 | | 1295 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 61 | | | ½L | ¼ | 5/16 | 10⅝ | 2¼ | 5/16 | 41 | | 4⅛ | ⅜ | |
| | 80, 81, 82 | A-L | 1855 | 571 | 327 | 698 | 832 | 1977 | 993 | 1329 | 1644 | 1141 | 368 | 146 | 1511 | SC | 165 | 81 | 61 | 61 | | 9⅝ | ½L | 2 | 5/16 | 9⅛ | 2¼ | 5/16 | 30⅝ | 2 | 4⅛ | ⅜ | |
| | 75, 75B | A-L | 1819 | 579 | 317 | 717 | 829 | 1960 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | | | | | | | 7⅞ | ½L | | | | | | | 1¾ | 3⅛ | 5/16 | |
| 17 | 85, 85-6, 86, 83, 83BOE, 83B, 86B | A-L | 1855 | 571 | 327 | 698 | 832 | 1977 | 1085 | 1329 | 1628 | 1141 | 485 | 146 | 1511 | SC | 166 | | 61 | 61 | | 9¾ | ½ | | | | | | | 2 | 3¼; 4⅛ | ¼; ⅜ | |
| | 90 | A-L | 1819 | 579 | 317 | | 829 | 1960 | | 1306 | 1641 | 1170 | 464 | | 1504 | | | | | | | 8⅞ | ½ | 1¾ | 5/16 | 12½ | 1¾ | 5/16 | 38 | 1¾ | 3⅝ | 5/16 | |
| | 1200 | A-L | | 579 | | | | | | | | | | | | DC | 166 | | 61 | 61 | | 9⅝ | ½ | 2¼ | 5/16 | 10⅝ | 2¼ | 5/16 | 41 | | | | |
| | 90 P, L, D | A-L | 1819 | 579 | | | 829 | 1960 | 1066 | | | | | | 1504 | DC | 166 | | 61 | 61 | | 8¾ | ½ | 1¾ | 5/16 | 12½ | 1¾ | 5/16 | 38 | | | | |
| | 85-6-B | A-L | 1855 | 571 | | 698 | | | 1085 | | | | 368 | | 1511 | | 166 | | 61 | 61 | | 9¾ | | | | | | | | | | | |
| | 85-4, 88-6, 89-6 | A-L | 1855 | 571 | | | 832 | 1977 | 1091 | | | | 368 | | | | 166 | | 61 | 61 | | | | | | | | | | | 4⅛ | ⅜ | |
| | 90 | | 1819 | 579 | | | | | | | | | | | | DC | | | | | 7¼ | 8¾ | ½ | 1¾ | 5/16 | 50 | 1¾ | 5/16 | 76 | 1¾ | 3⅝ | 5/16 | |
| | 83BOE | | | | | | | | | | | | | | | DC | | | | | 7⅞ | 9⅝ | ½ | 2¼ | 5/16 | 40¾ | 2¼ | 5/16 | 82 | 2 | 4⅛ | ⅜ | |
| 17 | GA | | 1918 | | 347 | 785 | | | | | | | | 148 | | SC | 177-89 | | 67 | | 8½ | 9½ | ⅞ | | | | | | | 2¼ | | | |
| 17 | GB | | 1917 | | 355 | | 956 | 1973 | 1059 | | | 1289 | | 149 | | DC | Spec | | Spec | Spec | 8½ | 9½ | ⅞ | | | | | | | 2⅝ | | | |
| | O-36 | | 1917 | 568 | | | 956 | 1973 | | | 1675 | | | | | | Spec | | Spec | Spec | 10½ | | ⅞ | 2½ | 5/16 | 20⅝ | 2½ | 5/16 | 50¾ | 2⅝ | 3¼ | 5/16 | |
| | M-25 | | 1917 | | | | | 1973 | | | 1681 | | | | | | 177 | 89 | 67 | 67 | | | | | | | | | | | 3½ | 5/16 | |
| | W-42 | Own | 1917 | | | | | 1973 | | | | | | | 1604 | DC | | | | | | 10¼ | ¾ | 2½ | 5/16 | 20¾ | 2½ | 5/16 | 50¾ | 2⅝ | 4 | ¼ | |
| | 3-48-3A, 3-48-2B, 3-48-5A | Delco | | 525 | 278 | 794 | | | 1130 | | | | 416 | 44 | | | | | | | | | M | | | | | | | | | | 3502 to 37999 |
| | 134 8-3A, 134 8-5A | Delco | | | 310 | | | | 1129 | | | | 416 | | | DC | | | | | | | M | | | | | | | | 4½ | ¼ | |
| 14 | 138, 348 | Bijur | 1808 | 528 | 353 | 794 | 974 | 1995 | 1110 | 1348 | | 1228 | 416 | 44 | 1526 | | | | | | | 11¼ | M | 2⅝ | ¼ | 29 3/16 | 2⅝ | ¼ | 14 3/16 | | | | |
| 15-16-17 | 238, 338, 448, 548, 212, 6-36, 6-48 | Bijur | 1865 | 526 | 306 | 705 | 973 | 1952 | 1005 | 1378 | 1631 | 1155 | 384 | 150 | 1605; 1606 | DC | 172-84 | 66 | Spec | Spec | 9½ | 10½ | ⅞M | 2½ | ¼ | 53 3/16 | 2 | 5/16 | 47½ | | 4; 4½ | ¼; ¼ | (1914) 38000 to 66000: (1915) 75026 to 78386: (1917) 125051 to 150000 |
| | 3-25, 3-35 | | 1865 | 526 | | 705 | | 1952 | 1005 | 1378 | 1631 | | 384 | 150 | | SC | 171 | 81 | 63 | 63 | 8 | 8½ | ⅞ | 2 | 5/16 | 37½ | 2½ | ¼ | 53⅝ | 2¼ | 3 | 5/16 | |
| | 3-25, 3-35 | Bijur | 1865 | 526 | | | | | | 1378 | | | | | | SC | | | | | 8 | 8½ | ⅞ | 2 | ¼ | 47½ | 2½ | ¼ | 53 3/16 | 2¼ | 3 | 5/16 | |
| | 25 | Disco | 1901 | 516 | 330 | 730 | 910 | | 1009 | 1386 | | 1267 | 410 | 151 | 1607 | DC | | | | | | | ⅞ | 1¾ | 5/16 | 29¼ | 1⅝ | 5/16 | 28⅝ | | | | {7000 to 14000 |
| | 36 | G & D | 1803 | 516 | 305 | 713 | 900 | 1991 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | | | | | | | ⅞ | 1¾ | ¼ | 40⅝ | 2 | 3/16 | 45⅝ | | | | |
| 14 | 25 | G & D | 1901 | 516 | 295 | 730 | 900 | 1991 | 1105 | | 1647 | 1267 | 438 | 151 | 1522 | DC | | | | | | | ⅞ | 1¾ | 5/16 | 29¼ | 1⅝ | 5/16 | 28⅝ | | | | |
| | 36 | G & D | 1851 | 570 | 317 | 711 | 890 | 1960 | 1104 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 63 | 64 | | 9⅛ | ⅞ | 1¾ | ¼ | 40⅝ | 2 | 3/16 | 45⅝ | | 4 | 5/16 | 14001 to 20000 |
| 15 | 25 | G & D | 1803 | 516 | 305 | 713 | 900 | 1991 | 1104 | | 1647 | 1223 | 410 | 17 | 1522 | | | | | | 8½ | 9 | ⅞ | 1¾ | 5/16 | 42 | 2 | 5/16 | 42 | 2 | | | |
| | 6-38, 6-46 | G & D | 1851 | 570 | 317 | 711 | 886 | 1960 | 987 | 1323 | 1627 | 1293 | 362 | 7 | 1506 | SC | 165 | 81 | 63 | | 8¼ | 9 | ⅞ | 2 | 3/16 | 35¼ | 2 | 5/16 | 38¼ | 2 | 3¼ | 3/16 | (6-38) 5000 up: (6-46) 65600 up |

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ew Base. Miniature Base. *When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next
ld sizes are sometimes made for manufacturers on account of quantity buying.

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Have you ever seen a battery with enough strength and stamina to actually melt two 20-penny spikes in a fraction of a minute?

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# MAC-LAR

## MASTER STORAGE BATTERY

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| | Year | Mode | Electrical System | Storage Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps, Mazda Numbers: Base Contact | Head | Side | Rear | Instrument | Lenses, Head-light: Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining*, Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Outside Diameter | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Truck |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| m'td | 1917 | J & K 6-17 | G & D | 1830 | 582 | 320 | | 831 | 1961 | 1079 | | 1643 | 1183 | 486 | 152 | 1510 | SC | | | | | 8¼ | 9¾ | ⅞ | 2 | 5/16 | 42 | 2 | 5/16 | 44 | 2 | | | 89924 to 101999 |
| | 1917 | 651 and 646 | | 1830 | 582 | | | | 1961 | | | | | | 152 | 1510 | | | | | | 8¼ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | 2¼ | 3½ | ⅝ | |
| | 1918 | | | 1830 | 582 | | | | 1961 | | 1332 | | | | | 1510 | | 165 | 81 | 63 | 64 | | | | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | | 3½ | ⅝ | 102001 |
| | 1919 | 640 | G & D | 1830 | 582 | | | | 1961 | | 1332 | | | | | 1510 | SC | | | | | 8⅝ | 9⅝ | ⅞ | 2 | 3/16 | 35¼ | 2 | 5/16 | 38 | 2 | 3⅛ | 3/32 | |
| | | 655 | Remy | 1830 | | | | | | | 1332 | | | | | 1510 | SC | | | | | 2⅜ | 9⅝ | ⅞ | 9⅝ | 5/16 | 42 | 2 | | 44 | 2¼ | 3½ | ⅝ | |
| ger. | 1913 | | Dyneto. | | | | | 886 | | 987 | 1353 | | 1293 | | | | DC | | | | | | | ⅞L | | | | | | | | | | |
| | 1914 | | West | | | | 701 | 886 | | 996 | 1353 | | 1146 | | | | | | | | | | | ⅞L | | | | | | | | | | |
| ican. | 1917 | C-series I | G & D | 1851 | | | | 886 | | | | 1627 | | 362 | 7 | 1506 | | | | | | | | | | | | | | | 2¼ | | | 500-570 |
| | 1918 | G-5 | | 1851 | | | | | | | | | | 362 | 7 | 1506 | | | | | | | 8⅝ | | 2 | 5/16 | 39 | 2 | 5/16 | 41 | 2¼ | 3⅛ | 3/32 | |
| | 1918 | GV-IV | | | | | | | | | | | | 362 | 135 | | | | | | | | | | | | | | | | | | | |
| | 1919 | All | | | | | | | | | | | | | | | SC | | | | | 4¾ | 5 | ⅞ | | | | | | | | | | |
| mer. | 1915-16 | 32 | | | | | | | | | | | | 439 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1916 | 32 | | | | | | | | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1914-15-16 | 20 | | | | | | 892 | | | | | | 362 | | | | | | | | | | ⅞ | | | | | | | | 3⅛ | ⅝ | |
| | 1917 | | Disco | 1817 | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14 | 43A | A-L | 1861 | 572 | 319 | 701 | 829 | 1961 | 997 | 1356 | | 1145 | 374 | 18 | 1512 | DC | 165 | 81 | 63 | 63 | | | | | | | | | | 2 | | | 7000- |
| | 1913-14 | 43, 47 | A-L | 1897 | 529 | 291 | 707 | 898 | 1985 | 1038 | 1373 | | 1215 | 429 | 2 | 1520 | DC | | | | | | | | | | | | | | 2 | 4⅛ | ⅝ | |
| | 1914 | 32, 33, 33A | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | SC | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 9300-9652 |
| | 1915 | 4-32, 6-48 | Delco | 1828 | 570 | 321 | 788 | 963 | 1961 | 1074 | 1328 | | 1138 | 473 | 142 | 1506 | | | | | | | 8½ | | | | | | | | 2 | 3½ | ¼ | 2300-2589 |
| | 1916 | 6-42 | Delco | 1818 | 579 | 317 | 717 | 829 | 1960 | 1061 | 1303 | | 1163 | 454 | 25 | 1504 | SC | 123 | 63 | 61 | Spec | 7½ | 8½ | | | | | | | | 2 | 3¼ | ¼ | 300-1303 |
| | 1917 | 6-45, 6-45R | Delco | 1821 | 579 | 316 | 717 | 967 | 1960 | 1061 | 1303 | | 1163 | 458 | 55 | 1504 | SC | 123-81 | | 61 | 61 | | 9¼ | | | | | | | | 2 | 3¼ | ¼ | 5000-6000 ] |
| | 1918 | C-45 | | 1817 | | | | | 1960 | | 1309 | | | | | | | | | | | | 8½ | | | | | | | | | | | 6000-6800 |
| | 1919 | 646 | Delco | | | | | | | | | | | | | | DC | | | | | ⅝ | 8¾ | ⅞ | 1¾ | ¼ | 36 | 2 | ¼ | 36 | 2 | 3¼ | ¼ | 8000 up |
| ld | 1916-17 | | Disco | | | | | | | | | | 1296 | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | 4A, C, D, E | G & D | 1803 | 516 | 305 | | 886 | 1991 | 987 | 1315 | 1627 | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 64 | | | | ⅞ | 2 | 5/16 | 34¼ | 2 | 5/16 | 46⅞ | | 4⅛ | ⅝ | |
| | 1914 | 6Cy | Disco | 1851 | 570 | 317 | | 886 | 1960 | 987 | 1322 | 1643 | 1293 | 362 | 7 | 1506 | DC | 166 | 84 | 64 | | | | ⅞ | 2¼ | 5/16 | 34¼ | 2¼ | 5/16 | 46⅞ | | 3¼ | ⅝ | |
| | 1915 | 6Cy | | | | 323 | | | | 1003 | | | | | | | SC | 165 | 81 | 63 | | | | ⅞M | 2¼ | 5/16 | 34¼ | 2¼ | 5/16 | 46⅞ | | | | 2002 to 2566 |
| | 1915 | I-B, I-C | Delco | 1863 | 531 | 329 | | 897 | 1978 | 1007 | 1382 | 1628 | 1158 | 386 | 153 | 1519 | SC | 167 | 81 | 63 | 64 | | | ⅞M | | | | | | | | | | |
| | 1916 | 2-B, 2-C | Delco | 1863 | 531 | 329 | | 897 | 1978 | 1007 | 1382 | | 1158 | 386 | 153 | 1519 | | | | | | | | ⅞M | | | | | | | | | | 2901 to 4175 |
| | 1915 | 7A, 7B, 7C | West | 1863 | 526 | 323 | | 896 | 1974 | 1003 | 1380 | 1631 | 1152 | 382 | 21 | 1518 | | | | | | | | ⅞M | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1916 | 8A, 8B, 8C | West | 1836 | 583 | 325 | | 832 | 1977 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 165 | 81 | 63 | | | 9¾ | ⅞M | | | | | | | 2¼ | 3½ | ⅝ | |
| | 1917 | 2B, 2C, 2D | Delco | 1863 | 531 | 329 | | 897 | 1978 | 1007 | | 1628 | 1158 | 386 | 153 | 1519 | | | | | | | 9¾ | ⅞M | | | | | | | | 2⅞ | ⅝ | |
| | 1917 | 3A, 3B, 3C | Delco | | 526 | 323 | | 896 | 1974 | 1003 | 1382 | | 1152 | | 55 | 1518 | SC | 167 | 81 | 63 | 64 | | 9¼ | ⅞M | | | | | | | 2 | 2⅞ | ⅝ | 8001 to 17525 |
| | 1918 | | | | | | | | | | | | | | | | | 165 | 81 | 63 | 63 | | 9¾ | ⅞ | | | | | | | | 2⅞ | ⅝ | |
| | 1913 | 38-6, 48-6, 60-6 | G & D | 1803 | 516 | 305 | 715 | 900 | 1991 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | | | | | 8½ | 9¼ | M | 3 | 3/32 | 37½ | 2¼ | ¼ | 44 | 3 | 5 | ⅝ | |
| | 1914-15 | 38-6, 48-6, 60-6 | G & D | 1809 | 527 | 322 | 715 | 902 | 1974 | 1107 | 1370 | | 1226 | 413 | 69 | 1524 | DC | 166 | S | 64 | Spec | 8½ | 9½ | M | 3½ | 3/32 | 40½ | 2¼ | ¼ | 44 | 3 | 4 | ⅝ | |
| | 1915 | DD, EE, 54, 55 | G & D | 1851 | 570 | 317 | 697 | 886 | 1960 | 990 | 1326 | 1627 | 1135 | 366 | 95 | 1508 | SC | 165-81 | | 63 | 63 | 8½ | 9½ | ⅞M | 2¼ | ¼ | 43½ | 2¼ | ¼ | 45 | 2¼ | 3¼ | ⅝ | {101 to 2500 / 101 to 5000 |
| | 1916 | FF | A-L | 1830 | 582 | 317 | | 831 | 1961 | 1090 | | | 1176 | 470 | 13 | 1510 | SC | 165 | 81 | 63 | 63 | | | ⅞M | | | | | | | | 3¼ | ⅝ | 160001 to 169000 |
| | 1916-17 | 56, 2nd series 57 | | 1839 | 582 | 320 | | 833 | 1962 | 1090 | 1363 | | 1195 | 488 | 154 | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞M | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | ⅝ | 170001 to 179000 |
| | 1918 | 56 | | 1837 | 584 | | 719 | 833 | 1962 | | | | | | | 1516 | SC | 165 | 81 | 63 | 63 | 8½ | 9¼ | ⅞ | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 1⅞ | 3¼ | ⅝ | |
| | 1915-16-17 | TC348I, TC2, 3, 4, 5, 6 ton | | | | 282 | | 882 | | 1122 | | | | | | | | | | | | | | M | 3¼ | ⅜ | 24 | 4 | ¼ | 37 | | | | |
| | 1916 | Tour., Run. | Dyneto. | 1851 | | 317 | | 886 | 1960 | 987 | 1323 | | 1293 | | 7 | 1516 | SC | 165 | | 61 | 61 | | 9¾ | ⅞ | | | | | | | | | | |
| | 1916-17 | | Bosch | 1874 | | 339 | | 912 | 1963 | 1014 | | | 1237 | 396 | 11 | 1601 | | | | | | | | | | | | | | | | | | |
| | 1917 | M | Ward | 1834 | 583 | 326 | 280 | 832 | 1977 | | 1343 | | 1194 | 480 | 155 | 1511 | | | | | | | | | | | | | | | | 3 11/16 | ⅝ | |
| | 1919 | R | Ward-L | | | | | | | | | | | | | | | | | | | | | ⅞ | 1⅝ | | | 1¼ | | | 1½ | 3 11/16 | ⅝ | |
| | 1917-18 | N | | 1817 | | | | | 1960 | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1918 | S | | 1826 | 563 | | | | 1961 | | | | | | 135 | 1510 | | | | | | | | | | | | | | | | | | |
| | 1918 | O | | 1890 | | | | | 1991 | | | | | | 77 | 1509 | | | | | | | | | | | | | | | | | | |
| | 1918 | N | | 1817 | | | | | 1960 | | | | | | 55 | 1504 | | | | | | | | | | | | | | | | | | |
| | 1913 | 38C, 48B | | | 518 | 28 | | | | 1122 | 1324 | | | | | | SC | | | | | | | M | 2¾ | 5/16 | 13¾ | 3 | 5/16 | 14 11/16 | 2⅝ | 4 | ¼ | |
| | 1913 | 66A | West | | 508 | | | 963 | | 1122 | 1367 | | | | | | SC | | | | | | | M | 3 | 5/16 | 17⅛ | 3¼ | 5/16 | 18⅝ | 3¼ | 5 | 3/32 | |
| | 1914 | 38C-2, 48-B-2 | West | 1888 | 518 | 288 | 699 | 888 | 1983 | 1030 | 1324 | | 1206 | 421 | 52 | 1508 | SC | 169 | 81 | 63 | 81 | | 8¾ | ⅞ | 2¾ | 5/16 | 17½ | 3 | 5/16 | 20¾ | 2⅝ | 4 5 | ¼ 3/32 | |
| | 1914-15 | 66-A-2, 38-C-3 48-B-3, 66-A-3 | West | 1828 | 582 | 321 | 822 | 963 | 1961 | 1074 | 1367 | 1643 | 1186 | 473 | 156 | 1510 | SC | 169 | 81 | 63 | 81 | 8½ | 9⅝ | ⅞ | 3 | 3/16 | 20¾ | 3¼ | 3/16 | 20¾ | 2⅝ 3¼ 2⅞ | 4 5 | ¼ 3/32 | |
| | 1916-17 | 38-C-4, 48B-4, 66A-4 | West | 1915 | 522 | 302 | 822 | 977 | 1951 | 1092 | 1383 | 1643 | 1200 | 491 | 157 | 1603 | SC | 169 | 81 | 81 | 81 | 8½ | 9½ | ⅞ | 3 | 3/16 | 19 | 3¼ | 3/16 | 20⅞ | 2¼ | 4 5 | ¼ 3/32 | [(66 A) 67201-67400 |
| | 1918 | 48B-5 | | | 522 | | | | | | | 1643 | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 3 | 5/16 | 4-19 | 3¼ | 5/16 | 4-20⅞ | | | | |
| | 1913-14 | 40 | G & D | 1803 | 516 | 305 | | 900 | 1991 | 1104 | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | 84 | 82 | 64 | | 9½ | ⅞ | | | | | | | | | | 1400-1550 |
| | 1913-14 | 60 | G & D | 1853 | | 283 | 713 | 890 | 1961 | 989 | 1338 | | 1132 | 363 | 108 | 1510 | DC | 166 | 84 | 82 | 64 | | | ⅞ | | | | | | | | | | 1400-1550 & 1551-1621 |
| | 1914-15 | 75 | G & D | 1851 | 570 | 317 | 701 | 890 | 1961 | 987 | | 1627 | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | |
| | 1915 | 55 | West | 18[illegible]1 | 572 | 319 | 701 | 890 | 1961 | 996 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | | | 1700 to 1755 |
| | 1916-17 | 6-45 | Delco | 1821 | | 317 | | 829 | 1960 | 1066 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | | 63 | 63 | | | ⅞ | 1¾ | 3/16 | 34 | 2 | 3/16 | 34 | | 3⅛ | ⅝ | 2000-2999 |
| | 1918 | 6-45 | | 1821 | | | 717 | 829 | 1960 | | 1303 | | | 454 | | 1504 | SC | | | 63 | 63 | | | ⅞ | 1¾ | 3/32 | 34 | 2 | 3/32 | 36 | | 3⅛ | ⅝ | 3000 up |
| | 1916 | | Disco | | | | | | | | | | 1230 | | | | | | | | | | | | | | | | | | | | | |
| ord. | 1913-14 | 29, 31, 33 | G & D | 1803 | 516 | 305 | 713 | 900 | 1991 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | | | | ⅞ | | | | | | | | 4¼ | ⅝ | |
| | 1913-14 | 50 | G & D | 1803 | 516 | 305 | | 900 | 1991 | 1104 | | | 1223 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | | | | | | | | 3 11/16 | ⅝ | |
| | 1914-15 | 50 | G & D | 1853 | 570 | 316 | | 890 | 1961 | 989 | | | 1132 | 363 | 108 | 1510 | SC | 169 | 83 | 81 | 63 | | | ⅞ | | | | | | | | 3 11/16 | ⅝ | |
| | 1913-14 | 6-40, 6-60 | Remy | 1838 | 573 | 330 | 728 | 908 | 1956 | 1043 | 1388 | | 1232 | 388 | 36 | 1594 | DC | 166 | | 64 | 64 | | | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14-15-16 | 48, 49wy, 6-50, 6-51 | Remy | 1896 | 529 | 292 | 707 | 898 | 1985 | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 166 | 82 | 64 | 64 | 9 | 9¾ | ⅞ | 2½ | 5/16 | 44¾ | 2½ | 5/16 | 43⅝ | | 4 4 | ¼ ⅝ | {(48-49) 10000-12000 / (50-51) 65150-651500 |
| | 1916 | 6-56 | | | 583 | | | | | 1006 | | | | | | | | | | | | 9 | 9¾ | ⅞ | | | | | | | 2¾ | | | 656160-656166 |
| | 1917 | 6B | Delco | 1836 | 583 | 325 | 720 | 832 | 1977 | 1082 | 1341 | 1644 | 1191 | 474 | 141 | 1511 | SC | 169-81 | | 63 | 64 | 9 | 9½ | ⅞ | 2 | 5/16 | 40¼ | 2 | 5/16 | 43¾ | 2 | 3¾ | ⅝ | 0001-2912 |
| | 1918 | 6-C | | 1833 | 583 | | | 966 | 1977 | | | | | | | 1511 | SC | 129 | 81 | 63 | 64 | 10½ | 9⅝ | ⅞ | 2 | 5/16 | 38¾ | 2 | 5/16 | 43¾ | 2 | 3¾ | ⅝ | 3501 up |
| | 1916 | D | Disco | 1868 | | 335 | 728 | 908 | 1956 | | 1388 | | 1231 | | 158 | 1527 | SC | | | | | | | ⅞ | | | | | | | 1¾ | 3¼ | ⅝ | |
| | 1917 | F | | 1850 | 508 | 317 | 697 | 979 | 1969 | 1010 | 1388 | | 1134 | 370 | 30 | 5106 | SC | 125 | | 63 | 63 | | | ⅞ | | | | | | | 1¾ | | | |
| | 1915-16 | Pullman Jr. | Apelco | 1904 | 541 | 297 | 802 | 914 | 1988 | 1046 | 1401 | 1669 | 1272 | 442 | 159 | 1535 | SC | 125-63 | | 63 | 63 | 7 | 8 | ⅞ | 1¾ | 3/16 | 27¼ | 1¾ | 3/16 | 31⅞ | 1½ | 3¼ | ⅝ | |
| | 1917 | 424 Ser. 1917 | Split'f. | 1819 | 579 | 317 | 693 | 829 | 1960 | 1066 | 1306 | 1641 | 1170 | 464 | 147 | 1504 | SC | 165 | 81 | 63 | CJ | 7½ | 8½ | EI ½EI | 1¾ | 3/16 | 35¼ | 1¾ | 3/16 | 37⅞ | 2¾ | 3¼ | ⅝ | |
| | 1913 | | | | | 282 | | | | 1117 | | | | | | | | | | | | | | ½ | | | | | | | | 3¼ | ⅝ | |
| | 1915 | | | | 570 | 316 | | 886 | 1960 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ½ | 1⅝ | 3/16 | 27½ | 1⅝ | 3/32 | 32 | | 3¼ | ⅝ | |
| | 1917 | F | | | | | | | | | | | | | | | | 166 | | 82 | 62 | | | | | | | | | | | 4⅛ | ¼ | |
| | 1913 | N, T, C | | | | 282 | 816 | | | 1117 | | | | | | | DC | 166 | | | | | | ½ | | | | | | | | 3¼ | ⅝ | {(T) 5101-7700; (C) 1 to 450 |
| | 1914 | LN, LT, LC | Rush | 1859 | 572 | 320 | 701 | 892 | 1961 | 996 | 1355 | | 1146 | 373 | 22 | 1512 | DC | 170 | | 64 | | | | ½ | 1¾ | | 29¼ | 2 | 3/16 | 31½ | | 4 | ⅝ | {(T) 7701-9000 (C) 453 to 600 |
| | 1914-15 | R, D | Dyneto-Rush | 1851 | 582 | 317 | 701 | 890 | 1960 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 170 | | 63 | 64 | | 8¾ | ½ | 1¾ | | 29¼ | 2 | 3/16 | 31½ | | 3¼ | ⅝ | 10171 to 11254 |
| | 1916 | Lt. 4, St. 4, Regal 8 | Dyneto. | 1867 | 573 | 332 | 728 | 908 | 1956 | 1014 | 1390 | 1653 | 1231 | 390 | 160 | 1594 | SC | 178 | | 67 | 67 | | | ½ | | | | | | | 2 | | | 244 to 550 (Mod. 8) |
| | 1917-18 | J | Heintz-Sp. | 1821 | 579 | 317 | 717 | 829 | 1960 | 1069 | 1308 | 1641 | 1160 | 462 | 161 | 1504 | SC | 129 130 | | 65 81 | 64 64 | | 8⅝ | ½ | 1¾ | 5/16 | 27¼ | 1¾ | 5/16 | 31⅞ | 1¾ | 3 | ⅝ | 24382 up |
| | 1918 | | | | | | | | 1960 | | | | | | | 1504 | | | | | | | | | | | | | | | | 3½ | ⅝ | |
| | 1918 | B, M | | | | | | | | | | | | | | 1518 | | | | | | | | | | | | | | | | | | 5000 |
| | 1916 | E | Dnyeto. | | 579 | | | 829 | | 1066 | | | 1170 | | | | | | | | | | | ⅞ | | | | | | | | 3¼ | 3/16 | |
| | 1913 | R, S | Remy | 1803 | | 284 | 713 | 880 | 1991 | | 1315 | | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | | | ½L | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 1 11/16 | 4 | ⅝ | 42001 to 52000 |
| | 1913-14-15 | R. S, M, F | Remy | 1803 | 516 | 305 | 713 | 900 | 1991 | 1104 | 1315 | 1647 | 1223 | 410 | 17 | 1522 | DC | 166 | | 62 | 62 | 9 | 10⅝ | ½L | 2 | 5/16 | 40 | 2 | 5/16 | 43 | 2½ | 4⅛ | ⅝ | {(1914) 52001 to 64000 to 76000 |
| | 1916-17 | R, S, M, N, F | Remy | 1830 | 582 | 317 | 719 | 831 | 1961 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | DC | 166 | | 62 | 62 | 8¼ | 9¾ | ½L | 2 | 5/16 | 38 11/16 | 2¼ | 5/16 | 43 | 2½ | 4⅛ | ⅝ | {(M & N) 2101 to 10200 |
| | 1918 | T | Remy | 1830 | 582 | | 719 | 831 | 1961 | | 1332 | | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2 | 5/16 | 43 | 2½ | 4⅛ | ⅝ | |
| | 1918 | M | Remy | 1830 | 582 | | 719 | 831 | 1961 | | 1332 | 1643 | | 470 | | 1510 | | 166 | | 62 | 62 | | 9¾ | | 2 | 5/16 | 38⅝ | 2¼ | 5/16 | 43 | 2½ | 3⅝ | ⅝ | |
| | 1916-17 | | Remy | 1830 | 582 | 339 | | 912 | 1961 | 1014 | | | 1237 | 389 | 11 | | | | | | | 8¾ | 9½ | | | | | | | | 2½ | | | (1917) (M & N) |

[illegible] Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size; under External Brake use the next larger size. Odd sizes sometimes made for manufacturers on account of quantity buying.

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| Car | Year | Model | Electrical System | STORAGE BATTERIES |  |  |  |  |  |  |  |  |  |  |  |  | LAMPS — MAZDA NUMBERS |  |  |  |  | LENSES — HEADLIGHT |  |  | BRAKE LINING* — INTERNAL |  |  | EXTERNAL |  |  | EXHAUST PIPE | PISTON RINGS |  | SERIAL NUMBERS OF CARS A… |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U S L. | Vesta | Willard | Witherbee | Base Contact | Head | Side | Rear | Instrument | Opening in Rim | Outside Diameter | Size of Spark Plug | Width | Thickness | Length | Width | Thickness | Length | Outside Diameter | Bore | Width of Groove |  |
| Republic | 1913-14 | 4 Cy | Delco |  |  | 284 | 794 | 971 |  | 1110 |  |  |  |  |  |  | DC |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  | 4 1/4 | 1/4 | 10201 up |
|  | 1914-15 | 6 Cy | Delco | 1808 | 528 | 353 | 795 | 902 | 1995 | 1110 |  |  | 1228 | 416 | 44 | 1526 | DC | 166 | 82 | 64 | 64 |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
| Republic | 1917 | 9 | Bosch | 1873 | 536 | 337 |  | 912 | 1963 |  |  |  | 1240 |  | 111 | 1537 |  |  |  |  |  |  |  | 1/2 7/8 |  |  |  |  |  |  |  |  |  |  |
| Revere | 1918 | A, B, C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 11 | 7/8 | 2 | 5/16 |  |  |  |  |  | 4 3/8 | 1/2 |  |
| Richmond | 1916 | 4-35 | Apelco | 1870 |  |  |  | 908 |  | 996 |  |  | 1235 |  | 34 | 1527 |  | 166 |  | 64 | 64 |  |  | 1/2 |  |  |  |  |  |  |  | 4 | 1/4 |  |
|  | 1916 | H6-50 | Apelco | 1869 |  |  |  | 839 |  | 996 |  |  | 1254 |  | 100 | 1527 | SC | 125 |  | 63 | 63 |  |  | 1/2 |  |  |  |  |  |  |  | 4 | 1/4 |  |
| Riddle Coach | 1916 | 18 | Delco | 1891 |  |  |  | 894 | 1984 | 1033 |  |  | 1209 |  | 98 | 1514 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Riker Tr. (see Locomobile) | 1918 | Riker |  |  |  |  |  |  |  |  |  |  |  |  |  | 1518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Roamer | 1916-17 | R, RA-6-45, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3 1/8 | 5/32 |  |
|  |  | RAC-6-54 | West | 1851 | 570 | 317 |  | 886 | 1960 |  | 1323 |  | 1293 | 362 | 7 | 1506 | SC | 125 | 81 | 63 | 63 | 9 | 10 | 7/8 |  |  |  |  |  |  | 2 1/4 | 3 1/8 | 5/32 |  |
|  | 1917 | RAH-6-90 | Bijur | 1851 | 570 | 323 |  | 886 | 1974 |  | 1323 |  |  | 362 |  | 1506 | SC |  |  |  |  | 9 | 10 | 7/8 |  |  |  |  |  |  | 2 1/4 | 3 1/8 | 5/32 |  |
|  | 1918 | D-4-75&C-6-54 | Bijur | 1863 | 570 |  |  | 886 | 1961 |  |  |  |  | 362 |  | 1506 |  | 165 | 81 | 63 | 63 |  | 9 3/4 | 7/8 | 1 3/4 | 5/32 | 15 1/4 | (8 | p | ieces | 2 3/8 |  |  |  |
| Robinson Fire | 1916-17 | Whale, Jumbo | Wagner | 1847 |  | 340 |  | 920 | 1965 |  |  |  | 1244 |  | 162 | 1508 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6 1/4 | 3/8 |  |
| Rock Falls | 1918 | 9000 |  | 1805 |  |  |  |  | 1974 |  |  |  |  |  |  | 1516 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rolls-Royce | 1916-17 |  | Bosch | 1874 | 536 | 339 |  | 912 | 1963 | 1014 |  |  | 1237 | 396 | 11 | 1601 |  |  |  |  |  |  | 11 |  |  |  |  |  |  |  |  |  |  |  |
| Ross | 1916 | 8 | Ward-L. |  | 580 | 320 | 822 |  |  | 1075 | 1313 |  | 1180 |  | 163 |  | DC | 166-82 |  | 64 | 64 | 8 1/2 | 9 3/4 | 7/8 |  |  |  |  |  |  | 1 3/4 |  |  |  |
|  | 1916-17 | C | Ward-L. | 1856 | 580 | 325 | 718 | 830 | 1976 | 1072 | 1313 |  | 1173 | 469 | 164 | 1505 | DC |  |  | 82 |  | 8 1/2 | 9 1/2 | 7/8 |  |  |  |  |  |  |  | 3 1/4 | 5/16 |  |
| Rush | 1917-18 | D, E | Split'f. | 1826 |  | 319 |  | 831 | 1961 |  |  |  | 1189 |  | 135 | 1511 |  |  |  |  |  |  |  | 7/8 | 1 1/2 | 5/32 | 40 5/16 | 1 3/4 | 5/32 | 47 5/8 |  | 3 1/4 | 5/32 |  |
| Russell | 1913-14 | 28, 42 | Russell | 1881 | 560 |  |  | 932 |  | 1023 |  |  | 1283 |  | 165 | 1565 |  |  |  |  |  | 10 | 11 1/8 |  |  |  |  |  |  |  |  |  |  |  |
|  | 1915 | 6-30 | Bijur | 1859 | 572 |  |  | 892 |  | 997 |  |  | 1146 | 381 | 22 | 1512 |  |  |  |  |  | 8 1/2 | 9 1/4 |  |  |  |  |  |  |  |  |  |  |  |
|  | 1915 | 48 | Bijur | 1863 | 526 |  |  | 896 |  | 1004 |  |  | 1156 |  | 117 | 1518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1915 | 32 | Bijur | 1863 | 520 |  |  | 896 |  | 1003 |  |  | 1152 | 374 | 21 | 1518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| S. G. V. | 1913-14 | S. G. V. | U. S. L. | 1916 | 555 | 349 | 807 | 894 | 1972 | 1115 | 1427 |  | 1290 |  | 109 | 1581 | DC | 166 | 82 | 64 | 64 | 7 1/2 | 8 1/2 | 7/8 |  |  |  |  |  |  |  | 3 3/4 | 5/16 |  |
|  | 1915 | S. G. V. | Ward-L. | 1892 | 523 | 289 | 703 | 849 | 1984 | 1034 | 1353 |  | 1210 | 425 | 71 | 1514 | DC | 166 | 82 | 64 | 64 | 7 1/2 | 8 1/2 | 7/8 |  |  |  |  |  |  |  | 3 7/8 | 5/16 |  |
| Sandow | 1916-17-18 | 2 Ton | Bosch R | 1859 | 512 | 317 | 697 | 892 | 1961 | 987 |  |  | 1293 |  | 7 | 1512 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  | 4 1/8 | 1/4 |  |
|  | 1916-17-18 | 2 Ton | Bosch R. | 1859 | 572 | 320 | 701 | 892 | 1961 | 996 |  |  | 1146 |  | 22 | 1512 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
|  | 1916-17-18 | 3 Ton | Bosch R. |  | 526 | 323 | 705 | 896 | 1974 | 1003 |  |  | 1152 |  | 21 | 1518 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
| Sanford | 1918 | 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 | 2 1/4 | 1/32 | 50 | 2 1/4 | 1/32 | 50 |  |  |  |  |
|  | 1918 | 35 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 | 2 1/2 | 5/16 | 60 | 2 1/2 | 5/16 | 60 |  |  |  |  |
|  | 1918 | 50 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 | 3 | 1/4 | 75 | 3 | 1/4 | 75 |  |  |  |  |
| Saxon | 1915 | A | Disco | 1823 | 579 | 317 | 697 | 882 | 1960 | 986 | 1345 | 1625 | 1295 | 359 | 63 | 1500 | DC | 124 |  | 64 | 64 |  |  | 7/8 | 1 1/4 | 1/8 | 21 1/2 | 1 1/4 | 1/8 | 21 1/2 | 1 1/2 | 2 5/8 | 5/16 | 100 |
|  | 1915 | Six | G & D. | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 |  | 1627 | 1293 | 362 | 7 | 1506 | DC |  |  |  |  | 7 1/2 | 8 3/8 | 7/8 |  |  |  |  |  |  | 1 1/2 | 2 7/8 | 5/16 |  |
|  | 1915-16 | S, S-2 | Wagner | 1821 | 579 | 317 | 697 | 267 | 1960 | 1065 | 1345 | 1641 | 1168 | 461 | 166 | 1504 | SC | 165 |  | 63 | 63 |  |  | 7/8 | 1 11/16 | 5/32 | 12 | 1 5/8 | 5/16 | 30 1/2 | 1 1/2 | 2 7/8 | 5/16 | 101 to 1 |
|  | 1917 | S-4, B-5, B-14 | Wagner | 1816 | 579 | 315 | 821 | 967 | 1960 | 1065 | 1345 | 1641 | 1168 | 467 | 167 | 1504 | SC | 127 |  | 63 | 64 |  | 9 | 7/8 | 1 3/4 | 1/8 | 24 | 1 3/4 | 1/8 | 30 1/2 | 1 3/4 | 2 7/8 | 5/16 | (14)-342 |
|  | 1918 |  |  | 1816 |  |  |  |  | 1960 |  |  | 1641 |  |  |  | 1504 | SC | 165 |  | 63 | 63 | 7 5/8 | 8 1/2 | 7/8 | 1 3/4 | 5/16 | 35 1/4 | 1 5/8 | 5/16 | 37 5/8 |  | 2 7/8 | 5/16 | 101-960 |
| Sayers & Scoville | 1914 | H & A | Deaco | 1897 | 529 |  |  | 898 |  | 1038 | 1373 |  | 1215 | 430 | 2 | 1520 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1914 | H & A | G & D. | 1864 | 529 |  |  | 896 |  | 1004 | 1379 |  | 1151 | 430 | 1 | 1518 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1915-16 | H & A | Delco | 1896 | 529 |  |  | 898 |  | 1037 | 1374 |  | 1214 | 430 | 3 | 1520 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1917 | H & A. Tour | Delco | 1851 |  |  |  | 886 |  | 987 | 1323 |  | 1293 | 362 | 7 | 1516 |  |  |  |  |  |  |  |  | 2 | 1/8 | 32 | 1 3/4 | 1/8 | 33 1/2 | 2 | 3 1/2 | 1/4 | 5001-50 |
|  | 1918 | H-A |  |  |  |  |  |  |  |  |  |  |  |  |  | 1504 |  |  |  |  |  |  |  |  | 2 | 1/8 | 32 | 1 3/4 | 1/8 | 33 1/2 |  |  |  |  |
|  | 1919 | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  | 7 5/8 | 8 1/2 | 7/8 | 1 3/4 | 5/32 | 32 | 2 | 5/32 | 38 |  |  |  |  |
| Schacht | 1913-14 |  | Deaco |  |  |  |  |  |  | 1003 |  |  |  |  |  |  | DC | 166 | 82 | 64 | 64 |  |  | 7/8 |  |  |  |  |  |  |  | 4 1/4 | 1/4 |  |
| Scripps-Booth | 1915 | C | Bijur | 1868 | 573 | 330 |  | 908 | 1956 | 1009 | 1388 | 1653 | 1232 | 388 | 46 | 1527 |  |  |  |  |  |  | 8 1/2 | 7/8 | 1 5/8 | 1/8 | 8 1/2 | 1 1/2 | 1/8 | 21 1/8 | 1 1/4 | 2 7/8 | 5/16 |  |
|  | 1916 | C-4, D-8 | West | 1821 | 579 | 317 |  | 829 | 1960 | 1063 | 1306 | 1641 | 1160 | 458 | 4 |  | SC | 175-89 | 67 | 67 | 67 |  | 8 1/2 | 7/8 | 1 5/8 | 5/32 | 28 11/32 | 1 5/8 | 5/32 | 27 1/2 | 1 1/4 | 3 | 5/16 |  |
|  | 1917 | C-4 | Remy | 1819 | 579 | 317 |  | 829 | 1960 |  |  | 1641 | 1170 | 462 | 147 |  | SC | 165-81 |  | 63 | 63 |  | 8 1/2 | 7/8 |  |  |  |  |  |  | 1 1/2 | 3 5/16 | 5/16 |  |
|  | 1917 | D-8 | Wagner | 1821 | 579 | 317 |  | 829 | 1960 | 1063 | 1306 | 1641 | 1160 | 462 | 4 |  | SC |  |  |  |  |  | 8 1/2 | 7/8 |  |  |  |  |  |  | 2 | 2 5/8 | 5/32 |  |
|  | 1918 | D |  |  | 579 |  | 717 | 829 | 1960 |  | 1306 | 1641 |  |  |  |  | SC | 129 | 81 | 63 | 63 | 7 1/2 | 8 1/8 | 7/8 | 1 5/8 | 5/32 | 35 | 1 7/8 | 5/32 | 34 3/4 | 1 1/2 | 2 5/8 | 5/32 |  |
| Seagrave | 1912-14 | C, D | G & D. | 1809 | 527 |  |  | 902 | 1974 | 1107 |  |  | 1226 | 413 | 69 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/4 | 3/8 |  |
|  | 1914 15 16 | F, T | West | 1806 | 527 |  |  | 902 | 1974 | 1108 |  |  | 1225 | 414 | 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/4 | 1/4 |  |
|  | 1916-17 | F, T, S | West | 1847 |  | 340 |  | 920 | 1965 |  |  |  | 1244 | 403 | 162 | 1545 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/4 | 1/4 |  |
| Selden | 1913-14-15 | 48, 49 | G & D. |  |  |  |  | 900 |  | 1105 |  |  | 1222 |  |  |  | DC |  |  |  |  |  |  | 7/8 S |  |  |  |  |  |  |  | 4 1/4 | 1/4 |  |
| Seneca | 1918 | A | Al-Ch. | 1817 |  |  |  |  | 1960 | 1063 |  |  |  |  | 55 | 1504 |  | 125 |  | 63 | 64 |  |  |  |  |  |  |  |  |  |  |  |  | 1000 up |
|  | 1919 | H | Al-Ch. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8 1/4 | 7/8 | 1 7/8 |  |  | 2 |  |  | 1 3/8 | 3 1/8 | 5/16 |  |
| Service | 1917 |  |  | 1924 |  | 282 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  | 3 1/2 | 5/16 | 5001-1 |
|  | 1917 | 220, 230, 240 |  | 1924 |  | 317 |  |  | 1960 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 | 3 1/2 | 1/4 | 13 1/2 |  |  |  |  | 4 | 1/4 | 19000 |
|  | 1917 | 275, 300 |  | 1924 |  | 323 |  |  | 1974 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 | 3 3/4 | 1/4 | 16 |  |  |  |  | 4 1/2 | 1/4 |  |
|  | 1918 | 300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | DC |  |  |  |  |  |  | 7/8 | 4 | 1/4 | 18 1/2 |  |  |  |  | 4 1/2 | 1/4 |  |
| Signal | 1915 |  |  |  |  |  |  |  |  | 1116 |  |  |  |  |  |  | DC |  |  |  |  |  |  | 1/4 |  |  |  |  |  |  |  |  |  |  |
|  | 1918-19 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/8 | 5 1/2 | 7/8 | 3 1/4 | 1/4 | 12 | 8 P | ie | ces |  |  |  |  |
|  | 1918-19 | H |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/8 | 5 1/2 | 7/8 | 3 1/2 | 1/4 | 13 3/4 | 8 P | ie | ces |  |  |  |  |
|  | 1918-19 | J |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/8 | 5 1/2 | 7/8 | 3 1/2 | 1/4 | 13 3/4 | 8 P | ie | ces |  |  |  |  |
|  | 1918-19 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/8 | 5 1/2 | 7/8 | 3 3/4 | 1/4 | 16 1/8 | 8 P | ie | ces |  |  |  |  |
|  | 1918-19 | R |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 1/8 | 5 1/2 | 7/8 | 4 | 1/4 | 18 1/2 | 8 P | ie | ces |  |  |  |  |
| Simplex | 1913-14 | Simplex A2, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 4 7/8 | 5/16 | 1040 to |
|  |  | B2, D | Rus | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 | 1631 |  | 381 | 1 | 1518 |  | 172 | 82 | 62 | Spec | 9 | 10 1/4 | 7/8 |  |  |  |  |  |  |  | 5 3/8 | 5/32 | 1311 to |
|  | 1915 | Simplex E. | Rush | 1897 | 526 | 322 | 705 | 863 | 1985 | 1004 | 1373 | 1631 | 1215 | 381 | 2 | 1520 | DC | 172 | 84 | 62 | Spec | 9 1/2 | 10 1/4 | 7/8 |  |  |  |  |  |  |  |  |  | 1499 to |
|  | 1916 | Crane Sim- |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Jac | k | Sha | ft- | Re | ar A | xle |  |  |  |
|  |  | plex 5 | Rush | 1864 | 526 | 322 | 705 | 863 | 1974 | 1004 | 1373 | 1631 |  | 381 | 1 | 1518 | SC | Spec | 81 | 61 | 61 | 9 1/2 | 10 1/4 | 7/8 | 4 | 1/4 | 32 | 2 1/2 | 1/4 | 43 5/8 |  |  |  | 2080 to |
|  | 1917 | Five | Rush | 1864 | 526 | 339 | 732 |  | 1963 |  | 1379 | 1631 |  | 381 | 1 | 1533 | SC | 143 | 89 | 64 | 64 | 9 1/2 | 10 1/4 | 7/8 |  |  |  |  |  |  |  | 4 3/8 | 5/32 | 2254 to |
| Singer | 1914-15-16 |  | West | 1892 | 523 | 289 | 703 | 894 | 1984 | 1034 |  |  |  | 425 | 71 | 1514 |  |  |  |  |  |  | 9 1/4 | 7/8 |  |  |  |  |  |  |  | 4 | 5/16 |  |
|  | 1917 | 17 | West | 1826 | 582 | 319 |  | 831 | 1961 |  |  |  | 1189 | 479 | 168 | 1510 | SC | 165 | 81 | 63 | 63 |  | 9 1/4 | 7/8 |  |  |  |  |  |  |  | 4 | 5/16 |  |
|  | 1918 | 18 |  |  |  |  |  |  |  |  | 1339 |  |  |  | 135 |  |  | 165 |  | 63 | 64 |  |  |  |  |  |  |  |  |  |  | 4 | 5/16 |  |
| Spaulding | 1913 | G |  |  |  |  |  | 900 |  | 1104 |  |  | 1223 |  |  |  | DC |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  | 4 1/4 | 1/4 |  |
|  | 1914-15-16 | H | Adams B | 1912 | 561 | 312 | 773 | 943 | 1993 | 1054 |  |  | 1285 | 450 | 169 | 1576 | DC | {166 {180 | {6 {9 | {64 {72 | 72 |  |  | 7/8 |  |  |  |  |  |  |  | 4 1/4 | 1/4 |  |
| Speedwell | 1913-14 | G. H. | Wagner | 1908 | 536 | 333 | 732 | 912 | 1956 | 1014 | 1402 |  | 1238 | 395 | 12 | 1601 | DC | 165 | 63 | 63 |  |  |  | 7/8 L | 2 1/2 | 5/16 | 49 | 2 1/2 | 5/16 | 53 1/2 |  | 4 3/8 | 1/4 |  |
|  | 1914-15 | I | West | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 |  | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 82 | 82-6 |  |  | 7/8 L |  |  |  |  |  |  |  | 4 1/8 | 1/4 |  |
| Sphinx | 1916 | B-16 | Apelco | 1903 |  |  | 803 | 911 |  |  |  |  | 1279 |  | 170 | 1530 | DC | 176-90 |  | 68 |  |  |  | 7/8 |  |  |  |  |  |  | 2 3/8 | 3 1/4 | 5/16 |  |
| Spoerer | 1915 |  |  |  | 526 |  |  |  |  | 1116 |  |  |  |  |  |  | DC |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1915 |  |  |  |  |  |  |  |  | 1003 |  |  |  |  |  |  | DC | 168 | 84 | 82 | 64 |  |  |  |  |  |  |  |  |  |  | 4 1/4 | 1/4 |  |
| Stafford | 1913-14 |  | Jes Rush |  | 529 |  |  |  |  | 1038 |  |  |  | 429 |  |  |  |  |  |  |  |  |  | 1/2 |  |  |  |  |  |  |  | 4 3/8 | 1/4 |  |
| States | 1917 | B |  |  |  | 317 |  | 829 | 1960 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3 1/4 | 5/16 |  |
| Standard | 1913 | 6 | West | 1864 | 526 | 322 | 705 | 896 | 1974 | 1004 | 1379 |  | 1151 | 381 | 1 | 1518 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
|  | 1914 | 6 | West | 1861 | 572 | 319 | 701 | 892 | 1961 | 997 | 1356 |  | 1145 | 374 | 18 | 1512 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
|  | 1915 | 6 | West | 1851 | 570 | 317 | 697 | 886 | 1960 | 987 | 1323 |  | 1293 | 362 | 7 | 1506 |  |  |  |  |  |  |  | 7/8 |  |  |  |  |  |  | 2 3/8 | 4 | 5/16 |  |
|  | 1916-17 | C | West | 1856 | 571 | 325 |  | 886 | 1976 | 995 | 1330 |  | 1140 | 364 | 80 | 1507 | DC | 167 | 81 | 61 | 62 | 8 1/2 | 9 1/2 | 7/8 | 2 | 5/16 | 41 1/2 | 2 | 5/16 | 45 | 1 5/8 | 3 | 3 1/8 | 175-52 |
|  | 1917 | F | Apelco | 1842 | 571 | 327 |  | 893 | 1977 | 987 | 1360 |  | 1140 | 377 | 121 | 1513 | DC | 167 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 |  |  |  |  |  |  | 1 5/8 | 3 1/4 | 5/16 | 100-59 |
|  | 1918 | G | West | 1838 | 572 |  |  | 835 | 1974 |  |  |  |  |  | 55 | 1516 | SC | 168 | 82 | 64 | 64 | 8 1/2 | 9 1/4 | 7/8 | 2 | 5/16 | 38 3/4 | 2 | 5/16 | 43 3/4 | 1 5/8 | 3 1/4 | 5/16 | 600-10 |
| Stanley | 1914-15-16 |  |  |  |  |  |  |  |  | 1117 |  |  |  |  |  | 1510 | DC | 168 | 82 | 66 | 64-6 | 8 1/4 | 9 1/2 | 1/2 |  |  |  |  |  |  | 1 7/8 | 4 | 5/16 |  |
|  | 1918 | 735 & 736 |  | 1817 | 579 |  |  |  | 1960 |  |  |  |  |  | 55 | 1510 |  | 168 | 82 | 64 | 64 | 8 1/2 | 9 1/2 |  | 2 | 5/16 | 41 | 2 | 1/4 | 38 | 1 7/8 | 4 | 3/8 | 1800 up |
|  | 1919 | 735 | Remy |  |  |  |  |  |  |  |  |  |  |  |  |  | SC |  |  |  |  |  | 9 1/2 |  |  |  |  |  |  |  |  |  |  | 19000 |
| Staver | 1913-14 |  |  | 1864 | 526 |  |  | 896 |  | 1004 |  |  | 1151 | 381 | 1 |  | DC | 166 | 82 | 64 | 64 |  |  | 7/8 |  |  |  |  |  |  |  |  |  |  |
| Stearns | 1913 | SK-6 | G & D. | 1809 | 527 | 320 | 715 | 902 | 1974 | 1107 | 1390 | 1655 | 1226 | 413 | 69 | 1518 | DC |  |  |  |  |  |  | 7/8 | 2 1/4 | 1/4 | 17 3/4 | 2 1/4 | 1/4 | 24 | 2 3/4 | 4 1/4 | 5/16 | 8000 to |
|  | 1913-14-15 | SK-4 | G & D. | 1802 | 516 | 305 | 713 | 900 | 1991 | 1104 | 1316 | 1647 | 1222 | 410 | 16 | 1524 | SC |  |  |  |  | 8 1/2 | 9 1/2 | 7/8 |  |  |  |  |  |  | 2 3/4 | 4 1/4 | 3/8 | 6000-7 |
|  | 1913-14-15 | SK-6 | G & D. | 1806 |  | 320 | 715 | 892 |  | 937 | 1371 | 1651 | 1225 | 414 | 14 | 1522 |  |  |  |  |  | 8 1/2 | 9 1/2 | 7/8 | Em | er | genc | y F | oo | t. | 2 3/4 | 4 1/4 | 3/8 | 8000-9 |
|  | 1915 | SK-L4 | G & D. | 1856 | 591 | 325 | 750 | 832 | 1977 |  | 1341 | 1628 | 1140 | 499 | 171 | 1511 | SC | 165 | 81 | 63 | 63 | 8 1/2 | 9 1/2 | 7/8 | 3 | 1/4 | 13 | 1 1/2 | 1/4 | 20 | 2 1/4 | 3 3/4 | 3/8 | L 1-L |
|  | 1915 | SK-L4 | West | 1813 | 571 | 325 | 750 | 842 | 1977 | 1099 | 1408 | 1662 | 1261 | 474 | 172 | 1538 | SC |  |  |  |  | 8 1/2 | 9 1/2 | 7/8 | 3 | 1/4 | 13 | 1 1/2 | 1/4 | 20 | 2 1/4 | 3 3/4 | 3/8 |  |
|  | 1916-17 | SK-L4 | G & D. | 1815 | 589 | 342 | 798 | 842 | 1968 | 1098 | [illegible] | [illegible] | 1259 | 501 | 173 | 1538 | SC | 175 | 89 | 67 | 67 | 8 1/2 | 9 1/2 | 7/8 | 3 | 1/4 | 13 | 1 1/2 | 1/4 | 20 | 2 1/4 | 3 3/4 | 3/8 | L 703- |
|  | 1918 | 4 | West | 1815 |  |  | 751 | 842 | 1968 | 1098 | 1409 | 1664 |  | 501 | 173 |  |  | 141 | 89 | 67 | 67 |  | 9 5/8 |  |  |  |  |  |  |  | 2 1/4 | 3 3/4 | 5/16 | L 4744 |
|  | 1918 | 8 | West |  | 593 |  | 752 | 984 | 1968 | 1102 | 1414 | 1664 |  | 504 | 174 | 1544 |  | 141 | 89 | 67 | 67 |  | 8 1/2 |  |  |  |  |  |  |  | 1 3/4 | 3 3/4 | 5/16 | 12080 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Tr | an | s. R | ear | w | heel |  |  |  |  |
|  | 1916-17 | SK-8 | G& D. | 1815 | 593 | 342 | 737 | 984 | 1968 | 1102 |  |  | 1263 | 504 | 174 | 1544 | SC | 141 | 89 | 67 | 67 |  | 9 1/2 | 7/8 | 3 | 1/4 | 12 1/2 | 2 | 1/4 | 24 | 1 3/4 | 3 1/4 | 3/8 | 10000- |
|  | 1914-15 | Light 4 | G & D. |  | 516 |  |  |  |  | 992 |  |  |  | 364 |  |  | SC | 129-81 |  | 61 | 61 |  | 9 1/2 | 7/8 |  |  |  |  |  |  | 2 1/4 |  |  |  |
| Stephens | 1918 | 70 |  | 1817 | 579 |  |  | 699 | 1960 |  | 1309 |  |  |  | 55 | 1504 |  |  |  |  |  |  | 9 1/2 |  | 1 3/4 | 5/32 | 40 1/8 | 2 | 8 | 43 | 2 | 3 1/4 | 5/16 | 10000- |
| Sterling | 1913-14 |  |  |  |  |  |  | 896 |  | 1131 |  |  |  |  |  |  |  |  |  |  |  |  |  | 7/8 |  |  | 3/4 |  |  |  | 2 3/4 |  |  |  |
|  | 1916 | 1916 | A-L |  |  |  | 717 | 829 |  | 1066 |  |  | 1170 |  |  |  |  |  |  |  |  |  | 9 | 7/8 |  |  |  |  |  |  | 2 3/4 |  |  |  |
| Sternberg | 1912-13-14 |  |  |  |  |  |  |  |  | 1131 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | [illegible] | 5/16 |  |  |  |  |  |  |  |  |

Candelabra Screw Base. † Miniature Base. * When sizes are not standard stock sizes, under Internal Brake use the next smaller size: under External Brake use the next larger size. Odd sizes are sometimes made for manufacturers on account of quantity buying.

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| r | Year | Mode | Electrical System | Batteries: Columbia | Eveready | Exide | General | Gould | Hartford | Philadelphia Grid | Presto-Lite | Universal | U. S. L. | Vesta | Willard | Witherbee | Lamps (Mazda Numbers): Base Contact | Head | Side | Rear | Instrument | Lenses (Headlight): Opening in Rim | Outside Diameter | Size of Spark Plug | Brake Lining Internal: Width | Thickness | Length | External: Width | Thickness | Length | Exhaust Pipe: Diameter Outside | Piston Rings: Bore | Width of Groove | Serial Numbers of Cars and Tru |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| -Duryea | 1910-11-12-13 | AA, C. | | 1823 | 508 | 310 | 795 | 882 | | 1122 | | | 1295 | 359 | 63 | 1500 | DC | {169 | 81 | {81 | {81 | | | ⅞ | | | | | | | | 4⅝ | ¼ | |
| | 1914-15 | D-6 | Delco | 1801 | 532 | 301 | 793 | 969 | 1991 | 1042 | 1349 | 1640 | 1218 | 434 | 45 | 1521 | SC | {165 | 81 | {63 | {63 | 9½ | 10¾ | el ⅞ | 2¼ | ¼ | 15 | Re | ar | Whe | el. | | | |
| | 1914 | | West. | 1853 | 570 | 316 | | 886 | 1960 | 989 | | | 1132 | 363 | 64 | 1506 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | West. | 1861 | 572 | 319 | | 916 | 1961 | 996 | | | 1145 | 374 | 18 | 1512 | | | | | | | 9⅜ | ⅞ | | | | | | | | | | 601-6000 |
| | 1918 | 16 Valve | | | | | 705 | | | | | | | | | | | | | | | | | | | | | | | | 2¼ | | | 6000-10000 |
| | 1917 | | | | | | | | | | | | | | | | | 165 | 63 | 65 | 65 | | | | | | | | | | | | | |
| d- | 1913-14 | | | | | 305 | | 900 | 1991 | | | | | | 17 | | DC | | | | | | | ⅞ | | | | | | | | | | |
| en. | 1913 | E-AA | Wagner | | 536 | 333 | 732 | 912 | 7956 | | 1404 | | 1239 | 398 | 175 | | DC | | | | | | | ½ | | | | | | | | | | |
| aker. | 1914 | EB, SC. | Wagner | 1859 | 572 | 320 | 701 | 892 | 1961 | 998 | 1359 | 1629 | 1149 | 379 | 176 | 1512 | DC | 166 | 82 | 64 | 64 | | 8⅜ | el ½ | 2⅜ | ⅝ | 35⅜ | Re | ar | Whe | el. | 3½ | ⅝ | 403001-420515 |
| | 1915 | EC, SD. | Wagner | 1859 | 572 | 320 | 701 | 892 | 1961 | 1000 | 1355 | 1629 | 1146 | 280 | 22 | 1512 | DC | 166 | 82 | 64 | 64 | 8½ | 9 | ½ | 1¼ | ⅝ | 36⅛ | 2¼ | ⅝ | 42⅝ | 2 | 3½ | ⅝ | 432001-444719 |
| | 1916 | ED, SF, 7 | Wagner | 1830 | 582 | 320 | 719 | 831 | 1961 | 1081 | 1335 | | 1178 | 476 | 177 | 1510 | SC | 165 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅝ | 42¼ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | 460001-474180 |
| | 1916-17 | ED, SF, 7 | Wagner | 1830 | 582 | 320 | 719 | 831 | 1961 | 1081 | 1335 | 1643 | 1178 | 476 | 178 | 1510 | SC | 125 | | 63 | 63 | 8½ | 9 | ½ | 1¼ | ⅝ | 42⅛ | 2 | ⅝ | 44⅝ | 2 | 3⅞ | 3/16 | {474181-500369 &<br>100001-109501 |
| | 1918 | EG-EH-SH | | 1826 | 582 | | | | 1961 | | | 1643 | | 479 | 178 | 1510 | SC | 127 | | 63 | 63 | 8½ | 9⅛ | ½ | 1¼ | 3/16 | 39⅞ | 2 | 3/16 | 43⅝ | 2 | 3½ | ⅝ | 109501-133001 |
| | 1919 | EH, EG | Wagner | 1826 | 582 | | | | | | 1335 | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 3/16 | 43⅛ | 2 | 3/16 | 46¾ | 2 | 3½ | ⅝ | 200101 also 233501 up |
| | | SH | Wagner | 1827 | 582 | | | | | | | | | | | | SC | | | | | 8⅞ | 8½ | ⅞ | 1¾ | 3/16 | 39⅞ | 2 | 3/16 | 43⅝ | 2 | 3½ | ⅝ | 133101 up |
| | 1913 | E. | Esterl. | 1861 | 572 | 319 | 701 | 892 | 1961 | 997 | 1356 | 1629 | 1145 | 374 | 18 | 1512 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | 21. | Remy | 1896 | 529 | 292 | 705 | 898 | | 1037 | 1374 | 1639 | 1214 | 430 | 3 | 1520 | DC | 170 | 82 | 64 | | 8½ | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | | | |
| | 1914-15-16 | E, F, C. | Remy | 1864 | 526 | 322 | 707 | 896 | 1974 | 1004 | 1379 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9¼ | ⅞ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1917 | R4 | Remy | 1864 | 526 | 322 | 707 | 896 | 1974 | | 1362 | 1631 | 1151 | 381 | 1 | 1518 | DC | 170 | 82 | 64 | | 9 | 9⅝ | ½ | 1¼ | 3/16 | 17 | | | | | 4¼ | ¼ | |
| | 1918 | M-6-7-8-9 | Remy | 1839 | 526 | | | 829 | | | 1362 | | | 381 | | 1516 | | 130 | 82 | 64 | 64 | 9 | 9½ | | | | | | | | 2½ | | | |
| s | 1919 | E | | | | | | | | | | | | | | | | | | | | | | ⅞ | | | | 3½ | ¼ | 104 | 2⅝ | 4⅛ | ¼ | |
| | 1916-17 | 16, 17 | G & D. | 1851 | 570 | 697 | 886 | 527 | 1960 | 987 | 1223 | | 1293 | 362 | 7 | 1506 | | | | | | | 8⅝ | ⅞ | 1¼ | ⅛ | 32 | 2 | ⅛ | 34 | 2⅝ | 3⅛ | ⅝ | {161-16145 &<br>16146 to 17413 |
| r. | 1918 | 445 | Remy | 1825 | 582 | | | | | | | | | | | | SC | | | | | | | ⅞ | 2 | ⅝ | 15 | 1 | ⅝ | 15 | 2 | 4¾ | ⅝ | 1 and up |
| | 1919 | 475 | Remy | 1824 | 582 | | | | | | 1339 | | | | | | SC | | | | | 9¼ | 9⅝ | ⅞ | | ⅝ | | | | | | 3⅝ | ⅝ | |
| s. | 1913 | | G & D. | 1809 | 527 | 669 | 022 | 715 | 1974 | 1107 | | | 1226 | 413 | 69 | 1524 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1914 | | Leece N. | 1910 | 546 | 299 | 747 | 981 | | 1051 | | | 1276 | 445 | 15 | 1554 | | | | | | | | ⅞ | | | | | | | | 5½ | ¼ | |
| | 1915-16-17 | | Leece N. | 1848 | | 341 | 745 | | 1967 | 1019 | | | 1246 | 404 | 179 | 1609 | | | | | | | | ⅞ | | | | | | | | | | |
| s Truck. | 1917 | 40, 70 | | | | 310 | | | | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1916 | R, S. | | | | | | | 1965 | | | | | | | 1602 | | | | | | | | | | | | | | | | | | |
| | 1917 | R, S. | | 1863 | | | | | 1974 | | | | | | | 7518 | | | | | | | | | | | | | | | | | | |
| | 1918 | 5-6 Ton | | 1873 | | | | | 1957 | | | | | | | 1531 | | | | | | | | | | | | | | | | | | |
| ne. | 1914 | | G & D. | 1851 | 582 | 317 | 713 | 900 | 1960 | 987 | 1332 | | 1293 | 362 | 58 | 1510 | DC | 166 | 82 | 64 | 64 | | | ½ | | | | | | | | | | |
| | 1918 | T | | | | | | | | | | | | | | | | | | | | | | ⅞ | 1¾ | ⅝ | 39½ | 2½ | ⅝ | 42½ | | | | |
| le | 1919 | A | | | | | | | | | | | | | | | | | | | | | | ⅞ | 2 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | | ⅞ | 3 | ⅝ | 16 | 4 | ⅝ | 10 | | | | |
| ell. | 1915-16 | A, B, C. | Ward-L. | | 571 | | 698 | | | 992 | | | 1140 | | | | DC | Spec | | 64 | 64 | | | ½ | 1¼ | ⅛ | 10½ | 1¼ | ⅛ | 26 | 1⅝ | 2⅞ | 3/16 | |
| | 1918 | D-1 | | 1817 | 579 | | | | 1960 | | | | | | 55 | 1504 | SC | | | | | | | ⅞ | | | | | | | | 3½ | ⅝ | |
| | 1919 | D-1 | Dyneto | | 579 | | | | | | 1309 | | | | | | SC | | | | | 8⅝ | 9¼ | ⅞ | 1¾ | ⅝ | | 2 | ⅝ | | 2⅝ | 3½ | ⅝ | |
| nl. | 1915 | | | | | | | | | 1131 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| h. | 1914 | | | | | | | 892 | | | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15 | 9, 10, 11, 12, 14, 15 | G & D. | 1851 | 582 | 317 | 711 | 831 | 1961 | 987 | 1332 | 1643 | 1293 | 362 | 58 | 1510 | DC | | | | | | | ⅞ | | | | | | | 2½ | 4⅝<br>3¾ | ¼<br>⅝ | ((10) 17001 to 17300<br>((9) 17301 to 19251 |
| | 1914 | R, 6. | G & D. | 1803 | 516 | 305 | 713 | 900 | 1991 | 1105 | | 1647 | 1222 | 410 | 17 | 1522 | DC | 166 | 82 | 64 | 64 | | | ⅞ | 1⅝ | 3/16 | 39⅝ | 1⅞ | 3/16 | 40¾ | 2½ | | | |
| | 1915-16 | 15 Series 15. | Remy | 1851 | 582 | 317 | | 831 | 1961 | 987 | | 1643 | 1293 | 362 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | | | | | | | 2½ | 3½ | ⅝ | 19500-20690 |
| | 1915-16 | 22 Series 22. | Remy | 1818 | 579 | 317 | 717 | 829 | 1960 | 1061 | 1303 | 1641 | 1163 | 454 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | | 9½ | ⅞ | | | | | | | 2½ | 3¼ | ¼ | 35000-39000 |
| | 1916-17 | Biltwell 27 Ser. | Remy | 1851 | 582 | 317 | | 890 | 1961 | 987 | 1332 | | 1293 | 470 | 58 | 1510 | SC | 165 | 81 | 61 | 62 | 9 | 10 | ⅞ | 2 | ⅝ | 40½ | 2 | ⅝ | 43½ | 2½ | 3¼ | ⅝ | 40000 up |
| | 1916-17 | Biltwell 28 Ser. | Remy | 8121 | 582 | 317 | | 829 | 1960 | 1061 | 1303 | 1641 | 1163 | 458 | 25 | 1504 | SC | 165 | 81 | 61 | 62 | 8 | 9 | ⅞ | 1¼ | 5/16 | 35¼ | 1⅝ | 5/16 | 37½ | 2½ | 3¼ | ⅝ | 50000 up |
| | 1919 | 38. | Remy | 1818 | | | | | 1960 | | | 1641 | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 1¾ | ⅝ | 36 | 2 | ⅝ | 37½ | 2½ | 3¼ | ⅝ | 40000 up |
| | | 39. | Remy | 1826 | | | | | | | 1332 | 1643 | | | | | SC | | | | | 8⅞ | 9⅞ | ⅞ | 2 | ⅝ | 40½ | 2 | ⅝ | 40¾ | 2⅝ | 3½ | ⅝ | 50000 up |
| | 1918 | 819 | | | | | | | | | | | | | | | SC | 129 | 81 | 63 | 63 | 8½ | 9½ | ⅞ | 2 | 3/16 | 35½ | 2¼ | ⅝ | 34 | 1¾ | | | |
| | 1918 | 419 | | | | | | | | | | | | | | | SC | 141 | 81 | 67 | 67 | 7½ | 8½ | ⅞ | 1¾ | ⅛ | 29¼ | 2 | 3/16 | 31½ | 1¾ | | | |
| | 1918 | 21 | | | | | | | | | | | | | | | SC | | | | | 9½ | 9¼ | ⅞ | 1¾ | ⅝ | 36 | 1½ | ⅝ | 36 | | | | |
| | 1914 | | West. | 1853 | 570 | | | 886 | 1960 | 989 | | | 1132 | 363 | 64 | 1506 | DC | | | | | | | ½ | 1½ | ⅝ | 27 | 1½ | ⅝ | 29 | | 3½ | ¼ | |
| | 1915 | | | | | | | | | | | | | | | | | 124 | 64 | 64 | | | | | | | | | | | | 3½ | ¼ | |
| | 1918 | | | | | | | | | | | | | | | | | 170 | | 63 | | | | | | | | | | | | 3¾ | ⅝ | |
| | 1914 | | North. | 1882 | 548 | 346 | 760 | 928 | 1971 | 1022 | | | 1282 | 408 | 62 | 1561 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1917 | | | | | | 821 | | | | | | 1296 | | | | | | | | | | | | | | | | | | | | | |
| it. | 1913-14 | 4-40. | Jesco | 1878 | 557 | 345 | 756 | 924 | | 1021 | 1421 | | 1281 | 405 | 67 | 1557 | DC | | | | | 8½ | 9⅝ | ⅞ | | | | | | | | 4½ | ¼ | |
| | 1913-14 | 6-60. | Jesco | 1864 | 526 | 322 | 701 | 896 | 1970 | 1004 | 1379 | | 1151 | 381 | 1 | 1518 | DC | | | | | 8½ | 9⅝ | ⅞ | | | | | | | | 4 | ⅝ | |
| | 1914 | 0-30. | Jesco | 1853 | 570 | 316 | 693 | 896 | 1974 | 989 | 1324 | 1627 | 1132 | 363 | 64 | 1506 | | | | | | 8½ | 9⅝ | ⅞ | 1⅜ | ⅝ | 41 | 1⅞ | ⅝ | 42½ | | 3½ | ⅝ | 1054 to 1699 |
| | 1915 | C-35, U-50. | Delco | 1828 | 570 | 321 | 788 | 963 | 1960 | 1074 | 1367 | 1643 | 1138 | 473 | 107 | 1506 | | | | | | 8½ | 9⅝ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2 | 3½ | ⅝ | 1103 to 1348 |
| | 1916 | 41, 51 | Delco | 1830 | 582 | 317 | 719 | 965 | 1961<br>1961 | 1073 | 1332 | 1643 | 1176 | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅝ | ⅞ | 2 | ⅝ | 41 | 2 | ⅝ | 44 | 2¼ | 3¼ | ¼ | ((41) 4001 to 4200<br>((51) 5001 to 5402 |
| | 1917 | 8-17. | Delco | 1830 | 582 | 317 | 719 | 965 | 1961 | 1073 | 1332 | 1643 | | 470 | 13 | 1510 | SC | 165-81 | | 61 | 62 | 8½ | 9⅝ | | 2 | ⅝ | 41 | 2 | ⅝ | 44 | | 3½ | ⅝ | 5501 to 6290 |
| | 1918 | 18. | Delco | 1826 | 579 | | 719 | 831 | 1961 | | 1303 | 1643 | | 479 | | 1510 | SC | 165-81 | | 61 | 62 | | 9½ | ⅞ | 2 | ⅝ | 39¼ | 2 | ⅝ | 42 | 2¼ | 3½ | ⅝ | 629 1 to 8100 |
| | 1919 | A-48. | Delco | | 582 | | | | | | 1303 | | | | | | SC | | | | | 8⅝ | 9½ | ⅞ | 2¼ | ⅝ | 32 | 2⅛ | ⅝ | 32 | 2¼ | 3⅝ | ⅝ | 8100 |
| | 1913-14 | GE-GEC | | | | 283 | 779 | | | 1171 | | 1682 | | 451 | 180 | | | | | | | | | ⅞ | | | | | | | | 4¼ | 3/16 | |
| | 1913-14-15 | 40 H.P., 60 H.P. | W.Ents. | 1912 | 551 | 312 | 779 | 948 | | 1055 | 1424 | 1682 | 1286 | 451 | 180 | 1580 | | | | | | | | ⅞ | | | | | | | | | | |
| | 1913-14-15-16 | 30 H.P. | W.Ents. | 1911 | 549 | 304 | 771 | 939 | | 1054 | 1422 | 1674 | 1284 | 448 | 89 | 1572 | DC | | | | | 7½ | 8½ | ⅞ | | | | | | | 1⅝ | | | |
| | 1916 | 45 H.P. | | | | 312 | | 948 | 1968 | | | 1674 | | 448 | | | DC | 180 | 92 | 72 | 92 | 9 | 10½ | ⅞ | | | | | | | 2½ | | | |
| | 1917 | GM Series 1917 | Leece N. | 1815 | 589 | 343 | | 842 | | | 1414 | 1662 | 1260 | 501 | 181 | 1538 | DC | 180 | 62 | 72 | 92 | | 8 | ⅞ | | | | | | | 2 | 4¼ | ¼ | |
| | 1918 | 16 Valve | | | 589 | | 798 | | 1968 | | | | | 501 | | | DC | 178 | 90 | 68 | 68 | | 8 | ⅞ | | | | | | | 2¼ | | | |
| | 1918 | GM-GMT | | 1815 | 589 | | | | | | | 1662 | | | | 1538 | DC | | | | | 8⅝ | 8⅝ | ⅞ | | | | | | | | | | |
| Falls. | 1913-14 | All Models | | | | 282 | | 886 | | 1117 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | |
| | 1915-16 | | | 1859 | 572 | 320 | | 982 | | 996 | 1355 | | 1146 | 378 | 22 | 1512 | | | | | | | | ⅞ | | | | | | | 2½ | | | |
| | 1916 | | | | | | | | 1961 | 1124 | | | | | | | | | | | | | | ⅞ | | | | | | | | | | 2300-2400-1200-1247 |
| Knight. | 1913 | 69, 71 | U. S. L. | | | | | 849 | | 1115 | | | | | 109 | 1581 | DC | | | | | | | ⅞ | | | | | | | | | | |
| | 1914-15 | K-17, K-19 | U. S. L. | 1916 | 555 | 349 | | 849 | 1972 | | 1427 | | 1290 | | 109 | 1581 | | | | | | | | ⅞ | | | | | | | | 4 | 5/16 | |
| | 1916-17 | 84, 87, 88-4, 88-8 | A-L | 1841 | 585 | 327 | 722 | 834 | 1977 | 1091 | 1364 | 1645 | 1198 | 490 | 182 | 1511 | SC | | | | | | 9⅝ | ⅞ | 2¼ | ⅝ | 13 | 2¼ | ⅝ | 44½ | | 4⅛<br>3⅝ | ⅜<br>⅝ | |
| | 1918 | 88-4, 88-8. | A-L | | 585 | | | 834 | | | 1364 | | | | 182 | 1511 | | {126<br>125 | {8<br>8 | 61 | 61 | | 9¼ | | | | | | | | | 3⅝ | ⅝ | |
| | 1919 | 88-4T | Auto-L. | | 585 | | | | 1987 | | 1364 | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 52 | 2¼ | ⅝ | 88 | 2⅝ | 4⅝ | 3/16 | |
| | 1915 | 21 | Bijur | 1896 | 530 | 294 | 704 | 898 | 1986 | 1041 | 1374 | 1640 | 1220 | 430 | 183 | 1521 | SC | | | | | | 10¼ | ⅞ L | 2½ | | 42½ | 3 | 3/16 | 44½ | 2¼ | 4½ | ⅝ | |
| | 1915-16-17 | 21A, 22A | Bijur | 1894 | 524 | 293 | 708 | 895 | 1987 | 1036 | 1354 | 1638 | 2112 | 427 | 184 | 1515 | SC | 165 | 81 | 63 | 63 | | 9⅝ | ⅞ L | 2½ | ⅝ | 40 | 2½ | ⅝ | 44 | 2½ | 3¾ | ¼ | |
| | 1915-16 | 22 | Bijur | 1896 | 530 | 294 | 704 | 895 | 1986 | 1041 | 1374 | 1638 | 1220 | 427 | 183 | 1521 | | 165 | 81 | 63 | 63 | | 10⅛ | ⅞ L | 2⅜ | ⅝ | 44¾ | 2½ | ⅝ | 48¼ | 3 | 4½ | ¼ | |
| | 1917 | 22A | Bijur | 1894 | 524 | 293 | | 895 | 1987 | 1036 | 1354 | 1638 | 1212 | 427 | 184 | 1515 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¼ | 2½ | ⅝ | 48¼ | 2½ | 3¾ | ¼ | |
| | 1917 | 22 | Bijur | 1896 | 524 | 294 | | 899 | | 1041 | 1374 | 1640 | 1220 | 435 | 183 | 1521 | SC | 169 | 87 | 81 | 63 | 9½ | 10⅛ | ⅞ L | 2½ | | 44¾ | 2½ | ⅝ | 48¾ | 3 | 4½ | ¼ | |
| | 1918 | 33 | Bijur | | 524 | | 703 | 896 | | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | 9½ | 10¼ | | | | | | | | | 3¾ | ¼ | |
| | 1918 | 48. | Bijur | | 524 | | 705 | | 1987 | | | 1638 | | 427 | | | | 169 | 87 | 81 | 63 | | 10¼ | | | | | | | | | 4½ | ¼ | |
| | 1918 | 22. | | 1894 | 524 | | | | 1962 | | | 1638 | | | | 1521 | | | | | | | 10¼ | ⅞ | 2⅜ | ⅝ | 44¾ | 2½ | ⅝ | 48¾ | | | | |
| | 1917 | | | 1839 | | | | | | | | | | | | 1516 | | 125 | | 61 | 61 | | | | | | | | | | | 3⅛ | ⅝ | |
| amson. | 1916 | . | West. | 1842 | 578 | | | 893 | | 1002 | 1360 | | 1150 | | 121 | 1513 | | | | | | | | ⅞ | | | | | | | | | | |
| man. | 1913-14 | | North-E. | | 547 | | | | | 1021 | | | 1280 | | | | DC | | | | | | | ½ | | | | | | | | | | |
| | 1913-14 | | | | | | | | | 1117 | | | | | | | DC | 166 | 64 | 64 | 64 | | | ½ | | | | | | | | | | |
| man. | 1915 | | | | | | | | | | | | | | | | | 166-66 | | 82 | 64 | | | | | | | | | | | | | |
| | 1919 | 80-6T | Auto-L. | | | | | | | | | | | | | | DC | | | | | 8⅝ | 9⅝ | ⅞ | 2¼ | ⅝ | 40¾ | 2¼ | | 82 | 2¼ | 3⅝ | ⅝ | |

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### Change Parts Tax for Manufacturers

Federal taxes upon accessories and parts, including tires and inner tubes, have been so modified by a new ruling of the Commissioner of Internal Revenue that these parts may be sold to manufacturers without the imposition of a tax. However, the parts thus sold must be utilized by the purchasing manufacturer in making a complete car or machine, the tax then falling upon the completed machine.

These interpretations of the new ruling were made public recently by the National Automobile Chamber of Commerce and the Motor and Accessory Manufacturers' Association. The change in methods of administering the tax follows several conferences between officials of the revenue department with officers of the two motor organizations.

The excise impost, however, according to the ruling, becomes due when the goods are sold to a dealer or to any person or firm who will not use them for manufacture. In this way, it was explained, the boggy of double taxation is done away with, as in many former instances the part was taxed when made and then retaxed when it was put into a car.

The decision announced is No. 2915 and bears the signature of J. H. Callan, acting Commissioner of Internal Revenue. It provides for a change in certificates by the maker, the new form of which may be obtained from the department.

### Melhuish in Automotive Securities

William F. Melhuish, Jr., who resigned some time ago as president of the Fulton Motor Truck Co., Farmingdale, N. Y., has also resigned as chairman of the board of directors, thus severing all connections with the company which he created three years ago. He has been in the automotive game for 16 years.

A new organization, to be known as Melhuish & Co., to specialize in marketing automotive securities, has been formed by William F. Melhuish, Sr., William F. Melhuish, Jr., and Walter G. Herr. It will occupy offices at 40 Wall street, New York City. Walter G. Herr was formerly associated with a member of the Pittsburgh stock exchange.

### Ask for Separate Car and Truck Registration

A campaign will be instituted soon by the National Automobile Chamber of Commerce for the purpose of having the registration bureaus of the various states separate, in their totals, the registrations of cars and trucks. For some years the automotive industry has been seeking figures to show the total numbers of each of these two types in use in this country. So far, only twenty states have separated the two types, the others making their totals include both under the one heading of automobiles.

### Weinhardt Joins Supreme Motors

Robert A. Weinhardt, automotive engineer, has joined the Supreme Motors Co., Warren, Ohio. He was formerly with the Continental Motors Co.

The Lancaster Body Co., Lancaster, Pa., successors to the Mack Body Co., have taken possession of the large new building adjoining the factory of the Rowe Motor Mfg. Co., Fountain and New Holland Aves., and are well equipped for the manufacture of passenger car and commercial truck bodies of every description. A large addition is being made to the present building and new and up-to-date machinery is being added.

### James Abeles Joins the Boyce-Veeder Company

James A. Abeles, well known in the automotive field as former vice-president and general manager of the Motor Car Equipment Company, and more recently, organizer of an eastern house for the Beckley-Ralston Company of Chicago, has recently joined forces with the Boyce-Veeder Corp.

### Clydesdale Increases Its Capitalization $1,500,000

The Clysdale Motor Truck Co., Clyde, Ohio, has just announced an increase in its capitalization from $500,000 to $1,500,000. The original capitalization of the company was found too inadequate to take care of the rapidly expanding business.

The present authorization permits the issuance of $1,000,000 worth of common stock and $500,000 worth of preferred stock, at a par value of $10. The entire preferred issue has been underwritten by a well-known Cincinnati banking concern.

### Winther Will Build Passenger Car

It is announced that the Winther Motor Co., Kenosha, Wis., is about to place a six-cylinder car on the market.

### Aluminum Castings Co., Reorganized

The Aluminum Castings Co., Cleveland, Ohio, has been reorganized under the name of Aluminum Manufactures, Inc., with the additional capital needed to extend and develop the manufacture and marketing of aluminum, brass and bronze products.

The new company, besides taking over and continuing to operate the plants of the Aluminum Castings Co., is planning to construct an aluminum forging plant and other plants for making finished aluminum products, the latter being largely the development of the research laboratories of the Aluminum Castings Company.

The management of the new company will be the same as that of the Aluminum Castings Co. and with its increased facilities will be in better position than ever before to keep pace with the constantly increasing demands for the various forms of aluminum products.

Pending the formal conveyance of the physical assets of the Aluminum Castings Company to the new company, the business will be conducted as heretofore, under the name of the Aluminum Castings Company.

### New McGraw Poster

An attractive poster entitled "Mileage Plus Confidence" is being furnished to dealers by the McGraw Tire & Rubber Co., Cleveland and East Palestine, Ohio.

### Nicol to Manage Garford Branch at Chicago

E. A. Williams, Jr., president of The Garford Motor Truck Co., announces the appointment of Grant C. Nicol as manager of the Garford branch at Chicago. Mr. Nicol assumed his duties November 1. He succeeds George Crane, resigned.

### Toledo to Hold Motor Show

The Toledo Auto Show Co. will hold the annual automobile exhibit the latter part of January and the first of February, the exact dates not having been fixed.

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### Firestone Will Have $5,000,000 Plant in Canada

The Firestone Tire & Rubber Co., Akron, Ohio, announces the formation of the Firestone Tire & Rubber Company of Canada, Ltd., with a capitalization of $5,000,000. According to the announcement a factory which will be erected at Hamilton, Ont., will begin operations in five months, with a daily capacity of 3,500 tires of all types. Approximately 2,000 persons will be employed. The company has bought 135 acres of ground at Hamilton. Upon one-half of this plot it will build modern factory buildings with an initial floor space of 320,000 square feet. Upon the other half the company will carry out a housing plan for employees similar to that in Firestone Park, which is a model home community.

### Firestone Increases Stock to $75,000,000

The Firestone Tire & Rubber Co., Akron, Ohio, will increase its capitalization from $15,000,000 to $75,000,000. A resolution authorizing this increase passed without a dissenting vote at the recent annual meeting of stockholders. The company will sell $10,000,000 worth of 7 per cent. preferred stock.

In explaining why such a small portion of the issue would be sold, H. S. Firestone, the president, said:

"We only contemplate selling $10,000,000 worth of the 7 per cent. preferred stock, as that is a very large increase and is sufficient to meet our needs. It was less than three years ago that we increased our capital stock from $1,000,000 to $10,000,000. We had no thought then of using more than $5,000,000 of that preferred issue.

"With that experience in mind and not knowing what the future might bring forth, we decided to make our preferred capital stock sufficiently large so that we could issue more at any time without expense and complications and increasing it from the preferred issue of $10,000,000 to $50,000,000. It is necessary to have half as much common stock. Therefore it was necessary to increase the common stock issue to $25,000,000. We do not contemplate making any issue of the common stock at this time."

Firestone sales from Nov. 1, 1918, to Sept. 1, 1919, were $69,475,197.14 as against $63,821,046.67 for the same period last year or an increase of 9 per cent.

Plans for the immediate construction of a $400,000 mechanical building were made public. This will be located in the rear of plant No. 2.

### Brings Out Manual of Electric Testing

A new bulletin, entitled "Manual of Electrical Testing," has been brought out by the Wagner Electrical Mfg. Co., St. Louis, Mo.

### Marathon Starts Advertising Campaign

An advertising campaign devoted entirely to the dealer's interests, has been started by the Marathon Tire & Rubber Co., Cuyahoga Falls, Ohio. In connection with this the company has brought out a portfolio entitled "Building Good Will for You."

A complete rolling mill unit is being added to the main works of the Aluminum Goods Mfg. Co. at Manitowoc, Wis. It will be one and two stories high, 300 x 400 feet in size, and cost $500,000 or more. A general manufacturing addition to the Manitowoc plant is nearing completion. The branch factory at Two Rivers, Wis., is also being enlarged.

### Parmele Starts Tour for Acme

Leaving Buffalo recently, Harry Parmele, head of the field service department of the Atterbury Motor Car Co., began a three-months' transcontinental service tour.

Traveling by automobile, Mr. Parmele will visit Canton, Ohio, Cleveland, Chicago, Milwaukee, Kansas City, Denver, Lusk, Wyoming, San Francisco, Los Angeles, Portland, Oregon, Seattle, Washington, and many other intervening points.

This tour marks the beginning of a definite policy on the part of the company to render efficient field service in the maintenance of service and operation of Atterbury trucks to both dealers and owners

C. P. Lord has been appointed district manager of the Willard Storage Battery Co., Cleveland, Ohio He will be in charge of the Detroit district office and lower Michigan.

### Buffalo Sets Show Dates

Buffalo's automobile show of 1920 will be held March 1 to 6, inclusive, it is announced. Inquiries and space reservation indicate the show will be the largest in history, according to officials of the Buffalo Automobile Dealers' Association. The show will be held as heretofore in the Broadway auditorium, which has 44,000 square feet of floor space on the ground floor.

### Coninental Axle Organized

The Continental Axle Co., Edgerton, Wis., organized to manufacture motor truck, trailer and tractor axles, has perfected its organization by electing these officers: President, Andrew McIntosh, vice-president, James Higgins, Racine, Wis.; secretary, E. Z. Menhall; treasurer, William McIntosh; general manager, James W. Menhall. The McIntosh and Menhall interests are heavily interested in the Highway Trailer Co., Edgerton. The Continental company is erecting a brick and steel factory, 68 by 290 feet.

### Beats Fast Express Train

An excellent showing for sustained speed was made recently by an Elgin Victory Scout car in a test run from Chicago to Indianapolis. The distance of 193 miles was covered in four hours and six minutes, an average of 47.7 miles per hour, and fifty-six minutes less than the running schedule of the fastest express thain between these two cities. It is stated this run breaks all records between Chicago and Indianapolis for a stock car with full load.

### Puritan Machine Company Expands

The Puritan Machine Co., Lafayette Blvd. at 10th street, Detroit, Mich., has purchased the property at the corner of Fort and 8th streets, now occupied by the All Power Truck Company.

The company has found it necessary to increase the manufacturing department which will be moved at once to the new location.

The Mason Tire & Rubber Co., Kent, O., has begun building extensive additions to its plant, including factory, general offices and garage units. The company recently increased its capital stock to $7,500,000.

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# The Still Better Willard

## does away with the most common battery repair expense—re-insulation

YOUR knowledge of electricity has made you realize the tremendous importance of insulation. It's just as important *inside* your storage battery as on any of the wires that lead from it to your lights, starting motor and generator.

Inside that battery are the jars in which are sealed up the plates (positive alternating with negative), the battery solution, *and the insulation which separates each positive plate from its negative neighbor.*

In ordinary batteries the first thing to wear out is this insulation. Jars and plates may still be in good condition, but the battery has to be opened and "reinsulated" at considerable expense. After that, no one knows how long it will last. It may be long enough to offset the expense, it may not.

But the invention of Willard Threaded Rubber Insulation entirely does away with this most common cause of trouble and expense.

The Still Better Willard does not have to be reinsulated; because it has the durable threaded rubber insulators which last the full life-time of the battery.

Four years' experience on thousands of cars is daily proving how much Threaded Rubber Insulation means to the car owner in better battery efficiency and fewer battery repairs.

Next time you call, ask us for a fuller explanation of the Still Better Willard.

*Willard Service.*

**With Threaded Rubber Insulation**

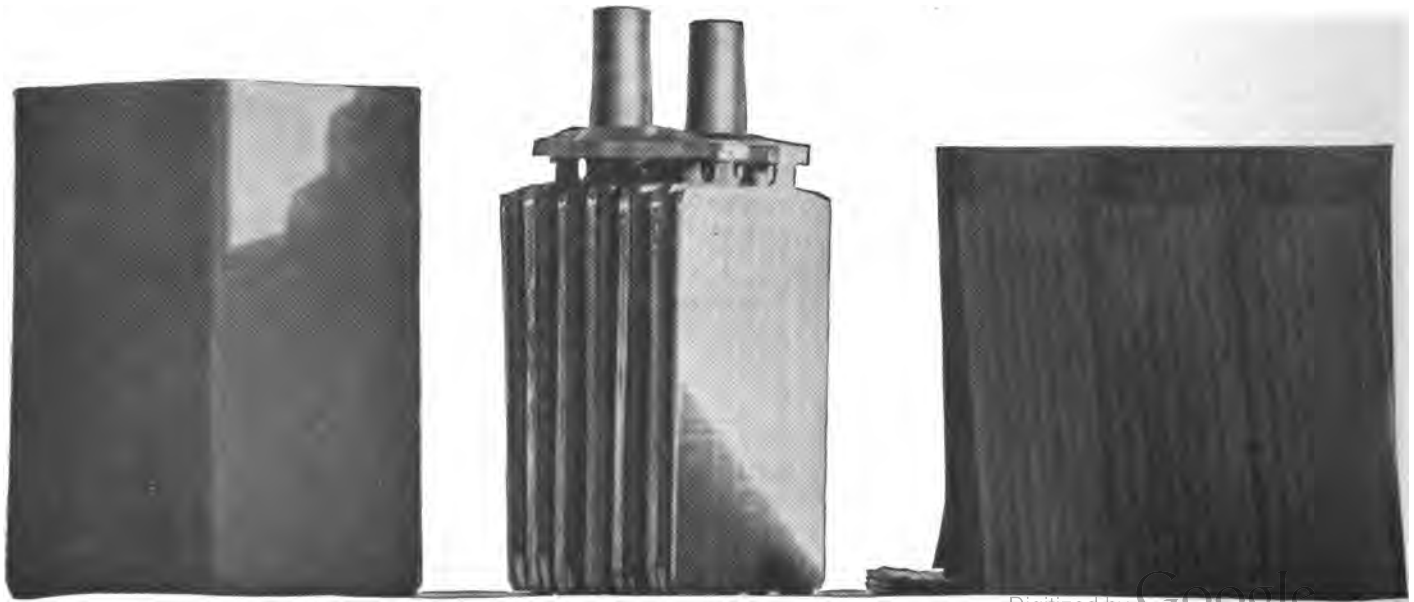
**Willard STORAGE BATTERY**

**Willard Threaded Rubber Insulation**

Inside the battery box are the rubber *jars* in which the *elements* and battery solution are sealed, thus constituting a unit which is called a *cell*. This cell is separated and insulated from the other cells in the battery by the *rubber* jar.

Inside the cells are two *groups* of *plates*, one *Positive*, and one *Negative*. These are so put together that they alternate and are insulated—positive from negative—by Threaded Rubber Insulation.

The *insulation* performs the important task of separating each positive plate from its negative neighbor, preventing short circuits which would soon wear out and ruin the battery. The better the insulation, the better the battery.



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# ist Price of Storage Batteries for Cars From 1912 to 1919

## REVISED MONTHLY

**TO USE THIS TABLE.**—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given s purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial r and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as created by us to enable you to find the right battery quickly. Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will mitted to manufacturers each month for revision. This compilation is for the benefit of the trade. We have used every care to give the latest, authentic information, but we guarantee the correctness of these prices and cannot be held liable for same.

THE FERGUSON PUBLISHING COMPANY

| LL ARD and Part No h 15, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|
| 253 | 6 | 142 | .. | $50.00 |
| 2 08 | 6 | 159.5 | 69 | 50.00 |
| 610 | 6 | 159.5 | 69 | 50.00 |
| 578 | 6 | 93.8 | 52 | 36.60 |
| 363 | 12 | 72.3 | 79 | 72.10 |
| 227 | 6 | 88 | 50 | 39.40 |
| 627 | 6 | 88 | .. | 36.85 |
| 615 | 12 | 45.5 | 62 | 48.68 |
| 441 | 12 | 45.5 | 62 | 48.68 |
| | 6 | | | 43.70 |
| 666 | 12 | 54.5 | .. | 55.00 |
| 668 | 12 | 54.5 | .. | 55.00 |
| 600 | 6 | 103.7 | 55 | 39.40 |
| 257 | 6 | 180 | 80 | 51.25 |
| 250 | 12 | 105.7 | 112 | 79.55 |
| 215 | 6 | 115 | 62 | ..... |
| 207 | 6 | 115 | 62 | ..... |
| 647 | 6 | 105.7 | .. | 41.40 |
| 428 | 6 | 159.5 | 69 | 50.00 |
| 347 | 12 | 51.4 | 67 | 50.50 |
| 652 | 6 | 142 | .. | 50.00 |
| 646 | 6 | 105.7 | .. | 41.40 |
| 625 | 6 | 71 | .. | 32.40 |
| 683 | 30 | 23.3 | .. | 81.70 |
| 585 | 6 | 83.2 | 48 | 34.90 |
| 601 | 6 | 103.7 | 55 | 39.40 |
| 614 | 6 | 124.3 | 61 | 44.25 |
| 403 | 6 | 103.7 | 55 | 39.40 |
| 613 | 6 | 103.7 | 55 | 39.40 |
| 634 | 6 | 88 | .. | 36.85 |
| 583 | 12 | 93.8 | 91 | 71.50 |
| 658 | 12 | 38.7 | .. | 45.90 |
| 234 | 12 | 38.7 | 58 | 45.90 |
| 662 | 12 | 38.7 | .. | 45.90 |
| 508 | 6 | 88 | .. | 36.85 |
| 663 | 12 | 38.7 | .. | 45.90 |
| 639 | 6 | 88 | .. | 36.85 |
| 640 | 6 | 88 | .. | 36.85 |
| 605 | 6 | 103.7 | 55 | 39.40 |
| 591 | 6 | 83.2 | 48 | 34.90 |
| 609 | 6 | 103.7 | 55 | 39.40 |
| 538 | 6 | 83.2 | 48 | 34.90 |
| 174 | 24 | 71.5 | 70 | 67.20 |
| 279 | 6 | 147.5 | 72 | ..... |
| 688 | 6 | 161 | .. | 59.80 |
| 689 | 6 | 161 | .. | 59.80 |
| 678 | 16 | 38.7 | .. | 60.35 |
| 236 | 6 | 105.7 | 59 | 41.40 |
| 235 | 6 | 88 | 50 | 36.90 |
| 516 | 6 | 71 | 42 | 32.40 |
| 629 | 6 | 88 | .. | 36.85 |
| 228 | 6 | 88 | 50 | 36.90 |
| 242 | 18 | 42.5 | 90 | 72.40 |
| 589 | 6 | 83.2 | 48 | 34.90 |
| 341 | 6 | 93.8 | 52 | 36.60 |
| 512 | 6 | 83.2 | 48 | 34.90 |
| 630 | 6 | 88 | .. | 36.85 |
| 641 | 6 | 88 | .. | 36.85 |
| 607 | 6 | 103.7 | 55 | 39.40 |
| 537 | 6 | 103.7 | 55 | 39.40 |
| 401 | 6 | 83.2 | 48 | 34.90 |
| 679 | 16 | 54.5 | .. | 73.35 |
| 624 | 6 | 71 | .. | 32.40 |
| 628 | 6 | 88 | .. | 36.85 |
| 686 | 12 | 42.6 | 57 | 41.15 |
| 360 | 6 | 139 | 67 | 57.30 |
| 677 | 16 | 38.7 | .. | 60.35 |
| 300 | 6 | 105.7 | 59 | 41.40 |
| 245 | 6 | 180 | 80 | ..... |
| 595 | 6 | 83.2 | 48 | 34.90 |
| 212 | 6 | 105.7 | 59 | 41.40 |
| 664 | 12 | 38.7 | .. | 45.90 |
| 576 | 6 | 83.2 | 52 | 36.60 |
| 452 | 6 | 88 | .. | 36.85 |
| 426 | 12 | 38.7 | 58 | 45.90 |
| 427 | 6 | 88 | 50 | 36.90 |
| 535 | 6 | 88 | 50 | 36.90 |
| 598 | 6 | 103.7 | 55 | 39.40 |
| 670 | 12 | 54.5 | .. | 55.00 |
| 638 | 6 | 88 | .. | 36.85 |
| 676 | 16 | 38.7 | .. | 60.35 |
| 618 | 12 | 64 | .. | 58.10 |
| 267 | 6 | 71 | 42 | 32.40 |

| WILLARD Type and Part No. March 15, 1919 | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| SSB-242 | 284 | 24 | 23.3 | 85 | $68.70 |
| SM-26 | 660 | 12 | 38.7 | ... | 45.90 |
| SM-26 | 661 | 12 | 38.7 | ... | 45.90 |
| NSSB-125 | 293 | 24 | 54.5 | ... | 55.00 |
| SM-76 | 682 | 24 | 23.3 | ... | 68.70 |
| SSB-183½ | 238 | 18 | 38.7 | 85 | 66.30 |
| SSB-125 | 249 | 12 | 71.1 | 82 | 55.00 |
| SJR-26 | 419 | 12 | 51.4 | 67 | 58.80 |
| SM-4 | 635 | 6 | 88 | ... | 36.85 |
| SJW-3 | 580 | 6 | 93.8 | 52 | 36.60 |
| SJW-3 | 577 | 6 | 93.8 | 52 | 36.60 |
| SM-4 | 626 | 6 | 88 | ... | 36.85 |
| SM-5 | 645 | 6 | 105.7 | ... | 53.95 |
| SM-28 | 672 | 12 | 71 | ... | 63.15 |
| SSB-610 | 200 | 6 | 105-7 | 59 | 41.40 |
| SJW-26 | 581 | 12 | 51.4 | 67 | 50.50 |
| SL-26 | 616 | 12 | 45.5 | 62 | 48.68 |
| SL-26 | 617 | 12 | 45.5 | 62 | 48.68 |
| SM-4 | 633 | 6 | 88 | ... | 36.85 |
| SL-4 | 608 | 6 | 103.7 | 55 | 39.40 |
| SL-4 | 539 | 6 | 103.7 | 55 | 39.40 |
| SM-27 | 667 | 12 | 54.5 | ... | 55.00 |
| SL-3 | 587 | 6 | 83.2 | 48 | 34.90 |
| SM-4 | 631 | 6 | 88 | ... | 36.85 |
| SM-4 | 642 | 6 | 88 | ... | 36.85 |
| PDS-243 | 262 | 24 | 29 | 110 | 79.60 |
| SM-29 | 674 | 12 | 88 | ... | 71.25 |
| SM-5 | 649 | 6 | 105.7 | ... | 53.95 |
| SL-4 | 606 | 6 | 103.7 | 55 | 39.40 |
| SM-27 | 466 | 12 | 54.5 | ... | 55.00 |
| SP-26 | 582 | 12 | 38.6 | 57 | 41.15 |
| SM-7* | 651 | 6 | 142 | ... | 50.00 |
| SL-3 | 590 | 6 | 83.2 | 48 | 34.90 |
| SM-9 | 655 | 66 | 176.5 | ... | 58.95 |
| SM-9 | 656 | 6 | 176.5 | ... | 58.95 |
| SSB-123½ | 247 | 12 | 38.7 | 58 | 45.90 |
| SL-4 | 512 | 6 | 103.7 | 55 | 39.40 |
| SM-5 | 550 | 6 | 105.7 | ... | 41.40 |
| SM-28 | 671 | 12 | 71 | ... | 63.15 |
| SSB-612 | 269 | 6 | 159.5 | 69 | 50.00 |
| PSW-68 | 273 | 6 | 115 | 62 | ..... |
| SL-4 | 611 | 6 | 103.7 | 55 | 39.40 |
| SM-5 | 648 | 6 | 105.7 | ... | 41.40 |
| SM-4 | 636 | 6 | 88 | ... | 36.85 |
| SM-26 | 447 | 12 | 38.7 | ... | 45.90 |
| SSB-128 | 574 | 12 | 88 | 95 | 71.25 |
| SL-28 | 622 | 12 | 83.3 | 84 | 67.45 |
| SM-76 | 681 | 24 | 23.3 | ... | 68.70 |
| PSW-412 | 258 | 12 | 87.5 | 100 | ..... |
| SL-4 | 603 | 6 | 103.7 | 55 | 39.40 |
| SJW-3 | 579 | 6 | 93.8 | 52 | 36.60 |
| SJW-4 | 317 | 6 | 117.7 | 61 | 42.05 |
| SM-3 | 623 | 6 | 71 | ... | 32.40 |
| SL-3 | 586 | 6 | 83.2 | 48 | 34.90 |
| SP-5 | 684 | 6 | 117.5 | 54 | 36.35 |
| SSB-66 | 572 | 6 | 71 | 42 | 32.40 |
| SM-4 | 637 | 6 | 88 | ... | 36.85 |
| SL-4 | 610 | 6 | 103.7 | 55 | 39.40 |
| SM-4 | 632 | 6 | 88 | ... | 36.85 |
| PSW-610 | 278 | 6 | 147.5 | 70 | 45.45 |
| SL-3 | 594 | 6 | 83.2 | 48 | 34.90 |
| SL-3 | 592 | 6 | 83.2 | 48 | 34.90 |
| SM-4 | 513 | 6 | 88 | ... | 36.85 |
| SL-3 | 511 | 6 | 83.2 | 48 | 34.90 |
| SX-77 | 687 | 24 | 45 | ... | 74.15 |
| SE-76 | 320 | 24 | 33.5 | ... | 71.30 |
| SM-7 | 654 | 6 | 142 | ... | 50.00 |
| SSB-123½ | 573 | 12 | 38.7 | 58 | 45.90 |
| SL-4 | 602 | 6 | 103.7 | 55 | 39.40 |
| SM-9 | 657 | 6 | 176.5 | ... | 58.95 |
| SP-6 | 685 | 6 | 136.3 | 60 | 39.95 |
| SRJ-4 | 358 | 6 | 117.7 | 60 | 50.40 |
| SL-4 | 604 | 6 | 103.7 | 55 | 39.40 |
| SJR-6 | 340 | 6 | 162 | 76 | 64.05 |
| SM-26 | 665 | 12 | 38.7 | ... | 45.90 |
| SSB-125 | 305 | 12 | 54.5 | 70 | 55.00 |
| SM-26 | 659 | 12 | 38.7 | ... | 45.90 |
| SL-3 | 596 | 6 | 83.2 | 48 | 34.90 |
| SM-29 | 673 | 12 | 88 | ... | 71.25 |
| SL-4 | 599 | 6 | 103.7 | 55 | 39.40 |
| SL-3 | 597 | 6 | 83.2 | 48 | 34.90 |
| SM-39 | 680 | 16 | 71 | ... | 83.95 |
| SL-3 | 593 | 6 | 83.2 | 48 | 34.90 |

| WILLARD Type & Part No. March 15, 1919 | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| SL-3 | 540 | 6 | 83.2 | 48 | $34.90 |
| SJR-4 | 357 | 6 | 117.7 | 61 | 50.40 |
| SSB-185 | 282 | 18 | 54.5 | 102 | 81.60 |
| SSB-123½ | 536 | 12 | 38.7 | 58 | 45.90 |
| SM-4 | 643 | 6 | 88 | ... | 36.85 |
| SL-27 | 620 | 12 | 64 | 73 | 58.10 |
| SL-27 | 619 | 12 | 64 | 73 | 58.10 |
| SL-28 | 621 | 12 | 83.3 | 84 | 67.45 |
| SM-27 | 669 | 12 | 54.5 | ... | 55.00 |
| SM-5 | 644 | 6 | 105.7 | ... | 41.40 |
| SJR-4 | 545 | 6 | 117.7 | 61 | 50.40 |
| SJW-4 | 319 | 6 | 117.7 | 61 | 42.05 |
| SM-30 | 675 | 12 | 105.7 | ... | 80.60 |
| SSB-186 | 240 | 18 | 71 | 122 | 92.55 |
| SX-28 | 556 | 12 | 82.7 | 86 | ..... |
| SL-5 | 515 | 6 | 124.3 | 61 | 44.25 |
| SSB-612 | 325 | 6 | 159.5 | 69 | 50.00 |
| SSB-610 | 289 | 6 | 105.7 | 59 | 41.40 |

| EXIDE Type and Cat. No. Dec. 16, 1918 | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 3SFS-5 452 | 277 | 6 | .... | .. | 29.65 |
| 3SR-7 455 | 278 | 6 | .... | .. | 30.60 |
| 3SFS-9 460 | 279 | 6 | .... | .. | 37.25 |
| 3S11Spec 463 | 280 | 6 | .... | .. | 39.55 |
| 3ZA-5 1405 | 281 | 6 | .... | .. | 18.54 |
| 3LX9-1 10671-61 | 282 | 6 | .... | 42 | 34.50 |
| 3LX13-1 10672-61 | 283 | 6 | 66 | 59 | 44.15 |
| 3LX5-1 10670-61 | 284 | 6 | 28 | 24 | 24.40 |
| 3JX11-1 3252-5 | 285 | 6 | .... | .. | 35.75 |
| 3JX13-1 3254-1 | 286 | 6 | .... | 51 | 38.00 |
| 3JX13-1 3254-5 | 287 | 6 | .... | 51 | 39.20 |
| 3JX13-1 3254-6 | 288 | 6 | .... | 51 | 38.50 |
| 3JX15-1 3256-1 | 290 | 6 | .... | .. | 41.70 |
| 3JX15-1 3256-5 | 291 | 6 | .... | .. | 42.90 |
| 3JX19-1 3260-1 | 292 | 6 | .... | .. | 48.70 |
| 3JX19-1 3260-5 | 293 | 6 | .... | .. | 50.00 |
| 3JX15-2 3328-54 | 294 | 6 | .... | .. | 43.10 |
| 3JX19-2 3332-54 | 295 | 6 | .... | .. | 50.00 |
| 6JX7-1 3339-05 | 296 | 12 | .... | .. | 48.70 |
| 6JX11-1 3341-3 | 297 | 12 | .... | .. | 64.20 |
| 6JX11-1 3341-12 | 298 | 12 | .... | .. | 65.15 |
| 6JX13-1 3342-5 | 299 | 12 | .... | .. | 73.45 |
| 6JX15-3 3352-05 | 300 | 12 | .... | .. | 80.10 |
| 3PHA13-23468 | 301 | 6 | .... | 82 | 64.50 |
| 3PHA13-23468-6 | 302 | 6 | .... | 82 | 66.20 |
| 3XC-19 4412-51 | 303 | 6 | .... | 63 | 50.43 |
| 3XC-13 4561-52 | 304 | 6 | .... | 45 | 39.20 |
| 9JX7-1 4587-058 | 305 | 18 | .... | .. | 73.60 |
| 3JX-15 4852-4 | 306 | 6 | .... | .. | 42.40 |
| 3XC19-1 5721-53 | 307 | 6 | .... | 63 | 52.00 |
| 6XC9-1 5792-7 | 308 | 12 | .... | 64 | 57.80 |
| 9XC7-1 5799-057 | 309 | 18 | .... | 75 | 74.20 |
| 15XC5-1 5930-60 | 310 | 30 | .... | .. | 102.60 |
| 3SX9-1 10674-61 | 311 | 6 | 51 | 35 | 31.75 |
| 3SX13-1 10675-61 | 312 | 6 | 84 | 49 | 41.40 |
| 9JX11-4 6101-064 | 313 | 18 | .... | 113 | 95.20 |
| 6XC9-1 6298-12 | 314 | 12 | .... | .. | 57.80 |
| 3XC11-1 6346 | 315 | 6 | .... | 39 | 33.35 |
| 3XC13-1 6347 | 316 | 6 | .... | 45 | 36.80 |
| 3XC13-1 6347-1 | 317 | 6 | .... | 45 | 38.00 |
| 3XC13-1 6347-5 | 318 | 6 | .... | 45 | 39.20 |
| 3XC15-1 6348 | 319 | 6 | .... | 51 | 40.50 |
| 3XC15-1 6348-1 | 320 | 6 | .... | 51 | 41.70 |
| 3XC15-1 6348-5 | 321 | 6 | .... | 51 | 42.90 |
| 3XC15-1 6348-6 | 322 | 6 | .... | 51 | 42.20 |
| 3XC19-1 6350-1 | 323 | 6 | .... | 63 | 48.80 |
| 3XC19-1 6350-5 | 324 | 6 | .... | 63 | 50.00 |
| 3XC13-2 6356 | 325 | 6 | .... | 45 | 37.50 |
| 3XC13-2 6356-5 | 326 | 6 | .... | 45 | 39.90 |
| 3XC15-2 6357-3 | 327 | 6 | .... | 51 | 42.40 |
| 3XC15-2 6357-5 | 328 | 6 | .... | 51 | 43.60 |
| 3XC15-2 6357-6 | 329 | 6 | .... | 51 | 42.90 |
| 3XC23-2 6361-5 | 330 | 6 | .... | 76 | 57.80 |
| 6XC7-1 6364-03 | 331 | 12 | .... | 47 | 48.50 |
| 6XC7-1 6364-5 | 332 | 12 | .... | 47 | 49.00 |
| 6XC7-1 6364-05 | 333 | 12 | .... | 47 | 49.35 |

| EXIDE Type and Cat. No. Dec. 16, 1918 | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price * |
|---|---|---|---|---|---|
| 6XC9-1 6365-03 | 334 | 12 | .... | 64 | 57.20 |
| 6XC9-1 6365-5 | 335 | 12 | .... | 64 | 58.05 |
| 6XC9-1 6365-05 | 336 | 12 | .... | 64 | 58.40 |
| 6XC9-1 6365-12 | 337 | 12 | .... | 64 | 57.80 |
| 6XC11-1 6366-3 | 338 | 12 | .... | 76 | 64.20 |
| 6XC11-1 6366-03 | 339 | 12 | .... | 76 | 64.50 |
| 6XC11-1 6366-05 | 340 | 12 | .... | 76 | 65.65 |
| 6XC13-1 6367-05 | 341 | 12 | .... | 89 | 73.45 |
| 6XC15-1 6368-03 | 342 | 12 | .... | .. | 78.65 |
| 6XC11-3 6371-05 | 343 | 12 | .... | 76 | 66.40 |
| 6XC11-3 6371-56 | 344 | 12 | .... | 76 | 65.65 |
| 8XC7-1 6375-03 | 345 | 16 | .... | 65 | 63.00 |
| 8XC7-1 6375-14 | 346 | 16 | .... | 65 | 63.00 |
| 8XC9-1 6376-03 | 347 | 16 | .... | 65 | 74.20 |
| 12XC-7 7494-059 | 348 | 24 | .... | .. | 93.75 |
| 6XC13-1 7647-10 | 349 | 12 | .... | 89 | 73.45 |
| 12XC7-1 7695-011 | 350 | 24 | .... | .. | 92.60 |
| 12SD-3 7999 | 351 | 24 | .... | 67 | 74.75 |
| 6XC7-1 10218-55 | 352 | 12 | .... | 47 | 52.00 |
| 6XC9-1 10219-55 | 353 | 12 | .... | 64 | 59.20 |
| 3MHA11 10249-16 | 354 | 6 | .... | 82 | 65.15 |
| 3MHA11 10249-6 | 355 | 6 | .... | 82 | 65.65 |
| 12XC7-1 10364-03 | 356 | 24 | .... | .. | 92.00 |
| 3JX19-1 10365-5 | 357 | 6 | .... | .. | 50.00 |
| 6XC111 10412-14 | 358 | 12 | .... | 76 | 65.15 |

| VESTA Battery and Form No. Oct. 20, 1919 Including Federal Tax | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 24A5Y-65 | 358 | 24 | .... | 110 | 94.62 |
| 6LIIY-4 | 359 | 6 | .... | 42 | 37.84 |
| 6L11W-140 | 360 | 6 | .... | 42 | 37.79 |
| 6L11Y-161 | 361 | 6 | .... | 42 | 36.91 |
| 6L13Y-5 | 362 | 6 | .... | 50 | 41.36 |
| 6L13Y-11 | 363 | 6 | .... | 50 | 42.27 |
| 6L13W-33 | 364 | 6 | .... | 50 | 41.64 |
| 6L13W-35 | 365 | 6 | .... | 50 | 41.40 |
| 6L13Y-71 | 366 | 6 | .... | 50 | 41.36 |
| 6L13W-91 | 368 | 6 | .... | 50 | 41.85 |
| 6L13Y-93 | 369 | 6 | .... | 50 | 41.59 |
| 6L13Y-147 | 370 | 6 | .... | 50 | 41.43 |
| 6L13Y-154 | 371 | 6 | .... | 50 | 41.36 |
| 6L13Y-169 | 372 | 6 | .... | 50 | 40.01 |
| 6L15Y-3 | 373 | 6 | .... | 59 | 46.20 |
| 6L15Y-7 | 374 | 6 | .... | 59 | 47.14 |
| 6L15Y-62 | 375 | 6 | .... | 59 | 46 20 |
| 6L15Y-64 | 376 | 6 | .... | 59 | 46.20 |
| 6L15W-67 | 377 | 6 | .... | 59 | 47.21 |
| 6L15Y-75 | 378 | 6 | .... | 59 | 46.81 |
| 6L15Y-85 | 379 | 6 | .... | 59 | 46.18 |
| 6L15Y-134 | 380 | 6 | .... | 59 | 46.20 |
| 6L19Y-1 | 381 | 6 | .... | 69 | 56 71 |
| 6L19Y-6 | 382 | 6 | .... | 69 | 55.80 |
| 6L19Y-54 | 383 | 6 | .... | 69 | 55.78 |
| 6L19YP-59 | 384 | 6 | .... | 69 | 55.57 |
| 6L19Y-141 | 385 | 6 | .... | 69 | 54.43 |
| 6L23W-124 | 386 | 6 | .... | .. | 66.66 |
| 12L7Y-22 | 387 | 12 | .... | 58 | 52.19 |
| 12L7Y-24 | 388 | 12 | .... | 58 | 52.05 |
| 12L7Y-25 | 389 | 12 | .... | 58 | 51.31 |
| 12L7Y-27 | 390 | 12 | .... | 58 | 51.12 |
| 12L7Y-96 | 391 | 12 | .... | 58 | 53.08 |
| 12L7Y-97 | 392 | 12 | .... | 58 | 51.12 |
| 12L7Y-104 | 393 | 12 | .... | 58 | 52.36 |
| 12L7Y-113 | 394 | 12 | .... | 58 | 51.73 |
| 12L9Y-13 | 395 | 12 | .... | 70 | 62.51 |
| 12L9Y-26 | 396 | 12 | .... | 70 | 61.14 |
| 12L9W-41 | 397 | 12 | .... | 70 | 61.35 |
| 12L9Y-49 | 398 | 12 | .... | 70 | 62.09 |
| 12L9Y-56 | 399 | 12 | .... | 70 | 61.44 |
| 12L9Y-157 | 400 | 12 | .... | 70 | 59.67 |
| 12L11Y-31 | 401 | 12 | .... | 82 | 71.48 |
| 12L13Y-47 | 402 | 12 | .... | 95 | 81.18 |
| 12L13Y-165 | 403 | 12 | .... | 95 | 79.43 |
| 12L15Y-166 | 404 | .. | .... | .. | 90.66 |
| 16L7Y-19 | 405 | 16 | .... | 76 | 71.25 |
| 16L7Y-20 | 406 | 16 | .... | 76 | 69.76 |

| VESTA Type & Form No. Oct. 20, 1919 | Serial No. | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 16L7Y-23 | 407 | 16 | .... | 76 | 69.60 |
| 16L9Y-18 | 408 | 16 | .... | 90 | 81.20 |
| 24L5Y-63 | 409 | 24 | .... | 85 | 80.71 |
| 6H11Y-9 | 410 | 6 | .... | 62 | 43.27 |
| 6H11Y-17 | 411 | 6 | .... | 62 | 43.27 |
| 6H11Y-76 | 412 | 6 | .... | 62 | 42.97 |
| 6H15Y-48 | 413 | 6 | .... | 80 | 54.01 |
| 6H15Y-60 | 414 | 6 | .... | 80 | 53.54 |
| 6H15Z-81 | 415 | 6 | .... | 80 | 53.43 |
| 6H15Z-82 | 416 | 6 | .... | 80 | 55.99 |
| 12H9Y-61 | 417 | 12 | .... | 104 | 70.88 |
| 6H11Z-70 | 418 | 6 | .... | 80 | 37.65 |
| 6H11Y-143 | 419 | 6 | .... | 42 | 37.68 |
| 6H13Y-29 | 420 | 6 | .... | 50 | 41.45 |
| 6H13Y-30 | 421 | 6 | .... | 50 | 42.38 |
| 6H13Y-37 | 422 | 6 | .... | 50 | 41.22 |
| 6H13W-152 | 423 | 6 | .... | 50 | 42.01 |
| 6H15Y-2 | 424 | 6 | .... | 59 | 46.72 |
| 6H15Y-14 | 425 | 6 | .... | 59 | 47.67 |
| 6H15Y-38 | 426 | 6 | .... | 59 | 47.37 |
| 6H15W-94 | 427 | 6 | .... | 59 | 46.60 |
| 6H15W-108 | 428 | 6 | .... | 59 | 46.69 |
| 6H19Y-10 | 429 | 6 | .... | 69 | 56.55 |
| 6H19Y-12 | 430 | 6 | .... | 69 | 55.62 |
| 6H19Y-39 | 431 | 6 | .... | 69 | 55.36 |
| 6H19Y-72 | 432 | 6 | .... | 69 | 55.62 |
| 6H19W-73 | 433 | 6 | .... | 69 | 57.60 |
| 6H19W-77 | 434 | 6 | .... | 69 | 57.83 |
| 6H19W-168 | 435 | 6 | .... | 69 | 57.78 |
| 8H15XD-129 | 436 | 8 | .... | 78 | 62.93 |
| 12S7Y-36 | 437 | 12 | .... | 58 | 51.31 |
| 12S7Y-50 | 438 | 12 | .... | 58 | 52.19 |
| 12S7W-138 | 439 | 12 | .... | 58 | 53.40 |
| 12S9X-98 | 440 | 12 | .... | 70 | 61.14 |
| 12S9Y-99 | 441 | 12 | .... | 70 | 61.16 |
| 12S9Y-116 | 442 | 12 | .... | 70 | 62.92 |
| 12S11Y-52 | 443 | 12 | .... | 82 | 69.95 |
| 12S11X-135 | 444 | 12 | .... | 82 | 71.93 |
| 12S15W-53 | 445 | 12 | .... | .. | 88.49 |
| 16S9X-136 | 446 | 16 | .... | 90 | 80.50 |
| 16S9X-137 | 447 | 16 | .... | 90 | 81.46 |
| 18S7W-46 | 448 | 18 | .... | 85 | 74.72 |
| 18S9W-45 | 449 | 18 | .... | 102 | 88.31 |
| 18S9W-170 | 450 | 18 | .... | 102 | 88.89 |
| 18S11W-43 | 451 | 18 | .... | .. | 102.26 |
| 24S5X-83 | 452 | 24 | .... | 85 | 76.12 |
| 24S5X-88 | 453 | 24 | .... | 85 | 77.10 |
| 6U11Y-15 | 454 | 6 | .... | 47 | 38.42 |
| 6U11Y-89 | 455 | 6 | .... | 47 | 37.79 |
| 6U11Y-102 | 456 | 6 | .... | 47 | 38.38 |
| 6U11Y-105 | 457 | 6 | .... | 47 | 38.38 |
| 6U11Y-110 | 458 | 6 | .... | 47 | 38.40 |
| 6U11Y-114 | 459 | 6 | .... | 47 | 37.56 |
| 6U11Y-115 | 460 | 6 | .... | 47 | 38.38 |
| 6U11Y-117 | 461 | 6 | .... | 47 | 38.40 |
| 6U11Y-118 | 462 | 6 | .... | 47 | 38.40 |
| 6U11W-120 | 463 | 6 | .... | 47 | 39.47 |
| 6U11Y-128 | 464 | 6 | .... | 47 | 38.42 |
| 6U11Y-130 | 465 | 6 | .... | 47 | 38.42 |
| 6U11W-149 | 466 | 6 | .... | 47 | 39.47 |
| 6U11Y-150 | 467 | 6 | .... | 47 | 37.40 |
| 6U11Y-155 | 468 | 6 | .... | 47 | 38.40 |
| 6U11W-164 | 469 | 6 | .... | 47 | 39.47 |
| 6U13Y-16 | 470 | 6 | .... | 55 | 43.20 |
| 6U13Y-28 | 471 | 6 | .... | 55 | 44.11 |
| 6U13Z-68 | 472 | 6 | .... | 55 | 44.25 |
| 6U13Y-80 | 473 | 6 | .... | 55 | 42.99 |
| 6U13W-84 | 474 | 6 | .... | 55 | 43.50 |
| 6U13Y-92 | 475 | 6 | .... | 55 | 43.20 |
| 6U13Y-119 | 476 | 6 | .... | 55 | 43.20 |
| 6U13W-132 | 477 | 6 | .... | 55 | 43.48 |
| 6U13W-133 | 478 | 6 | .... | 55 | 43.48 |
| 6U13Y-145 | 479 | 6 | .... | 55 | 41.92 |
| 6U13W-146 | 480 | 6 | .... | 55 | 42.24 |
| 6U13Y-153 | 481 | 6 | .... | 55 | 44.11 |
| 6U13Y-156 | 482 | 6 | .... | 55 | 44.11 |
| 6U13W-158 | 483 | 6 | .... | 55 | 43.48 |
| 6U13Y-160 | 484 | 6 | .... | 55 | 43.20 |
| 6U13W-163 | 485 | 6 | .... | 55 | 43.48 |
| 6U15Y-106 | 486 | 6 | .... | 64 | 43.20 |
| 6U15Y-121 | 487 | 6 | .... | 64 | 48.65 |
| 6U15Y-139 | 488 | 6 | .... | 64 | 43.20 |
| 6U15W-151 | 489 | 6 | .... | 64 | 47.97 |

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# WITHERBEE
## STORAGE BATTERIES

Witherbee

**A dependable and guaranteed battery of correct size and shape for every make and model of car, and for starting and lighting systems of any manufacture in general use**

***Manufactured Since 1903***

## Liberal Margin of Profit to DEALERS

**Profitable Propositions for Reliable Distributors and Servi Stations in O Territory**

***Write Today***

## Witherbee Storage B

***Main Office and Factory***
**643-55 West 43d Street**

**New York C**


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| ...TA ...orm No. ..., 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|
| 37 | 6 | ..... | 64 | 49.26 |
| 1 | 6 | ..... | ... | 54.48 |
| 1 | 12 | ..... | ... | 45.92 |
| | 12 | ..... | 65 | 53.05 |
| 0 | 12 | ..... | 65 | 53.33 |
| 7 | 12 | ..... | 65 | 54.20 |
| 9 | 12 | ..... | 65 | 53.08 |
| 1 | 12 | ..... | 65 | 52.22 |
| | 12 | ..... | 65 | 51.84 |
| 5 | 12 | ..... | 78 | 65.12 |
| | 12 | ..... | 78 | 65.03 |
| 25 | 12 | ..... | 78 | 64.19 |
| 2 | 12 | ..... | 78 | 62.51 |
| 123 | 12 | ..... | 92 | 73.56 |
| 126 | 12 | ..... | 92 | 73.91 |
| 148 | 12 | ..... | 92 | 73.88 |
| 159 | 12 | ..... | 92 | 72.93 |
| 0 | 6 | ..... | 55 | 42.55 |

| ...READY Stock No. ...15, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| | 8076 | 6 | 70 | 48 | 33.50 |
| | 8077 | 6 | 70 | 48 | 33.50 |
| S | 8084 | 6 | 105 | 63 | 43.89 |
| RH | 8085 | 6 | 95 | 58 | 36.96 |
| | 8086 | 6 | 95 | 56 | 36.96 |
| R | 8090 | 6 | 110 | 63 | 41.58 |
| J | 8092 | 6 | 110 | 63 | 41.58 |
| | 8096 | 6 | 110 | 63 | 41.58 |
| L | 8097 | 6 | 110 | 63 | 41.58 |
| E | 8099 | 8 | 110 | 82 | 55.44 |
| | 8110 | 6 | 140 | 72 | 46.20 |
| S | 8114 | 6 | 150 | 24 | 48.51 |
| SE | 8115 | 6 | 150 | 74 | 50.82 |
| | 8116 | 6 | 140 | 72 | 46.20 |
| L | 8117 | 6 | 140 | 72 | 46.20 |
| L | 8131 | 6 | 185 | 86 | 57.75 |
| E | 8138 | 6 | 185 | 85 | 57.75 |
| FM | 8144 | 12 | 35 | 64 | 45.63 |
| | 8150 | 12 | 50 | 77 | 51.98 |
| | 8156 | 12 | 50 | 77 | 51.98 |
| F | 8158 | 12 | 50 | 77 | 51.98 |
| | 8166 | 12 | 70 | 94 | 60.06 |
| F | 8172 | 12 | 95 | 108 | 65.84 |
| HL | 8187 | 12 | 110 | 122 | 71.61 |
| | 8190 | 16 | 35 | 83 | 57.75 |
| | 8200 | 16 | 50 | 102 | 65.84 |
| | 8236 | 18 | 35 | 90 | 63.53 |
| U | 8245 | 18 | 50 | 112 | 69.30 |
| | 8256 | 18 | 70 | 140 | 80.85 |
| | 8270 | 24 | 20 | 93 | 65.26 |
| L | 8277 | 24 | 20 | 94 | 65.26 |
| | 8278 | 24 | 18 | 70 | 61.22 |
| U | 8288 | 24 | 35 | 121 | 77.96 |
| R | 8295 | 30 | 20 | 115 | 80.85 |
| F6 | 8192 | 16 | 35 | 64 | 57.75 |
| L | 8087 | 6 | 95 | 56 | 36.95 |
| L | 8281 | 24 | 35 | 127 | 77.39 |
| R | 8210 | 16 | 70 | 123 | 73.92 |
| H | 8246 | 18 | 50 | 112 | 72.19 |
| L | 8087 | 6 | ..... | ... | ..... |
| L | 8141 | 12 | ..... | ... | ..... |
| M | 8145 | 12 | ..... | ... | ..... |
| H | 8146 | 12 | ..... | ... | ..... |
| H | 8176 | 12 | ..... | ... | ..... |
| HO | 8289 | 24 | ..... | ... | ..... |
| C | 8330 | 6 | ..... | ... | ..... |
| C | 8331 | 6 | ..... | ... | ..... |
| LC | 8332 | 6 | ..... | ... | ..... |
| C | 8333 | 6 | ..... | ... | ..... |
| C | 8334 | 12 | ..... | ... | ..... |
| FC2 | 8335 | 12 | ..... | ... | ..... |
| FC3 | 8336 | 12 | ..... | ... | ..... |
| LC | 8337 | 12 | ..... | ... | ..... |
| C | 8339 | 12 | ..... | ... | ..... |
| LC | 8350 | 6 | ..... | ... | ..... |
| | 8370 | 6 | ..... | ... | ..... |
| L | 8371 | 6 | ..... | ... | ..... |
| J | 8379 | 6 | ..... | ... | ..... |
| | 8380 | 6 | ..... | ... | ..... |
| L | 8381 | 6 | ..... | ... | ..... |
| | 8390 | 6 | ..... | ... | ..... |
| L | 8391 | 6 | ..... | ... | ..... |
| | 8440 | 12 | ..... | ... | ..... |
| P2 | 8442 | 12 | ..... | ... | ..... |
| F4 | | 12 | ..... | ... | ..... |
| L | 8451 | [illegible] | | | |
| P5 | [illegible] | | | | |
| LP | [illegible] | | | | |
| M | [illegible] | | | | |
| ML | [illegible] | | | | |
| O | [illegible] | | | | |

| Serial No. | COLUMBIA Type September, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price* |
|---|---|---|---|---|---|
| 1803 | I-311AB3 | 6 | 96 | 52 | 47.25 |
| 1804 | I-313AZ | 6 | 118 | 60 | 54.10 |
| 1805 | I-313AW | 6 | 118 | 60 | 54.10 |
| 1806 | I-315AZ | 6 | 140 | 69 | 60.90 |
| 1807 | I-315AYE | 6 | 140 | 69 | 60.90 |
| 1808 | I-315AB3C | 6 | 140 | 69 | 60.90 |
| 1809 | I-315AB7 | 6 | 140 | 69 | 60.90 |
| 1810 | I-69UX | 12 | 75 | 86 | 77.70 |
| 1811 | I-69UNZ | 12 | 75 | 86 | 77.70 |
| 1812 | I-69UNB6 | 12 | 75 | 86 | 77.70 |
| 1813 | I-69FX | 12 | 75 | 86 | 77.70 |
| 1814 | I-69FNX | 12 | 75 | 86 | 77.70 |
| 1815 | I-69FNZ | 12 | 75 | 86 | 77.70 |
| 1816 | R-311AE | 6 | 85 | 45 | 44.65 |
| 1817 | R-311AW | 6 | 85 | 45 | 44.65 |
| 1818 | R-311AX | 6 | 85 | 45 | 44.65 |
| 1819 | R-311AO | 6 | 85 | 45 | 44.65 |
| 1820 | R-311AO | 6 | 85 | 45 | 44.65 |
| 1821 | R-311AZ | 6 | 85 | 45 | 44.65 |
| 1822 | R-311AQZ | 6 | 85 | 45 | 44.65 |
| 1823 | R-311AB6 | 6 | 85 | 45 | 44.65 |
| 1824 | R-313A | 6 | 105 | 52 | 50.95 |
| 1825 | R-313AE | 6 | 105 | 52 | 50.95 |
| 1826 | R-313AW | 6 | 105 | 52 | 50.95 |
| 1827 | R-313AO | 6 | 105 | 52 | 50.95 |
| 1828 | R-313AF | 6 | 105 | 52 | 50.95 |
| 1829 | R-313AX | 6 | 105 | 52 | 50.95 |
| 1830 | R-313AZ | 6 | 105 | 52 | 50.95 |
| 1831 | R-313AZ | 6 | 105 | 52 | 50.95 |
| 1832 | R-313AB5 | 6 | 105 | 52 | 50.95 |
| 1833 | R-313DE | 6 | 105 | 52 | 50.95 |
| 1834 | R-313DW | 6 | 105 | 52 | 50.95 |
| 1835 | R-313DO | 6 | 105 | 52 | 50.95 |
| 1836 | R-313DZ | 6 | 105 | 52 | 50.95 |
| 1837 | R-315AE | 6 | 125 | 60 | 57.25 |
| 1838 | R-315AW | 6 | 125 | 60 | 57.25 |
| 1839 | R-315AZ | 6 | 125 | 60 | 57.25 |
| 1840 | R-315DW | 6 | 125 | 60 | 57.25 |
| 1841 | R-315DO | 6 | 125 | 60 | 57.25 |
| 1842 | R-315DZ | 6 | 125 | 60 | 57.25 |
| 1843 | R-67KSK | 12 | 47.5 | 60 | 63.00 |
| 1844 | R-67KSV | 12 | 47.5 | 60 | 63.00 |
| 1845 | R-67KSA6 | 12 | 47.5 | 60 | 63.00 |
| 1846 | R-611LR | 12 | 85 | 90 | 87.15 |
| 1847 | R-611LNZ | 12 | 85 | 90 | 87.15 |
| 1848 | R-611LNB6 | 12 | 85 | 90 | 87.15 |
| 1849 | D-313AW | 6 | 85 | 48 | 47.25 |
| 1850 | D-313AO | 6 | 85 | 48 | 47.25 |
| 1851 | D-313AZ | 6 | 85 | 48 | 47.25 |
| 1852 | D-313AB4 | 6 | 85 | 48 | 47.25 |
| 1853 | D-313AB6 | 6 | 85 | 48 | 47.25 |
| 1854 | D-313DE | 6 | 85 | 48 | 47.25 |
| 1855 | D-313DO | 6 | 85 | 48 | 47.25 |
| 1856 | D-313DZ | 6 | 85 | 48 | 47.25 |
| 1957 | D-313DB6 | 6 | 85 | 48 | 47.25 |
| 1858 | D-315AW | 6 | 102 | 53 | 53.05 |
| 1859 | D-315AZ | 6 | 102 | 53 | 53.05 |
| 1860 | D-315AB4 | 6 | 102 | 53 | 53.05 |
| 1861 | D-315AB6 | 6 | 102 | 53 | 53.0 |
| 1862 | D-319AW | 6 | 135 | 69 | 64.60 |
| 1863 | D-319AZ | 6 | 135 | 69 | 64.60 |
| 1864 | D-319-AB6 | 6 | 135 | 69 | 64.60 |
| 1865 | D-319X | 6 | 135 | 69 | 64.60 |
| 1866 | D-67KSG | 12 | 37.5 | 55 | 59.35 |
| 1867 | D-67KSV | 12 | 37.5 | 55 | 59.35 |
| 1868 | D-67KSA6 | 12 | 37.5 | 55 | 59.35 |
| 1869 | D-67LV | 12 | 37.5 | 55 | 59.35 |
| 1870 | D-67LHV | 12 | 37.5 | 55 | 59.35 |
| 1871 | D-67LAHC | 12 | 37.5 | 55 | 59.35 |
| 1872 | -D67MA3 | 12 | 37.5 | 55 | 59.35 |
| 1873 | D-69KSW | 12 | 54 | 68 | 70.90 |
| 1874 | D-69KSZ | 12 | 54 | 68 | 70.90 |
| 1875 | D-69KSB3C | 12 | 54 | 68 | 70.90 |
| 1876 | D-69KSB6 | 12 | 54 | 68 | 70.90 |
| 1878 | D-87PA6 | 16 | 37.5 | 72 | 77.70 |
| 1879 | D-87PA3C | 16 | 37.5 | 72 | 77.70 |
| 1880 | D-87PUA6 | 16 | 37.5 | 72 | 77.70 |
| 1881 | D-89RSR | 16 | 54 | 90 | 94.50 |
| 1882 | D-89RSB6 | 16 | 54 | 90 | 94.50 |
| 1883 | D-125TSA6 | 24 | 25 | 82 | 88.20 |
| 1884 | D-125TSA6C | 24 | 25 | 82 | 88.20 |
| 1885 | D-155Z | 30 | 25 | 105 | 105.00 |
| 1886 | H-311JSZ | 6 | 70 | 41 | 41.50 |
| 1887 | H-313AZ | 6 | 85 | 50 | 47.25 |
| 1888 | H-313AB6 | 6 | 85 | 50 | 47.25 |
| 1889 | H-313AB7 | 6 | 85 | 50 | 47.25 |
| 1890 | H-313DZ | 6 | 85 | 50 | 47.25 |
| 1891 | H-315AZ | 6 | 102 | 56 | 53.05 |
| 1892 | H-315AB6 | 6 | 102 | 56 | 53.05 |
| 1893 | H-315AB7 | 6 | 102 | 56 | 53.05 |
| 1894 | H-313[illegible] | 6 | 102 | 56 | 53.05 |
| [illegible] | [illegible] | 6 | 102 | 56 | 53.05 |
| [illegible] | [illegible] | 6 | 135 | 66 | 64.60 |
| [illegible] | [illegible] | 6 | 135 | 66 | 64.60 |
| [illegible] | [illegible] | 6 | 135 | 66 | 64.60 |
| [illegible] | [illegible] | 8 | 102 | 76 | 80.35 |
| [illegible] | [illegible] | 12 | 37.5 | 55 | 59.35 |
| [illegible] | [illegible] | 12 | 37.5 | 55 | 59.35 |
| [illegible] | [illegible] | 12 | 37.5 | 55 | 59.35 |
| [illegible] | [illegible] | 12 | 37.5 | 55 | 59.35 |
| [illegible] | [illegible] | 12 | 54 | 67 | 70.90 |
| [illegible] | [illegible] | 12 | 54 | 67 | 70.90 |
| [illegible] | [illegible] | 12 | 54 | 67 | 70.90 |
| [illegible] | [illegible] | [illegible] | 70 | 79 | 81.40 |
| [illegible] | [illegible] | [illegible] | [illegible] | 79 | 81.40 |
| [illegible] | [illegible] | [illegible] | 2 | 107 | 102.40 |
| [illegible] | [illegible] | [illegible] | 2 | 107 | 102.40 |
| [illegible] | [illegible] | [illegible] | 7.5 | 82 | 85.05 |
| [illegible] | [illegible] | [illegible] | 4 | 98 | 105.00 |
| [illegible] | [illegible] | [illegible] | 4 | 98 | 105.00 |

| Serial No. | COLUMBIA Type September, 1919 | Volts | Amperes Hrs. at 5 Hour rate | Net Wgt., Lbs | Price* |
|---|---|---|---|---|---|
| 1914 | H-125HSA6 | 24 | 25 | 82 | 88.20 |
| 1915 | E-319JSZ | 6 | 150 | 62 | 59.85 |
| 1916 | E-127TA3 | 24 | 42 | 92 | 110.25 |
| 1917 | E-127TUV | 24 | 42 | 92 | 110.25 |
| 1918 | E127-QV | 24 | 42 | 92 | 110.25 |
| 1919 | G-123H | 24 | 17 | 68 | 87.15 |
| 1920 | LD35A | 6 | 25 | 21 | 23.00 |
| 1921 | LD-37V | 6 | 37 5 | 25 | 27.75 |
| 1922 | LD-39A | 6 | 54 | 34 | 32.50 |
| 1923 | LD-311A | 6 | 70 | 41 | 37.25 |
| 1924 | LD-313A | 6 | 85 4 | 48 | 42.00 |
| 1925 | LD-315A | 6 | 102 | 53 | 46.75 |
| 1926 | LD-319A | 6 | 35 | 69 | 56.25 |
| 1927 | I-69FNW | 12 | 75 | 86 | 77.70 |

| Serial No. | GENERAL LEAD Types Assembled Type and Part No. June 12, 1919 | Volts | Amperes Hrs. 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|
| 693 | SR-6-60A | 6 | 70 | 42 | 33.00 |
| 694 | SR-6-60D | 6 | 70 | 42 | 33.00 |
| 695 | SH-6-60A | 6 | 70 | 42 | 33.00 |
| 696 | SH-6-60D | 6 | 70 | 42 | 33.00 |
| 697 | SR-6-80A | 6 | 90 | 50 | 38.00 |
| 698 | SR-6-80D | 6 | 90 | 50 | 38.00 |
| 699 | SH-6-80A | 6 | 90 | 50 | 38.00 |
| 700 | SH-6-80D | 6 | 90 | 50 | 38.00 |
| 701 | SR-6-100A | 6 | 110 | 58 | 44.00 |
| 702 | SR-6-100D | 6 | 110 | 58 | 44.00 |
| 703 | SH-6-100A | 6 | 110 | 58 | 44.00 |
| 704 | SH-6-100D | 6 | 110 | 58 | 44.00 |
| 705 | SR-6-120A | 6 | 155 | 70 | 48.40 |
| 706 | SR-6-120D | 6 | 155 | 70 | 48.40 |
| 707 | SH-6-120A | 6 | 155 | 70 | 48.40 |
| 708 | SH-6-120D | 6 | 155 | 70 | 48.40 |
| 709 | SR-6-160A | 6 | 195 | 80 | 60.50 |
| 710 | SR-6-160D | 6 | 195 | 80 | 60.50 |
| 713 | GS-6-80A | 6 | 111 | 60 | 44.00 |
| 714 | GS-6-80D | 6 | 111 | 60 | 44.00 |
| 710 | GS-6-120A | 6 | 171 | 80 | 55.60 |
| 716 | GS-6-120D | 6 | 171 | 80 | 55.55 |
| 717 | GLB-5-6A | 6 | 86 | 49 | 36.80 |
| 718 | GLB-5-6D | 6 | 86 | 49 | 36.80 |
| 719 | GLB-6-6A | 6 | 110 | 58 | 43.50 |
| 720 | GLB-6-6D | 6 | 110 | 58 | 43.50 |
| 721 | GLB-7-6A | 6 | 134 | 67 | 48.40 |
| 722 | GLB-7-6D | 6 | 134 | 67 | 48.40 |
| 723 | GLB-8-6A | 6 | 165 | 76 | 53.40 |
| 724 | GLB-8-6D | 6 | 165 | 76 | 53.35 |
| 725 | SH-6-60J | 6 | 70 | 42 | 33.00 |
| 726 | SR-6-60J | 6 | 70 | 42 | 33.00 |
| 727 | GLB-6-6J | 6 | 110 | 58 | 43.45 |
| 728 | SR-12-35A | 12 | 35 | 58 | 48.40 |
| 729 | SR-12-35E | 12 | 35 | 58 | 48.40 |
| 730 | SH-12-35A | 12 | 35 | 58 | 48.40 |
| 731 | SH-12-35E | 12 | 35 | 58 | 48.40 |
| 732 | SR-12-50A | 12 | 50 | 70 | 58.00 |
| 73 | SR-12-50E | [illegible] | 50 | 70 | 58.00 |
| 734 | SH-12-50A | 12 | 50 | 70 | 58.00 |
| 735 | SH-12-50E | 12 | 50 | 70 | 59.95 |
| 736 | SR-12-60A | 12 | 70 | 82 | 65.00 |
| 737 | SR-12-60E | 12 | 70 | 82 | 66.00 |
| 738 | SH-12-60A | 12 | 70 | 82 | 65.00 |
| 739 | SH-12-60E | 12 | 70 | 82 | 66.00 |
| 740 | SR-12-80A | 12 | 90 | 95 | 70.00 |
| 741 | SR-12-80E | 12 | 90 | 95 | 73.70 |
| 742 | SH-12-80A | 12 | 90 | 95 | 72.00 |
| 743 | SH-12-80E | 12 | 90 | 95 | 73.70 |
| 744 | SR-12-100A | 12 | 110 | 112 | 81.40 |
| 745 | SR-12-100E | 12 | 110 | 112 | 81.40 |
| 746 | SH-12-100A | 12 | 110 | 112 | 81.40 |
| 747 | SH-12-100E | 12 | 110 | 112 | 77.00 |
| 748 | GLB-3-12A | 12 | 42 | 68 | 49.50 |
| 749 | GLB-3-12E | 12 | 42 | 68 | 49.50 |
| 750 | GLB-4-12A | 12 | 63 | 82 | 60.00 |
| 751 | GLB-4-12E | 12 | 63 | 82 | 60.00 |
| 752 | GLB-5-12A | 12 | ..... | 96 | 68.20 |
| 753 | GLB-5-12E | 12 | ..... | 96 | 67.00 |
| 754 | GLB-6-12A | 12 | ..... | 110 | 76.45 |
| 755 | GLB-6-12E | 12 | ..... | 110 | 76.45 |
| 756 | SR-16-35A | 16 | 35 | 76 | 66.00 |
| 767 | SR-16-35F | 16 | 35 | 76 | 67.70 |
| 758 | SH-16-35A | 16 | 35 | 76 | 67.70 |
| 759 | SH-16-35F | 16 | 35 | 76 | 67.70 |
| 760 | SR-16-50A | 16 | 50 | 90 | 74.50 |
| 761 | SR-16-50F | 16 | 50 | 90 | 77.00 |
| 762 | SH-16-50A | 16 | 50 | 90 | 77.00 |
| 763 | SH-16-50F | 16 | 70 | 90 | 77.00 |
| 764 | SR-16-60A | 16 | 70 | 105 | 88.00 |
| 765 | SR-16-60F | 16 | 70 | 105 | 88.00 |
| 766 | SH-16-50A | 16 | 70 | 105 | 88.00 |
| 767 | SH-16-60F | 16 | 70 | 105 | 88.00 |
| 768 | SR-18-35A | 18 | 35 | 85 | 70.95 |
| 769 | SR-18-35G | 18 | 35 | 85 | 70.95 |
| 770 | SH-18-35A | 18 | 35 | 85 | 70.95 |
| 771 | SH-18-35G | 18 | 35 | 85 | 68.00 |
| 772 | SR-18-50A | 18 | 50 | 102 | 85.25 |
| 773 | SR-18-50G | 18 | 50 | 102 | 80.00 |
| 774 | SH-16-50A | 18 | 50 | 102 | 85.25 |
| 775 | SH-18-50G | 18 | 50 | 102 | 85.25 |
| 776 | SR-18-60A | 18 | 70 | 122 | 96.80 |
| 777 | SR-18-60G | 18 | 70 | 122 | 96.80 |
| 778 | SH-18-60A | 18 | 70 | 122 | 96.80 |
| 779 | SH-18-60G | 18 | 70 | 122 | 92.00 |
| 780 | SR-24-20A | 24 | 20 | 88 | 71.00 |
| 781 | SR-24-20H | 24 | 20 | 88 | 71.00 |
| 782 | SH-24-20A | 24 | 20 | 88 | 71.00 |
| 783 | SH-24-20H | 24 | 20 | 88 | 71.00 |
| 784 | SR-24-35A | 24 | 35 | 115 | 92.40 |

| Serial No. | GENERAL LEAD June 12, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|---|
| 785 | SR-24-35H | 24 | 35 | 115 | 92.40 |
| 786 | SH-24-35A | 24 | 35 | 115 | 92.40 |
| 787 | SH-24-35H | 24 | 35 | 115 | 92.40 |
| 788 | 3XR-15-1-P | 6 | 105 | 49 | 42.35 |
| 789 | 3XR-15-2-M | 6 | 105 | 49 | 42.35 |
| 793 | 3SH-19-M | 6 | 155 | 75 | 53.00 |
| 794 | 3GS-15 (Spc. Trm.) | 6 | 171 | 80 | 64.90 |
| 795 | 3GS-15-O | 6 | 171 | 80 | 64.90 |
| 796 | PR-6-80A | 6 | 90 | 49 | 36.85 |
| 797 | PR-12-35A | 12 | 35 | 57 | 46.20 |
| 798 | 12-Volt-SR-9E | 12 | 50 | 70 | 59.95 |
| 799 | 12-Volt-XSR-13A | 12 | 90 | 95 | 77.55 |
| 800 | 12-Volt-XSH-13A | 12 | 90 | 95 | 77.55 |
| 801 | SH-12-50SPC.A | 12 | 50 | 68 | 53.35 |
| 802 | STH-6-12-50SPC.A | 12 | 40 | 59 | 49.50 |
| 803 | STR-12-35A | 12 | 27 | 51 | 38.50 |
| 804 | 18-Volt-UGL-9G | 18 | 50 | 100 | 76.00 |
| 805 | 12-ES-3R | 12 | 15 | 70 | 68.20 |
| 806 | 24-Volt-XSH-7Q | 24 | 35 | 115 | 92.40 |
| 807 | 24-Volt-STR-7A | 24 | 28 | 90 | 82.50 |
| 808 | TWL-6-40 | 6 | 21 | 22 | 18.70 |
| 809 | TWL-6-60 | 6 | 40 | 29 | 23.30 |
| 810 | TWL-6-90 | 6 | 65 | 40 | 29.30 |
| 811 | TWL-6-120 | 6 | 92 | 51 | 36.60 |
| 812 | TWL-6-150 | 6 | 117 | 62 | 43.90 |
| 819 | STR-12-35-E | 12 | 27 | 51 | 38.50 |
| 820 | GS-4-12-A | 12 | 82 | ... | 77.00 |
| 821 | 3XTR-13-1A | 6 | ..... | 46 | 35.20 |
| 822 | 3XTR-15-1A | 6 | ..... | 51 | 41.25 |

| Serial No. | GOULD Type and Part No. Feb. 25, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 823 | ASL | 625 | 6 | 25 | 24 | $21.50 |
| 824 | AEL | 625 | 6 | 25 | 24 | 21.50 |
| 825 | ASL | 645 | 6 | 45 | 31 | 26.11 |
| 826 | AEL | 645 | 6 | 45 | 31 | 26.11 |
| 827 | ASL | 663 | 6 | 63 | 38 | 30.72 |
| 828 | AEL | 663 | 6 | 63 | 38 | 30.72 |
| 829 | ASL | 681 | 6 | 81 | 46 | 35.33 |
| 830 | AEL | 681 | 6 | 81 | 46 | 35.33 |
| 831 | ASL | 699 | 6 | 99 | 54 | 39.94 |
| 832 | AEL | 699 | 6 | 99 | 54 | 39.94 |
| 833 | ASL | 615 | 6 | 115 | 62 | 44.54 |
| 834 | AEL | 615 | 6 | 115 | 62 | 44.54 |
| 835 | ASL | 632 | 6 | 132 | 69 | 49.15 |
| 826 | AEL | 632 | 6 | 132 | 69 | 49.15 |
| 837 | ASL | 1225 | 12 | 25 | 50 | on app |
| 838 | AEL | 1225 | 12 | 25 | 50 | on app |
| 839 | ASL | 1245 | 12 | 45 | 67 | 49.15 |
| 840 | AEL | 1245 | 12 | 45 | 67 | 49.15 |
| 841 | ASL | 1263 | 12 | 63 | 85 | 58.37 |
| 842 | AEL | 1263 | 12 | 63 | 85 | 58.37 |
| 843 | ASL | 1825 | 18 | 25 | 74 | on app |
| 844 | AEL | 1825 | 18 | 25 | 74 | on app |
| 845 | ASL | 1845 | 18 | 45 | 101 | on app |
| 846 | AEL | 1845 | 18 | 45 | 101 | on app |
| 847 | ASL | 1863 | 18 | ..... | ... | on app |
| 848 | AEL | 1863 | 18 | ..... | ... | on app |
| 849 | ASL | 2425 | 24 | 25 | 98 | 77.82 |
| 850 | ASL | 2445 | 24 | 45 | 134 | 93.92 |
| 851 | ASLR | 625 | 6 | ..... | ... | on app |
| 852 | AELR | 625 | 6 | ..... | ... | on app |
| 853 | ASLR | 645 | 6 | ..... | ... | on app |
| 854 | AELR | 645 | 6 | ..... | ... | on app |
| 855 | ASLR | 663 | 6 | ..... | ... | on app |
| 856 | AELR | 663 | 6 | ..... | ... | on app |
| 857 | ASLR | 681 | 6 | ..... | ... | on app |
| 858 | AELR | 681 | 6 | ..... | ... | on app |
| 859 | ASLR | 699 | 6 | ..... | ... | on app |
| 860 | AELR | 699 | 6 | ..... | ... | on app |
| 861 | ASLR | 615 | 6 | ..... | ... | on app |
| 862 | AELR | 615 | 6 | ..... | ... | on app |
| 863 | ASLR | 632 | 6 | 132 | ... | on app |
| 864 | AELR | 632 | 6 | ..... | ... | on app |
| 865 | ASLR | 1225 | 12 | ..... | ... | on app |
| 866 | AELR | 1225 | 12 | ..... | ... | on app |
| 867 | ASLR | 1245 | 12 | ..... | ... | on app |
| 868 | AELR | 1245 | 12 | ..... | ... | on app |
| 869 | ASLR | 1263 | 12 | ..... | ... | on app |
| 870 | AELR | 1263 | 12 | ..... | ... | on app |
| 871 | ASLR | 1825 | 18 | ..... | ... | on app |
| 872 | AELR | 1825 | 18 | ..... | ... | on app |
| 873 | AELR | 1845 | 18 | ..... | ... | on app |
| 874 | ASLR | 1863 | 18 | ..... | ... | on app |
| 875 | AELR | 1863 | 18 | ..... | ... | on app |
| 876 | ASLR | 2425 | 24 | ..... | ... | on app |
| 877 | ASLR | 2445 | 24 | ..... | ... | on app |
| 878 | BSL | [illegible] | 6 | 50 | 35 | 27.75 |
| 879 | BEL | [illegible] | 6 | 50 | 35 | 27.75 |
| 880 | BSH | [illegible] | 6 | 50 | 35 | 27.75 |
| 881 | BEH | [illegible] | 6 | 50 | 35 | 27.75 |
| 882 | BSL | [illegible] | 6 | 70 | 42 | 32.25 |
| 883 | BEL | [illegible] | 6 | 70 | 42 | 32.25 |
| 884 | BSH | [illegible] | 6 | 70 | 42 | 32.25 |
| 885 | BEH | [illegible] | 6 | 70 | 42 | 32.25 |
| 886 | BSL | [illegible] | 6 | 85 | 50 | 36.76 |
| 887 | BEL | [illegible] | 6 | 85 | 50 | 36.76 |
| 888 | BSH | [illegible] | 6 | 85 | 50 | 36.76 |
| 889 | BEH | [illegible] | 6 | 85 | 50 | 36.75 |
| 890 | BSLA | [illegible] | 6 | 85 | 55 | on app |
| 891 | BELA | [illegible] | 6 | 85 | 55 | on app |
| 892 | BSL | [illegible] | 6 | 100 | 59 | 41.27 |
| 893 | BEL | [illegible] | 6 | 100 | 59 | 41.27 |
| 894 | BSH | [illegible] | 6 | 100 | 59 | 41.27 |
| 895 | BEH | [illegible] | 6 | 100 | 59 | 41.27 |
| 896 | BSL | 655 | 6 | 130 | 69 | 50.28 |
| 897 | BEL | 655 | 6 | 130 | [illegible] | 50.2[illegible] |
| 898 | BSH | 655 | 6 | 130 | 69 | 50.28 |
| 899 | BEH | 655 | 6 | 130 | 69 | 50.28 |
| 900 | BSHH | 610 | 6 | 100 | 62 | 41.98 |
| 901 | BEHH | 610 | 6 | 100 | 62 | 41.98 |
| 902 | BSHH | 675 | 6 | 145 | 80 | 51.20 |
| 903 | BEHH | 675 | 6 | 145 | 80 | 51.20 |
| 904 | BSL | 810 | 8 | 100 | 72 | on app |
| 905 | BEL | 810 | 8 | 100 | 72 | on app |
| 906 | GOULD | .... | 8 | 100 | 72 | on app |
| 907 | BEH | 810 | 8 | 100 | 72 | on app |
| 908 | BSL | 1235 | 12 | 35 | 58 | 46.08 |
| 909 | BEL | 1235 | 12 | 35 | 58 | 46.08 |
| 910 | BSH | 1235 | 12 | 35 | 58 | $46.08 |
| 911 | BEH | 1235 | 12 | 35 | 58 | 46.08 |
| 912 | BSL | 1250 | 12 | 50 | 70 | 54.78 |
| 913 | BEL | 1250 | 12 | 50 | 70 | 54.78 |
| 914 | BSH | 1250 | 12 | 50 | 70 | 54.78 |
| 915 | BEH | 1250 | 12 | 50 | 70 | 54.78 |
| 916 | BSL | 1270 | 12 | 70 | 82 | 63.49 |
| 917 | BEL | 1270 | 12 | 70 | 82 | 63.49 |
| 918 | BSH | 1270 | 12 | 70 | 82 | 63.49 |
| 919 | BEH | 1270 | 12 | 70 | 82 | 64.49 |
| 920 | BSL | 1295 | 12 | 85 | 95 | 72.19 |
| 921 | BEL | 1295 | 12 | 85 | 95 | 72.19 |
| 922 | BSH | 1295 | 12 | 85 | 95 | 72.19 |
| 923 | BEH | 1295 | 12 | 85 | 95 | 72.19 |
| 924 | BSL | 1635 | 16 | 35 | 76 | 61.99 |
| 925 | BEL | 1635 | 16 | 35 | 76 | 61.99 |
| 926 | BSH | 1635 | 16 | 35 | 76 | 61.99 |
| 927 | BEH | 1635 | 16 | 35 | 76 | 61.99 |
| 928 | BSL | 1650 | 16 | 50 | 90 | 72.71 |
| 929 | BEL | 1650 | 16 | 50 | 90 | 72.71 |
| 930 | BSH | 1650 | 16 | 50 | 90 | 72.71 |
| 931 | BEH | 1650 | 16 | 50 | 90 | 72.71 |
| 932 | BSL | 1670 | 16 | 70 | 105 | 84.99 |
| 933 | BEL | 1670 | 16 | 70 | 105 | 84.99 |
| 934 | BSH | 1670 | 16 | 70 | 105 | 84.99 |
| 935 | BEH | 1670 | 16 | 70 | 105 | 84.99 |
| 936 | BSL | 1835 | 18 | 35 | 85 | 66.56 |
| 937 | BEL | 1835 | 18 | 35 | 85 | 66.56 |
| 938 | BSH | 1835 | 18 | 35 | 85 | 66.56 |
| 939 | BEH | 1835 | 18 | 35 | 85 | 90.56 |
| 940 | BSL | 1850 | 18 | 50 | 102 | 80.38 |
| 941 | BEL | 1850 | 18 | 50 | 102 | 80.38 |
| 942 | BSH | 1850 | 18 | 50 | 102 | 80.38 |
| 943 | BEH | 1850 | 18 | 50 | 102 | 80.38 |
| 944 | BSL | 1870 | 18 | 70 | 122 | 94.21 |
| 946 | BEL | 1870 | 18 | 70 | 122 | 94.21 |
| 947 | BSH | 1870 | 18 | 70 | 122 | 94.21 |
| 948 | BEH | 1870 | 18 | 70 | 122 | 94.21 |
| 949 | BSL | 2421 | 24 | 20 | 85 | 60.63 |
| 950 | BEL | 2420 | 24 | 20 | 85 | 60.63 |
| 951 | BSH | 2420 | 24 | 20 | 85 | 63.63 |
| 952 | BEH | 2420 | 24 | 20 | 85 | 63.63 |
| 953 | BSL | 2435 | 24 | 35 | 130 | 84.48 |
| 954 | BEL | 2435 | 24 | 35 | 130 | 84.48 |
| 955 | BSH | 2435 | 24 | 35 | 130 | 84.48 |
| 956 | BEH | 2435 | 24 | 35 | 130 | 84.48 |
| 957 | BSL | 2450 | 24 | 50 | 146 | on app |
| 958 | BEL | 2450 | 24 | 50 | 146 | on app |
| 959 | BSH | 2450 | 24 | 50 | 146 | on app |
| 960 | BEH | 2450 | 24 | 50 | 146 | on app |
| 961 | ES | [illegible] | [illegible] | 100 | 48 | on app |
| 962 | EE | [illegible] | [illegible] | 100 | 48 | on app |
| 963 | ESK | [illegible] | [illegible] | 100 | 48 | 40.86 |
| 964 | EEK | [illegible] | [illegible] | 100 | 48 | 40.86 |
| 965 | ESJ | [illegible] | 6 | 100 | 48 | 40.18 |
| 966 | EEJ | [illegible] | [illegible] | 100 | 48 | 40.18 |
| 967 | ESJ | [illegible] | [illegible] | 86 | 44 | 36.10 |
| 968 | EEJ | [illegible] | [illegible] | 86 | 44 | 36.10 |
| 969 | F | [illegible] | [illegible] | 150 | 82 | 61.57 |
| 970 | G | [illegible] | [illegible] | 150 | 82 | 50.20 |
| 971 | GMV | [illegible] | [illegible] | 150 | 83 | 61.57 |
| 972 | I | [illegible] | 24 | 13 | 67 | 66.56 |
| 973 | BSLP | [illegible] | [illegible] | 130 | [illegible] | 50.25 |
| 974 | BSPH | [illegible] | [illegible] | 100 | 72 | 56.17 |
| 975 | 4CH | 1846 | 18 | 45 | 103 | 72.14 |
| 976 | 4CHR | ... | | | | |
| 977 | ALG | [illegible] | 6 | 70 | 42 | 30.94 |
| 978 | BBG | 670 | 6 | 90 | 54 | 32.25 |
| 979 | BML | [illegible] | 6 | 85 | 50 | 37.00 |
| 980 | BML | 1225 | 12 | 25 | 45 | 46.06 |
| 981 | 2EH | 1210 | 12 | 100 | . | 80.9[illegible] |
| 982 | ASL | 2025 | 20 | 25 | . | 90.9[illegible] |
| 983 | ASL | 1625 | 16 | 25 | ... | .5[illegible] |
| 984 | AEL | 1281 | 12 | 81 | ... | 67 . |

| Serial No. | PHILADELPHIA DIAM'D GRID Type & Patr No. August 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 985 | 116LL-A | 6 | 60 | 44 | 33.[illegible] |
| 986 | 116LL-A-2 | 6 | [illegible] | 44 | 33.[illegible] |
| 987 | 136LL-A | 6 | [illegible] | 50 | 38.1 |
| 988 | 136LL-A-5 | 6 | [illegible] | 50 | 38.6 |
| 989 | 136LL-A-8 | 6 | [illegible] | 50 | 38.1 |
| 990 | 136LL-A-11 | 6 | [illegible] | 50 | 38.5 |
| 991 | 136LL-A-2 | 6 | [illegible] | 50 | 38.1 |
| 992 | 136LL-D | 6 | [illegible] | 50 | 38.1 |
| 993 | 136LL-D-4 | 6 | [illegible] | 50 | 38.1 |
| 994 | 136LL-D-7 | 6 | [illegible] | 50 | 38.1 |
| 995 | 136LL-D-8 | 6 | 95 | 56 | 42.1 |
| 996 | 156LL-A | 6 | 95 | 56 | 43.2 |
| 997 | 156LL-A-7 | 6 | 95 | 56 | 42.1 |
| 998 | 156LL-A-9 | 6 | 95 | 56 | 42.1 |
| 999 | 156LL-A-11 | 6 | 95 | 56 | 42.1 |
| 1000 | 156LL-A-12 | 6 | 95 | 56 | 42.1 |
| 1001 | 156LL-A-10 | 6 | 95 | 56 | 42.1 |
| 1002 | 15[illegible]LL-D | | | | |

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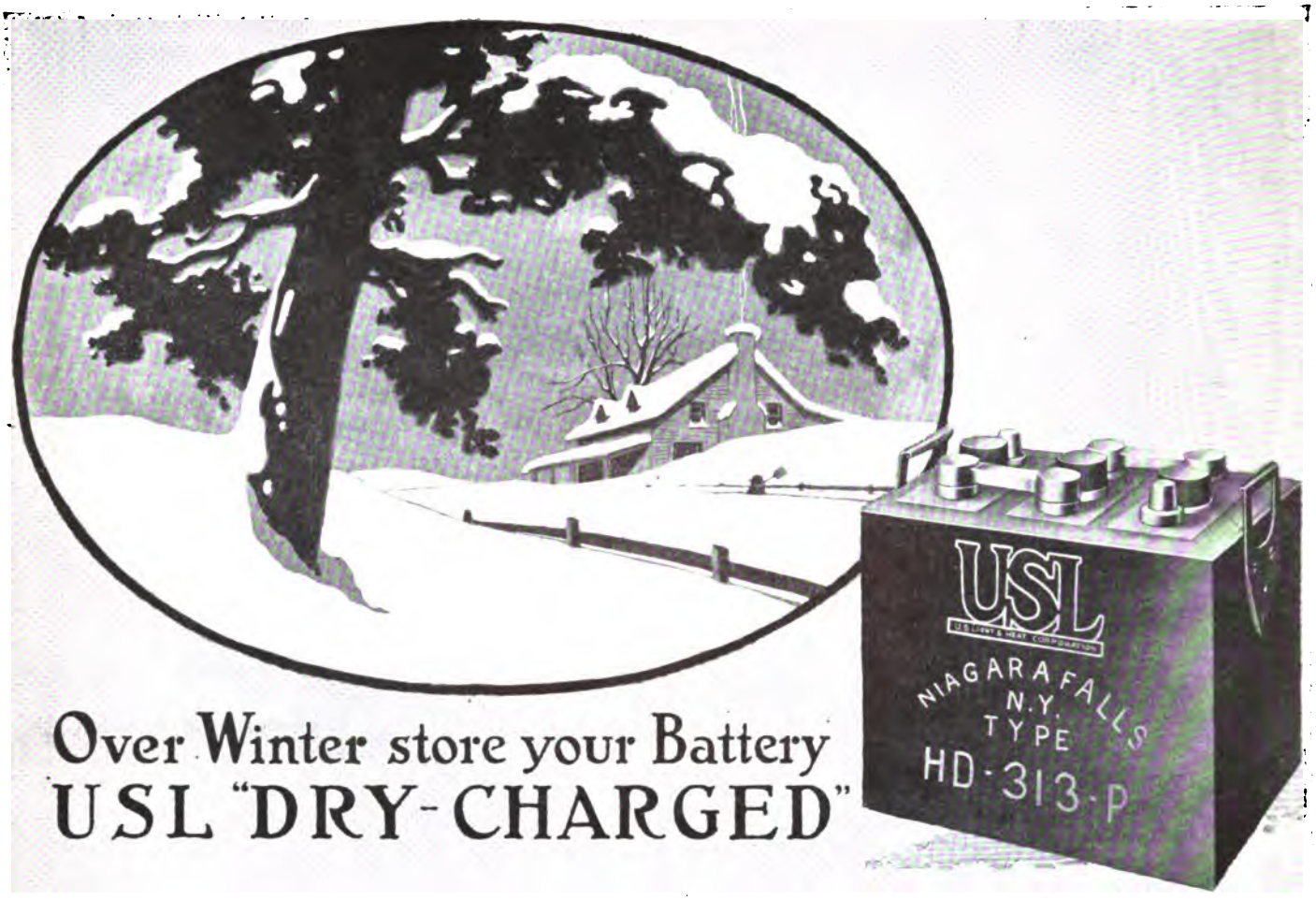


# Over Winter store your Battery USL "DRY-CHARGED"

IT'S thrifty to avail yourself of the USL Dry-Charged Storage Plan to make sure *now* of reliable battery action in the spring and staying power thru next summer.

For a battery is indeed a nervous, strenuous thing that knows no repose. Lay it away quietly, as you think, and it carries on a constant chemical action, always changing its state, always at work and sweating off its charge. That's why mis-called "idle" batteries need periodic charging and attention, which means *wear*, though service to you is suspended. USL Dry-Charged Storage prevents this wear or deterioration of any kind while the battery is laid up.

But the best reason for USL Dry-Charged Storage is the *certainty* of a *real* live battery for your next season. No matter what the make, let the nearest USL Service Man examine your battery. He'll overhaul it and give you a just verdict, based on the battery's condition, as to whether storage in your case is "good business" for you. This expert's verdict may save you annoyance and expense later on.

If he says: "Yes, this is worth storing USL Dry-Charged," he'll take it in hand and will agree to give you an eight-months' adjustment guarantee of good service to date from the day next spring on which he delivers your battery to you.

The USL Service Station will Dry-Charge and air-seal the battery the *USL factory way*. This prevents deterioration which would otherwise set in. There is no wet-storage wear.

Next spring, on three days' notice, the USL Service Man will connect the battery in your car. It will not only have suffered no life-loss thru the winter, but will be a rejuvenated—a *sure satisfying* battery.

No matter what the battery make, drive around to the USL sign in your town and let the Service Man explain.

If you run your car this winter use *extra* precaution; call on the USL Service Station weekly; don't let your battery run down and freeze.

**U. S. Light & Heat Corporation, Niagara Falls, N. Y.**

USL TRADE MARK

U. S. LIGHT & HEAT CORPORATION

**FREE** *Our 50-cent Battery Book that answers every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

# storage batteries

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| LPHIA GRID rt No. ,1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs | Price |
|---|---|---|---|---|
| | 6 | 130 | 70 | 49.60 |
| | 6 | 130 | 70 | 51.00 |
| | 6 | 130 | 70 | 49.60 |
| | 6 | 130 | 70 | 49.60 |
| | 6 | 165 | 84 | 56.70 |
| | 12 | 18 | 46 | 40.00 |
| | 12 | 30 | 58 | 47.50 |
| 5 | 12 | 30 | 58 | 48.20 |
| 6 & | 12 | 30 | 58 | 49.40 |
| 5 6 & | 12 | 30 | 58 | 48.10 |
| 6 & | 12 | 30 | 58 | 48.10 |
| | 12 | 44 | 70 | 55.20 |
| | 12 | 44 | 70 | 55.90 |
| | 12 | 44 | 70 | 55.20 |
| 4 | 12 | 60 | 82 | 62.50 |
| 1 6 & | 12 | 77 | 95 | 67.90 |
| | 12 | 95 | 112 | 72.30 |
| | 16 | 30 | 75 | 61.20 |
| | 16 | 30 | 75 | 63.30 |
| | 16 | 44 | 90 | 68.60 |
| 1 | 16 | 60 | 105 | 78.10 |
| | 24 | 18 | 90 | 70.50 |
| | 24 | 30 | 105 | 79.90 |
| | 6 | 60 | 44 | 33.60 |
| | 6 | 60 | 44 | 33.60 |
| | 6 | 60 | 44 | 33.60 |
| | 6 | 77 | 50 | 38.10 |
| | 6 | 77 | 50 | 39.60 |
| | 6 | 77 | 50 | 39.80 |
| | 6 | 77 | 50 | 38.10 |
| | 6 | 95 | 56 | 42.10 |
| | 6 | 95 | 56 | 43.60 |
| | 6 | 95 | 56 | 43.90 |
| | 6 | 95 | 56 | 42.10 |
| | 6 | 130 | 70 | 49.60 |
| | 6 | 130 | 70 | 51.00 |
| | 6 | 130 | 70 | 51.20 |
| | 6 | 130 | 70 | 49.60 |
| | 6 | 130 | 70 | 49.60 |
| | 6 | 14 | 77 | ..... |
| | 12 | 30 | 58 | 47.50 |
| | 12 | 44 | 70 | 55.20 |
| | 12 | 44 | 70 | 55.90 |
| | 12 | 44 | 70 | 56.90 |
| | 12 | 44 | 70 | 56.20 |
| 1 | 12 | 44 | 70 | 56.10 |
| -1 | 12 | 60 | 82 | 62.40 |
| | 12 | 77 | 95 | 67.50 |
| -3 | 12 | 95 | 112 | 72.60 |
| | 16 | 30 | 75 | 61.20 |
| | 16 | 44 | 90 | 68.10 |
| 1 | 18 | 30 | 85 | 67.10 |
| -1 | 18 | 60 | 125 | ..... |
| 2 | 24 | 18 | 90 | 70.30 |
| 2 | 24 | 30 | 105 | 79.30 |
| 1 | 24 | 30 | 105 | ..... |
| 1 | 24 | 30 | 105 | 79.30 |
| | 6 | 35 | 30 | 28.60 |
| | 6 | 70 | 48 | 37.00 |
| 1 | 6 | 70 | 48 | 37.00 |
| 2 | 6 | 70 | 48 | 37.00 |
| 4 | 6 | 70 | 48 | 37.00 |
| 5 | 6 | 70 | 48 | 37.00 |
| 10 | 6 | 70 | 48 | 37.00 |
| 14 | 6 | 70 | 48 | 37.00 |
| 15 | 6 | 70 | 48 | 37.00 |
| 16 | 6 | 70 | 48 | 37.00 |
| 7 | 6 | 70 | 48 | 37.00 |
| 3 | 6 | 70 | 48 | 37.00 |
| 2 | 6 | 70 | 48 | 37.00 |
| -A | 6 | 90 | 57 | 40.80 |
| | 6 | 90 | 57 | 41.70 |
| 1 | 6 | 90 | 57 | 41.70 |
| 3 | 6 | 90 | 57 | 41.70 |
| 7 | 6 | 90 | 57 | 41.70 |
| 9 | 6 | 90 | 57 | 41.70 |
| 11 | 6 | 90 | 57 | 41.70 |
| 12 | 6 | 90 | 57 | 41.70 |
| 5 | 6 | 90 | 57 | 41.70 |
| 6 | 6 | 90 | 57 | 41.70 |
| | 6 | 90 | 57 | 41.70 |
| 1 | 6 | 90 | 57 | 41.70 |
| 2 | 6 | 90 | 57 | 41.70 |
| 4 | 6 | 90 | 57 | 41.70 |
| 3 | 6 | 90 | 57 | 41.70 |
| | 6 | 90 | 57 | 41.70 |
| | 6 | 100 | 66 | 46.10 |
| 1 | 6 | 100 | 66 | 46.10 |
| 2 | 6 | 100 | 66 | 46.10 |
| 1 | 6 | 100 | 66 | 46.10 |
| | 6 | 130 | 75 | 50.60 |
| 1 | 12 | 35 | 67 | 48.40 |
| 5 | 12 | 35 | 67 | 48.40 |
| 6 6 & | 12 | 35 | 67 | 48.70 |
| 1 | 12 | 35 | 67 | 48.40 |
| 1 6 & | 12 | 50 | 81 | 56.10 |
| 1 | 12 | 50 | 81 | 55.70 |
| 5 6 & | 12 | 50 | 81 | 56.10 |
| -1 | 12 | 70 | 95 | 62.00 |
| -2 | 12 | 70 | 95 | 62.00 |
| -1 | 12 | 70 | 95 | 62.00 |
| -2 | 12 | 70 | 95 | 62.00 |
| | 6 | 100 | 42 | 43.90 |
| | 6 | 100 | 42 | 43.10 |
| | 6 | 100 | 42 | 43.70 |
| | 6 | 150 | 80 | 53.90 |
| | 6 | 150 | 80 | 52.10 |
| | 6 | 150 | 80 | 52.10 |
| | 6 | 150 | 80 | 55.90 |
| 6 & | 12 | 70 | 98 | 61.30 |
| | 30 | 15 | 100 | 78.70 |
| -2 | 24 | 15 | 68 | 65.70 |

| Serial No. | PHILADELPHIA DIAM'D GRID Type & Part No. August 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|
| 1114 | 718STH-4 | 18 | 40 | 96 | 71 40 |
| 1115 | 524STH-A-1 12& | 24 | 25 | 96 | 72.60 |
| 1116 | 156LL-A-2 | 6 | 95 | 56 | 42.10 |
| 1117 | 136LL-A-3 | 6 | 77 | 50 | 38.10 |
| 1118 | X-116-LMD | 6 | 70 | 48 | 36.00 |
| 1119 | V-216-LHA | 6 | 148 | 77 | ..... |
| 1120 | 136-LSF-A-1 | 6 | 67 | 39 | 36.10 |
| 1121 | 76-LSF-A-1 | 6 | 26 | 24 | 27.90 |
| 1122 | 116-LL-A-1 | 6 | 60 | 44 | 33.60 |
| 1123 | X-96LMA | 6 | 50 | 39 | 31.56 |
| 1124 | 76-SH | 6 | 60 | 36 | 30.00 |
| 1125 | 116LM-A-12 | 6 | 70 | 48 | 37.00 |
| 1126 | 96-SH | 6 | 75 | 45 | 00.00 |
| 1127 | 136LH-A-1 | 6 | 77 | 50 | 38.10 |
| 1128 | W-116-LM-A | 6 | 70 | 48 | 36.00 |
| 1129 | 116 STN-A-1 | 6 | 70 | 45 | 33.60 |
| 1130 | 76-SPN | 6 | 39 | 23 | 24.40 |
| 1131 | 196-LL-A-2 | 6 | 130 | 70 | 49.60 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1132 | AD-313B | 67 | 6 | 90 | 49 | $37.38 |
| 1133 | AD-313-B | 70C | 6 | 90 | 49 | 37.38 |
| 1134 | AD-313-B | 1C | 6 | 90 | 49 | 37.38 |
| 1135 | AD-313-B | 71C | 6 | 90 | 49 | 37.38 |
| 1136 | AD-313-B | 74 | 6 | 90 | 49 | 37.38 |
| 1137 | AD-313-B | 69 | 6 | 90 | 49 | 37.38 |
| 1138 | AD-313-B | 68 | 6 | 90 | 49 | 37.38 |
| 1139 | AD-313-B | 81D | 6 | 90 | 49 | 37.38 |
| 1140 | AD-313-D | 7C | 6 | 90 | 49 | 37.38 |
| 1141 | AD-313-D | 37A | 6 | 90 | 49 | 37.38 |
| 1142 | AD-313-D | 34A | 6 | 90 | 49 | 37.38 |
| 1143 | AD-313-D | 72 | 6 | 90 | 49 | 37.38 |
| 1144 | AD-313-D | 111C | 6 | 90 | 49 | 37.38 |
| 1145 | AD-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1146 | AD-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1147 | AD-315-B | 74 | 6 | 106 | 56 | 41.40 |
| 1148 | AD-315-B | 75C | 6 | 106 | 56 | 41.40 |
| 4119 | AD-315-B | 54C | 6 | 106 | 56 | 41.40 |
| 1150 | AD-315-A | 7C | 6 | 106 | 56 | 41.40 |
| 1151 | AD-319-B | 67 | 6 | 144 | 69 | 48.30 |
| 1152 | AD-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1153 | AD-319-B | 71C | 6 | 144 | 69 | 48.30 |
| 1154 | AD-319-B | 81E | 6 | 144 | 69 | 48.30 |
| 1155 | AD-319-J | 76C | 6 | 144 | 69 | 42.00 |
| 1156 | AD-323-B | 2C | .. | ..... | ... | ..... |
| 1157 | AD-323-B | 67 | .. | ..... | ... | ..... |
| 1158 | AD-327-A | 7C | .. | ..... | ... | ..... |
| 1159 | CD-309-B | 81E | 6 | 63 | 39 | ..... |
| 1160 | CD-311-C | 53C | 6 | 84 | 47 | 36.80 |
| 1161 | CD-311-C | 81D | 6 | 84 | 47 | 36.80 |
| 1162 | CD-311-C | 81E | 6 | 84 | 47 | 36.80 |
| 1163 | CD-311-C | 1C | 6 | 84 | 47 | 36.80 |
| 1164 | CD-311-C | 2C | 6 | 84 | 47 | 36.80 |
| 1165 | CD-311-C | 108A | 6 | 84 | 47 | 36.80 |
| 1166 | CD-311-C | 77C | 6 | 84 | 47 | 36.80 |
| 1167 | CD-311-C | 62C | 6 | 84 | 47 | 36.80 |
| 1168 | CD-311-C | 71C | 6 | 84 | 47 | 36.80 |
| 1169 | CD-311-C | 79 | 6 | 84 | 47 | 36.80 |
| 1170 | CD-311-C | 36A | 6 | 84 | 47 | 36.80 |
| 1171 | CD-311-A | 80A | 6 | 84 | 47 | 36.80 |
| 1172 | CD-311-A | 82E | 6 | 84 | 47 | 36.80 |
| 1173 | CD-311-F | 9A | 6 | 84 | 47 | 36.80 |
| 1174 | CD-311-E | 5C | 6 | 84 | 47 | 36.80 |
| 1175 | CD-313-B | 75C | 6 | 106 | 55 | 41.40 |
| 1176 | CD-313-B | 2C | 6 | 106 | 55 | 41.40 |
| 1177 | CD-313-B | 2A | 6 | 106 | 55 | 41.40 |
| 1178 | CD-313-B | 38C | 6 | 106 | 55 | 41.40 |
| 1179 | CD-313-B | 79 | 6 | 106 | 55 | 41.40 |
| 1180 | CD-313-B | 77C | 6 | 106 | 55 | 41.40 |
| 1181 | CD-313-B | 84 | 6 | 106 | 55 | 41.40 |
| 1182 | CD-313-B | 123 | 6 | 106 | 55 | 41.40 |
| 1183 | CD-313-B | 112C | 6 | 106 | 55 | 41.40 |
| 1184 | CD-313-B | 62C | 6 | 106 | 55 | 41.40 |
| 1185 | CD-313-B | 113C | 6 | 106 | 55 | 41.40 |
| 1186 | CD-313-B | 68 | 6 | 106 | 55 | 41.40 |
| 1187 | CD-313-B | 83 | 6 | 106 | 55 | 41.40 |
| 1188 | CD-313-B | 62A | 6 | 106 | 55 | 41.40 |
| 1189 | CD-313-B | 81D | 6 | 106 | 55 | 41.40 |
| 1190 | CD-313-B | 81E | 6 | 106 | 55 | 41.40 |
| 1191 | CD-313-A | 7C | 6 | 106 | 55 | 41.40 |
| 1192 | CD-313-A | 114C | 6 | 106 | 55 | 41.40 |
| 1193 | CD-313-A | 73A | 6 | 106 | 55 | 41.40 |
| 1194 | CD-313-A | 82D | 6 | 106 | 55 | 41.40 |
| 1195 | CD-315-B | 53C | 6 | 126 | 63 | 46.00 |
| 1196 | CD-315-B | 108C | 6 | 126 | 63 | 46.00 |
| 1197 | CD-315-B | 2C | 6 | 126 | 63 | 46.00 |
| 1198 | CD-315-D | 37A | 6 | 126 | 63 | 46.00 |
| 1199 | CD-315-D | 82D | 6 | 126 | 63 | 46.00 |
| 1200 | CD-315-E | 5C | 6 | 126 | 63 | 46.00 |
| 1201 | F-311-B | 2A | 6 | 70 | 43 | 33.93 |
| 1202 | F-311-B | 108A | 6 | 70 | 43 | 33.93 |
| 1203 | F-311-B | 67 | 7 | 70 | 43 | 33.93 |
| 1204 | F-311-H | 6A | 6 | 70 | 43 | 33.93 |
| 1205 | F-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1206 | F-313-B | 67 | 6 | 90 | 49 | 37.38 |
| 1207 | F-313-B | 85 | 6 | 90 | 49 | 37.38 |
| 1208 | F-313-L | 118C | 6 | 90 | 49 | 37.38 |
| 1209 | F-315-B | 2C | 6 | 106 | 56 | 41.40 |
| 1210 | F-315-B | 67 | 6 | 106 | 56 | 41.40 |
| 1211 | F-315-B | 85 | 6 | 106 | 56 | 41.40 |
| 1212 | F-315-K | 86C | 6 | 106 | 56 | 41.40 |
| 1213 | F-315-K | 87C | 6 | 106 | 56 | 41.40 |
| 1214 | F-319-B | 2C | 6 | 144 | 69 | 48.30 |
| 1215 | F-319-B | 67 | 6 | 144 | 69 | $48.30 |
| 1216 | F-319-B | 85 | 6 | 144 | 69 | 48.30 |

| Serial No. | U S L Type and Form Oct. 3rd, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1217 | F-319-B | 88C | 6 | 144 | 69 | 48.30 |
| 1218 | F-319-A | 89 | 6 | 144 | 69 | 48.30 |
| 1219 | F-319-A | 82E | 6 | 144 | 69 | 48.30 |
| 1220 | F-319-K | 86C | 6 | 144 | 69 | 48.30 |
| 1221 | F-319-L | 115C | 6 | 144 | 69 | 48.30 |
| 1222 | GD-311-B | 71C | 6 | 110 | 62 | 43.70 |
| 1223 | GD-311-B | 90 | 6 | 110 | 62 | 43.70 |
| 1224 | GD-311-B | 91 | 6 | 110 | 62 | 43.70 |
| 1225 | GD-315-L | 92C | 6 | 166 | 80 | 54.05 |
| 1226 | GD-315-L | 93 | 6 | 166 | 80 | 54.05 |
| 1227 | GD-315-G | 94 | 6 | 166 | 80 | 54.05 |
| 1228 | GD-315-G | 4 | 6 | 166 | 80 | 54.05 |
| 1229 | F-415-A | 52C | ... | ..... | ... | ..... |
| 1230 | AD-607-B | 10A | 12 | 35 | 57 | 48.88 |
| 1231 | AD-607-B | 11A | 12 | 35 | 57 | 48.88 |
| 1232 | AD-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1233 | AD-607-B | 95A | 12 | 35 | 57 | 48.88 |
| 1234 | AD-607-B | 12A | 12 | 35 | 57 | 48.88 |
| 1235 | AD-607-B | 63A | 12 | 35 | 57 | 48.88 |
| 1236 | AD-607-C | 17 | 12 | 35 | 57 | 42.50 |
| 1237 | AD-609-B | 11 | 12 | 52½ | 70 | 54.05 |
| 1238 | AD-609-B | 96 | 12 | 52½ | 70 | 54.05 |
| 1239 | AD-609-B | 97 | 12 | 52½ | 70 | 54.05 |
| 1240 | AD-609-B | 116 D | 12 | 52½ | 70 | 54.05 |
| 1241 | AD-609-A | 43A | 12 | 52½ | 70 | 54.05 |
| 1242 | AD-611-B | 11A | 12 | 70 | 84 | 60.38 |
| 1243 | AD-611-B | 96 | 12 | 70 | 84 | 60.38 |
| 1244 | AD-613-B | 11A | 12 | 90 | 97 | 66.70 |
| 1245 | AD-613-C | 98A | 12 | 90 | 97 | ..... |
| 1246 | AD-615-H | 117 | 12 | 106 | 110 | ..... |
| 1247 | CD-607-B | 10A | 12 | 42½ | 63 | 50.31 |
| 1248 | CD-607-B | 11A | 12 | 42½ | 63 | 50.31 |
| 1249 | CD-607-B | 59A | 12 | 42½ | 63 | 50.31 |
| 1250 | CD-607-B | 12A | 12 | 42½ | 63 | 50.31 |
| 1251 | CD-607-B | 63A | 12 | 42½ | 63 | 50.31 |
| 1252 | CD-607-B | 116D | 12 | 42½ | 63 | 50.31 |
| 1253 | CD-607-C | 16A | 12 | 42½ | 63 | 50.31 |
| 1254 | CD-607-C | 118A | 12 | 42½ | 63 | 50.31 |
| 1256 | CD-607-A | 43A | 12 | 42½ | 63 | 50.31 |
| 1257 | CD-609-B | 116D | 12 | 63 | 79 | 57.50 |
| 1258 | CD-609-G | 99A | 12 | 63 | 79 | 50.00 |
| 1259 | CD-609-A | 20C | 12 | 63 | 79 | 57.05 |
| 1260 | CD-609-A | 119A | 12 | 63 | 79 | 57.05 |
| 1261 | CD-609-E | 66A | 12 | 63 | 79 | 57.50 |
| 1262 | CD-611-B | 59A | 12 | 84 | 95 | 64.98 |
| 1263 | CD-611-A | 100A | 12 | 84 | 95 | 64.98 |
| 1264 | CD-611-A | 18A | 12 | 84 | 95 | 64.98 |
| 1265 | F-607-B | 41A | 12 | 35 | 57 | 48.88 |
| 1266 | F-607-B | 42A | 12 | 35 | 57 | 48.88 |
| 1267 | F-607-B | 96 | 12 | 35 | 57 | 48.88 |
| 1268 | F-607-E | 120 | 12 | 35 | 57 | 48.88 |
| 1269 | F-609-B | 60 | 12 | 63 | 79 | 54.05 |
| 1270 | F-609-B | 41A | 12 | 63 | 79 | 54.05 |
| 1271 | F-609-B | 121 | 12 | 63 | 79 | 54.05 |
| 1272 | F-609-B | 122 | 12 | 63 | 79 | 54.05 |
| 1273 | F-609-F | 101 | 12 | 63 | 79 | 54.05 |
| 1274 | F-611-B | 60 | 12 | 70 | 84 | 60.38 |
| 1275 | F-613-G | 106A | 12 | 90 | 97 | 66.70 |
| 1276 | F-615-A | 102 | 12 | 106 | 110 | 73.60 |
| 1277 | F-615-A | 19A | 12 | 106 | 110 | 73.60 |
| 1278 | GD-609-G | 99A | 12 | 85 | 104 | ..... |
| 1279 | EL-607-D | | 12 | ..... | ... | 54.05 |
| 1280 | AD-807-B | 103 | 16 | ..... | ... | 62.10 |
| 1281 | AD-807-B | 35 | 16 | ..... | ... | 62.10 |
| 1282 | AD-809-B | 103 | 16 | ..... | ... | 68.43 |
| 1283 | AD-811-B | 24A | 16 | ..... | ... | 74.75 |
| 1284 | F-907-A | 104 | 18 | ..... | ... | 66.70 |
| 1285 | F-909-A | 105 | 18 | ..... | ... | 75.90 |
| 1286 | F105-911-A | | 18 | ..... | ... | 85.68 |
| 1287 | EDC-909 | | 18 | ..... | ... | 69.00 |
| 1288 | AD-1207-A | 32A | 24 | ..... | ... | ..... |
| 1289 | F-1207-C | 33 | 24 | ..... | ... | ..... |
| 1290 | EL-1207 | | 24 | ..... | ... | 71.30 |
| 1291 | K-1203 | | 24 | ..... | ... | 62.10 |
| 1292 | K-1503 | | 30 | ..... | ... | 77.63 |
| 1293 | AD-313-B | 2C | 6 | 90 | 49 | 37.38 |
| 1294 | AD-311-L | 107 | 6 | 70 | 43 | 37.38 |
| 1295 | AD-311-B | 67 | 6 | 70 | 43 | 33.93 |
| 1296 | AD-311-B | 2C | 6 | 70 | 43 | 33.93 |
| 1297 | AD-311-B | 1C | 6 | 70 | 43 | 33.93 |

| Serial No. | PREST-O-LITE Type and Replacement No. September 1, 1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1300 | 611AH7 | 400 | 6 | 70 | 42 | 34.30 |
| 1301 | 611WHN | 405 | 6 | 70 | 42 | 34.30 |
| 1302 | 611WHN | 406 | 6 | 70 | 42 | 34.30 |
| 1303 | 611RHN | 411 | 6 | 85 | 51 | 38.25 |
| 1304 | 611RHN | 412 | 6 | 85 | 51 | 38.25 |
| 1305 | 611RHN | 413 | 6 | 85 | 51 | 38.25 |
| 1306 | 611RHN | 414 | 6 | 85 | 51 | 38.25 |
| 1307 | 611RHN | 415 | 6 | 85 | 51 | 38.25 |
| 1308 | 611RHN | 416 | 6 | 85 | 51 | 38.25 |
| 1309 | 611RHN | 417 | 6 | 85 | 51 | 38.25 |
| 1310 | 611RHN | 418 | 6 | 85 | 51 | 38.25 |
| 1311 | 611RHN | 419 | 6 | 85 | 51 | 38.25 |
| 1312 | 611RHN | 430 | 6 | 85 | 51 | 38.25 |
| 1313 | 611RHN2 | 431 | 6 | 85 | 51 | 38.25 |
| 1314 | 611JFN | 436 | 6 | 110 | 62 | 35.70 |
| 1315 | 611BHN | 440 | 6 | 110 | 62 | 45.35 |
| 1316 | 611BHN | 441 | 6 | 110 | 62 | 45.35 |
| 1317 | 611BHN | 442 | 6 | 110 | 62 | 45.35 |
| 1316 | 613AH | 447 | 6 | 85 | 50 | 38.95 |
| 1319 | 613AH | 448 | 6 | 85 | 50 | 38.95 |
| 1320 | 613AH | 449 | 6 | 85 | 50 | 38.95 |
| 1321 | 613AH | 450 | 6 | 85 | 50 | 38.95 |
| 1322 | 613AH2 | 455 | 6 | 85 | 50 | 38.95 |

| Serial No. | PREST-O-LITE Type and Replacement No August 15, 1918 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lb. | Price |
|---|---|---|---|---|---|---|
| 1323 | 613WHN | 460 | 6 | 85 | 50 | 38.95 |
| 1324 | 613WHN | 461 | 6 | 85 | 50 | 38.95 |
| 1325 | 613WHN | 462 | 6 | 85 | 50 | 38.95 |
| 1326 | 613WHN | 463 | 6 | 85 | 50 | 38.95 |
| 1327 | 613WHN | 464 | 6 | 85 | 50 | 39.95 |
| 1328 | 613WHN | 465 | 6 | 85 | 50 | 38.95 |
| 1329 | 613WHN2 | 475 | 6 | 85 | 50 | 38.95 |
| 1330 | 613WHN2 | 476 | 6 | 85 | 50 | 38.95 |
| 1331 | 613WHN2 | 477 | 6 | 85 | 50 | 38.95 |
| 1332 | 613RHN | 485 | 6 | 105 | 56 | 42.95 |
| 1333 | 613RHN | 486 | 6 | 105 | 56 | 42.95 |
| 1334 | 613RHN | 487 | 6 | 105 | 56 | 42.95 |
| 1335 | 613RHN | 488 | 6 | 105 | 56 | 42.95 |
| 1336 | 613RHN | 489 | 6 | 105 | 56 | 42.95 |
| 1337 | 613RHN | 490 | 6 | 105 | 56 | 42.95 |
| 1338 | 613RHN | 491 | 6 | 105 | 56 | 42.95 |
| 1339 | 613RHN | 492 | 6 | 105 | 56 | 42.95 |
| 1340 | 613RHN | 493 | 6 | 105 | 56 | 42.95 |
| 1341 | 613RHN2 | 503 | 6 | 105 | 56 | 42.95 |
| 1342 | 613RHN2 | 504 | 6 | 105 | 56 | 42.95 |
| 1343 | 613RHN2 | 505 | 6 | 105 | 56 | 42.95 |
| 1344 | 613RHN7 | 510 | 6 | 105 | 56 | 42.95 |
| 1345 | 613JFN | 515 | 6 | 90 | 40 | 38.30 |
| 1346 | 613BHN | 520 | 6 | ..... | ... | 51.00 |
| 1347 | 613BHN7 | 525 | 6 | ..... | ... | 51.00 |
| 1348 | 613BHN7 | 526 | 6 | ..... | ... | 51.00 |
| 1349 | 613CM2 | 531 | 6 | ..... | ... | 68.45 |
| 1350 | 613CM2 | 532 | 6 | ..... | ... | 68.45 |
| 1351 | 615AH | 537 | 6 | 102 | 59 | 41.65 |
| 1352 | 615AH | 538 | 6 | 102 | 59 | 41.65 |
| 1353 | 615AH | 539 | 6 | 102 | 59 | 41.65 |
| 1354 | 615AH2 | 544 | 6 | 102 | 59 | 41.65 |
| 1355 | 615WHN | 550 | 6 | 102 | 59 | 41.65 |
| 1356 | 615WHN | 551 | 6 | 102 | 59 | 41.65 |
| 1357 | 615WHN | 552 | 6 | 102 | 59 | 41.65 |
| 1358 | 615WHN | 553 | 6 | 102 | 59 | 41.65 |
| 1359 | 615WHN | 554 | 6 | 102 | 59 | 41.65 |
| 1360 | 615WHN2 | 560 | 6 | 102 | 59 | 41.65 |
| 1361 | 615RHN | 568 | 6 | 125 | 65 | 48.50 |
| 1362 | 615RHN | 569 | 6 | 125 | 65 | 48.50 |
| 1363 | 615RHN | 570 | 6 | 125 | 65 | 48.50 |
| 1364 | 615RHN2 | 578 | 6 | 125 | 65 | 48.50 |
| 1365 | 615RHN2 | 579 | 6 | 125 | 65 | 48.50 |
| 1366 | 615RHN2 | 580 | 6 | 125 | 65 | 48.50 |
| 1367 | 615JFN | 585 | 6 | 110 | 46 | 41.65 |
| 1368 | 615JFN | 586 | 6 | 110 | 46 | 41.65 |
| 1369 | 615JFN2 | 592 | 6 | 110 | 46 | 41.65 |
| 1370 | 615BHN | 598 | 6 | 160 | 80 | 59.05 |
| 1371 | 615BHN | 599 | 6 | 160 | 80 | 59.05 |
| 1372 | 615BHN | 600 | 6 | 160 | 80 | 59.05 |
| 1373 | 619AH | 610 | 6 | 135 | 69 | 51.00 |
| 1374 | 619AH | 611 | 6 | 135 | 69 | 51.00 |
| 1375 | 619AH | 612 | 6 | 135 | 69 | 51.00 |
| 1376 | 619AH | 613 | 6 | 135 | 69 | 51.00 |
| 1377 | 619WHN | 623 | 6 | 135 | 69 | 51.00 |
| 1378 | 619WHN | 624 | 6 | 135 | 69 | 51.00 |
| 1379 | 619WHN | 625 | 6 | 135 | 69 | 51.00 |
| 1380 | 619WHN | 626 | 6 | 135 | 69 | 51.00 |
| 1381 | 619RHN | 631 | 6 | ..... | ... | 59.75 |
| 1382 | 619RHN2 | 636 | 6 | ..... | ... | 59.75 |
| 1383 | 619JFN7 | 641 | 6 | ..... | ... | 52.40 |
| 1384 | 127AH | 646 | 12 | 37.5 | 51 | 52.40 |
| 1385 | 127AH | 647 | 12 | 37.5 | 51 | 52.40 |
| 1386 | 127AH | 648 | 12 | 37.5 | 51 | 52.40 |
| 1387 | 127WMN | 657 | 12 | 37.5 | 51 | 47.45 |
| 1388 | 127WHN | 658 | 12 | 37.5 | 57 | 47.45 |
| 1389 | 127WHN | 659 | 12 | 37.5 | 57 | 47.45 |
| 1390 | 127WHN | 660 | 12 | 37.5 | 57 | 47.45 |
| 1391 | 127WHN | 661 | 12 | 37.5 | 57 | 47.45 |
| 1392 | 127WHN | 662 | 12 | 37.5 | 57 | 47.45 |
| 1393 | 127WHN | 663 | 12 | 37.5 | 57 | 47.45 |
| 1394 | 127WHN | 664 | 12 | 37.5 | 57 | 47.45 |
| 1395 | 127WHN | 665 | 12 | 37.5 | 57 | 47.45 |
| 1396 | 127RHN | 675 | 12 | 47.5 | 69 | 47.95 |
| 1397 | 127RHN | 676 | 12 | 47.5 | 69 | 47.95 |
| 1398 | 127RHN | 677 | 12 | 47.5 | 69 | 47.95 |
| 1399 | 127RHN | 678 | 12 | 47.5 | 69 | 47.95 |
| 1400 | 127RHN | 679 | 12 | 47.5 | 69 | 47.95 |
| 1401 | 129AH | 688 | 12 | 54 | 70 | 55.30 |
| 1402 | 129WHN | 693 | 12 | 54 | 70 | 55.30 |
| 1403 | 129WHN | 694 | 12 | 54 | 70 | 55.30 |
| 1404 | 129WHN | 695 | 12 | 54 | 70 | 55.30 |
| 1405 | 129WHN | 696 | 12 | 54 | 70 | 55.30 |
| 1406 | 129WHN3 | 701 | 12 | 54 | 70 | 55.30 |
| 1407 | 129RHN | 706 | 12 | 66 | 83 | 61.75 |
| 1408 | 129RHN3 | 711 | 12 | 66 | 83 | 61.75 |
| 1409 | 129RHN3 | 712 | 12 | 66 | 83 | 61.75 |
| 1410 | 1211AH | 717 | 12 | 70 | 80 | 64.15 |
| 1411 | 1211WHN | 722 | 12 | 70 | 80 | 64.15 |
| 1412 | 1211RHN | 727 | 12 | 85 | 97 | 71.40 |
| 1413 | 1211RHN3 | 732 | 12 | 85 | 97 | 71.40 |
| 1414 | 1211RHN3 | 733 | 12 | 85 | 97 | 71.40 |
| 1415 | 1213AH | 738 | 12 | 85 | 92 | 71.75 |
| 1416 | 1213WHN | 743 | 12 | 85 | 92 | 71.75 |
| 1417 | 1215AH3 | 748 | 12 | 103 | 110 | 80.75 |
| 1418 | 167WHN | 753 | 16 | 37.5 | 75 | 63.10 |
| 1419 | 167WHN | 754 | 16 | 37.5 | 75 | 63.10 |
| 1420 | 169WHN | 759 | 16 | 54 | 90 | 71.40 |
| 1421 | 169WHN | 760 | 16 | 54 | 90 | 71.40 |
| 1422 | 187AH5 | 765 | 18 | 37.5 | 85 | 68.40 |
| 1423 | 167RHN7 | 770 | 16 | ..... | ... | ..... |
| 1424 | 1811AH5 | 775 | 18 | 70 | 115 | ..... |
| 1425 | 243GM6 | 780 | 24 | ..... | ... | 66.85 |
| 1426 | 245AH6 | 785 | 24 | 25 | 90 | ..... |
| 1427 | 247AH5 | 790 | 24 | 37.5 | 115 | 85.90 |
| 1428 | 305WHN | 795 | 30 | ..... | ... | 83.15 |
| 1429 | 67WHP | 800 | 6 | ..... | ... | 21.40 |

| Serial No. | WITHERBEE September 1,1919 | | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt., Lbs. | Price |
|---|---|---|---|---|---|---|
| 1500 | WRS | 6-60 | 6 | ..... | 42 | $33.00 |
| 1501 | WRE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1502 | WHS | 6-60 | 6 | ..... | 42 | 33.00 |
| 1503 | WHE | 6-60 | 6 | ..... | 42 | 33.00 |
| 1504 | WLS | 6-60 | 6 | ..... | 46 | 36.50 |
| 1505 | WLE | 6-60 | 6 | ..... | 46 | 36.50 |
| 1506 | WRS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1507 | WRE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1508 | WHS | 6-80 | 6 | ..... | 50 | 36.50 |
| 1509 | WHE | 6-80 | 6 | ..... | 50 | 36.50 |
| 1510 | WLS | 6-80 | 6 | ..... | 55 | 41.50 |
| 1511 | WLE | 6-80 | 6 | ..... | 55 | 41.50 |
| 1512 | WRS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1513 | WRE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1514 | WHS | 6-100 | 6 | ..... | 59 | 41.50 |
| 1515 | WHE | 6-100 | 6 | ..... | 59 | 41.50 |
| 1516 | WLS | 6-100 | 6 | ..... | 65 | 46.00 |
| 1517 | WLE | 6-100 | 6 | ..... | 65 | 46.00 |
| 1518 | WRS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1519 | WRE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1520 | WHS | 6-120 | 6 | ..... | 69 | 48.00 |
| 1521 | WHE | 6-120 | 6 | ..... | 69 | 48.00 |
| 1522 | WGS | 80 | 6 | ..... | 62 | 43.00 |
| 1523 | WGE | 80 | 6 | ..... | 62 | 43.00 |
| 1524 | WGS | 120 | 6 | ..... | 80 | 53.00 |
| 1525 | WGE | 120 | 6 | ..... | 80 | 53.00 |
| 1526 | WGJ | 6-120 | 6 | ..... | 85 | 60.00 |
| 1527 | WRS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1528 | WRE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1529 | WHS | 12-35 | 12 | ..... | 58 | 46.50 |
| 1530 | WHE | 12-35 | 12 | ..... | 58 | 46.50 |
| 1531 | WLS | 12-35 | 12 | ..... | 62 | 49.50 |
| 1532 | WLE | 12-35 | 12 | ..... | 62 | 49.50 |
| 1533 | WRS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1534 | WRE | 12-50 | 12 | ..... | 70 | 53.00 |
| 1535 | WHS | 12-50 | 12 | ..... | 70 | 53.00 |
| 1536 | WHE | 12-50 | 12 | ..... | 72 | 53.00 |
| 1537 | WLS | 12-50 | 12 | ..... | 78 | 58.00 |
| 1538 | WLE | 12-50 | 12 | ..... | 78 | 58.00 |
| 1539 | WRS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1540 | WRE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1541 | WHS | 12-60 | 12 | ..... | 82 | 58.00 |
| 1542 | WHE | 12-60 | 12 | ..... | 82 | 58.00 |
| 1543 | WLS | 12-60 | 12 | ..... | 90 | 64.00 |
| 1544 | WLE | 12-60 | 12 | ..... | 90 | 64.00 |
| 1545 | WRS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1546 | WRE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1547 | WHS | 12-80 | 12 | ..... | 95 | 61.00 |
| 1548 | WHE | 12-80 | 12 | ..... | 95 | 61.00 |
| 1549 | WLS | 12-80 | 12 | ..... | 102 | ...... |
| 1550 | WLE | 12-80 | 12 | ..... | 102 | ...... |
| 1551 | WRS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1552 | WRE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1553 | WHS | 12-100 | 12 | ..... | 112 | 66.00 |
| 1554 | WHE | 12-100 | 12 | ..... | 112 | 66.00 |
| 1555 | WLS | 12-100 | 12 | ..... | 120 | ...... |
| 1556 | WLE | 12-100 | 12 | ..... | 120 | ...... |
| 1557 | WRS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1558 | WRE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1559 | WHS | 16-35 | 16 | ..... | 76 | 57.00 |
| 1560 | WHE | 16-35 | 16 | ..... | 76 | 57.00 |
| 1561 | WRS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1562 | WRE | 16-50 | 16 | ..... | 90 | 63.00 |
| 1563 | WHS | 16-50 | 16 | ..... | 90 | 63.00 |
| 1564 | WHE | 16-50 | 16 | ..... | 90 | 63.00 |
| 1565 | WRS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1566 | WRE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1567 | WHS | 16-60 | 16 | ..... | 105 | 70.00 |
| 1568 | WHE | 16-60 | 16 | ..... | 105 | 70.00 |
| 1569 | WRS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1570 | WRE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1571 | WHS | 18-35 | 18 | ..... | 85 | 60.00 |
| 1572 | WHE | 18-35 | 18 | ..... | 85 | 60.00 |
| 1573 | WRS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1574 | WRE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1575 | WHS | 18-50 | 18 | ..... | 102 | 69.00 |
| 1576 | WHE | 18-50 | 18 | ..... | 102 | 69.00 |
| 1577 | WRS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1578 | WRE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1579 | WHS | 18-60 | 18 | ..... | 122 | 76.00 |
| 1580 | WHE | 18-60 | 18 | ..... | 122 | 76.00 |
| 1581 | WRS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1582 | WRE | 24-20 | 24 | ..... | 85 | 65.00 |
| 1583 | WHS | 24-20 | 24 | ..... | 85 | 65.00 |
| 1585 | WRS | 24-35 | 24 | ..... | 120 | ...... |
| 1586 | WRE | 24-35 | 24 | ..... | 120 | ...... |
| 1587 | WHS | 24-35 | 24 | ..... | 120 | ...... |
| 1588 | WHE | 24-35 | 24 | ..... | 120 | ...... |
| 1589 | WRS | 24-50 | 24 | ..... | 146 | ...... |
| 1590 | WRE | 24-50 | 24 | ..... | 146 | ...... |
| 1591 | WHS | 24-50 | 24 | ..... | 106 | ...... |
| 1592 | WHE | 24-50 | 24 | ..... | 146 | ...... |
| 1593 | WLS-T | 12-35 | 12 | ..... | ... | 49.50 |
| 1594 | WRS-T | 12-35 | 12 | ..... | ... | 46.50 |
| 1595 | WLJ | 6-80 | 6 | ..... | ... | 41.50 |
| 1596 | WRS-T | 16-50 | 16 | ..... | ... | 63.00 |
| 1597 | WLS | 12-20 | 12 | ..... | ... | 40.00 |
| 1598 | WRS-T | 16-35 | 16 | ..... | ... | 57.00 |
| 1599 | WHJ | 6-60 | 6 | ..... | ... | 33.00 |
| 1600 | WRS-T | 24-20 | 24 | ..... | ... | 65.00 |
| 1601 | WRS-T | 12-50 | 12 | ..... | ... | 53.00 |
| 1602 | WRS-T | 12-60 | 12 | ..... | ... | 58.50 |
| 1603 | WRJ | 6-100 | 6 | ..... | ... | 41.00 |
| 1604 | WLS | 24-50 | 24 | ..... | ... | 96.00 |
| 1605 | WHE | 8-100 | | ..... | ... | 58.00 |
| 1606 | PWRS | 6-120 | 2 | ..... | ... | 60.50 |
| 1607 | WHS-T | 12-35 | 12 | ..... | ... | 46.00 |
| 1608 | WRS-T | 12-80 | 12 | ..... | ... | 61.00 |
| 1609 | WRS-T | 12-100 | 1 | ..... | ... | 66.00 |

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| Serial No. | UNIVERSAL Type and Assembly March 1, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1625 | LS-611B | 6 | ..... | 42 | 32.00 |
| 1626 | LS-611N | 6 | ..... | 42 | 32 00 |
| 1627 | LS-613B | 6 | ..... | 50 | 36.00 |
| 1628 | LS-613N | 6 | ..... | 50 | 36.00 |
| 1629 | LS-615B | 6 | ..... | 59 | 40.00 |
| 1630 | LS-615N | 6 | ..... | 59 | 40.00 |
| 1631 | LS-619B | 6 | ..... | 69 | .00 |
| 1632 | LS-619N | 6 | ..... | 69 | 47.00 |
| 1633 | HS-611B | 6 | ..... | 42 | 32.00 |
| 1634 | HS-611N | 6 | ..... | 42 | 32.00 |
| 1635 | HS-613B | 6 | ..... | 50 | 36 00 |
| 1636 | HS-613N | 6 | ..... | 50 | 36.00 |
| 1637 | HS-615B | 6 | ..... | 59 | 40.00 |
| 1638 | HS-615N | 6 | ..... | 59 | 40 00 |
| 1639 | HS-619B | 6 | ..... | 69 | 47.00 |
| 1640 | HS-619N | 6 | ..... | 69 | 47.00 |
| 1641 | MS-611B | 6 | ..... | 49 | 34.00 |
| 1642 | MS-611N | 6 | ..... | 49 | 34.00 |
| 1643 | MS-613B | 6 | ..... | 58 | 38.00 |
| 1644 | MS-613N | 6 | ..... | 58 | 38.00 |
| 1645 | MS-615B | 6 | ..... | 67 | 41.00 |
| 1646 | MS-615N | 6 | ..... | 67 | 41.00 |
| 1647 | BS-611B | 6 | ..... | 50 | 39.00 |
| 1648 | BS-611N | 6 | ..... | 50 | 39 00 |
| 1649 | BS-613B | 6 | ..... | 59 | 45.00 |
| 1650 | BS-613N | 6 | ..... | 59 | 45.00 |
| 1651 | BS-615B | 6 | ..... | 64 | 49 00 |
| 1652 | BS-615N | 6 | ..... | 64 | 49.00 |
| 1653 | LS-127B | 12 | ..... | 58 | 45.00 |
| 1654 | LS-127N | 12 | ..... | 58 | 45.00 |
| 1655 | LS-129B | 12 | ..... | 70 | 54.00 |
| 1656 | LS-129N | 12 | ..... | 7[illegible] | 54.00 |
| 1657 | LS-1211B | 12 | ..... | 80 | 62.00 |
| 1658 | LS-1211N | 12 | ..... | 82 | 62 00 |
| 1659 | MS-127B | 12 | ..... | 8[illegible] | 48.00 |

| Serial No. | UNIVERSAL Type and Assembly March, 1919 | Volts | Amperes Hrs. at 5 Hour Rate | Net Wgt. Lbs. | Price |
|---|---|---|---|---|---|
| 1660 | MS-127N | 12 | ..... | 68 | 48.00 |
| 1661 | MS-129B | 12 | ..... | 82 | 57 00 |
| 1662 | MS-129N | 12 | ..... | 82 | 57.00 |
| 1663 | MS-1211B | 12 | ..... | 96 | 64.00 |
| 1664 | MS-1211N | 12 | ..... | 96 | 64.00 |
| 1665 | LS-167[illegible] | 16 | ..... | 76 | 63.00 |
| 1666 | LS-169[illegible] | 16 | ..... | 90 | 70.00 |
| 1667 | HS-127B | 12 | ..... | 58 | 46.00 |
| 1668 | HS-127N | 12 | ..... | 58 | 46.00 |
| 1669 | HS-129B | 12 | ..... | 70 | 54.00 |
| 1670 | HS-129N | 12 | ..... | 70 | 54.00 |
| 1671 | HS-1211B | 12 | ..... | 82 | 62.00 |
| 1672 | HS-1211N | 12 | ..... | 82 | 62.00 |
| 1673 | HS-187B | 18 | ..... | 95 | 70.00 |
| 1674 | HS-187N | 18 | ..... | 95 | 70.00 |
| 1675 | HS-245B. | 24 | ..... | 85 | 73.00 |
| 1676 | HS-245N | 24 | ..... | 85 | 73.00 |
| 1677 | MS-613 Spec... | 6 | ..... | ... | ..... |
| 1678 | MS-617B | 6 | ..... | ... | ..... |
| 1679 | LS-245B | 24 | ..... | ... | ..... |
| 1680 | BS-129B | 12 | ..... | ... | ..... |
| 1681 | MS-245B | 24 | ..... | ... | ..... |
| 1682 | HS-1811N | 18 | ..... | ... | ..... |
| 1683 | ..... | ... | ..... | ... | ..... |

| Serial No. | MAC-LAR Type | Volts | Amperes Hrs. at5Hour Rate | Net Wgt.Lbs. | Price |
|---|---|---|---|---|---|
| 1700 | Master 6-S | 6 | ..... | 45 | $25.00 |
| 1701 | Master 6-D | 6 | ..... | 45 | 25.00 |
| 1702 | Master 12-S | 12 | ..... | 59 | 36.00 |
| [illegible] | Master 12-D | 12 | ..... | 59 | 36.00 |

| Serial No. | HARTFORD Type and Table number Dec. 1, 1919 | Volts | Amperes Hrs a 5 Hour Rate | Net Wgt., Lb | Price |
|---|---|---|---|---|---|
| 1950 | 3AB-13D No. 3AQ-11D 1 | 6 | ..... | ... | 33.90 |
| 1950 | 3AB-13D No. 3AQ-11D 1 | 6 | ..... | ... | 33.90 |
| 1951 | 3AB-19D No. 3AQ-17D 2 | 6 | ..... | ... | 43.90 |
| 1952 | 3AB-21A No. 3AQ-19A 3 | 6 | ..... | ... | 47.00 |
| 1953 | 6AB- 9A No. 6AQ- 7A 4 | 12 | ..... | ... | 45.45 |
| 1954 | 6AB- 9A No. 6AQ- 7A 5 | 12 | ..... | ... | 45.45 |
| 1955 | 6AB- 9A No. 6AQ- 7A 6 | 12 | ..... | ... | 45.45 |
| 1956 | 6AB- 9A No. 6AQ- 7A 7 | 12 | ..... | ... | 46.00 |
| 1957 | 6AB- 9A No. 6AQ- 7A 8 | 12 | ..... | ... | 45.50 |
| 1958 | 6AB- 9A No. 6AQ- 7A 9 | 12 | ..... | ... | 45.45 |
| 1959 | 3AB-11A No. 3AQ- 9A 10 | 6 | ..... | ... | 29.40 |
| 1960 | 3AB-13A No. 3AQ-11A 11 | 6 | ..... | ... | 32.90 |
| 1961 | 3AB-15A No. 3AQ-13A 12 | 6 | ..... | ... | 35.70 |
| 1962 | 3AB-17A No. 3AQ-15A 13 | 6 | ..... | ... | 38.40 |
| 1963 | 6AB-11A No. 6AQ- 9A 14 | 12 | ..... | ... | 56.95 |
| 1964 | 6AB-11A No. 6AQ- 9A 15 | 12 | ..... | ... | 55.65 |
| 1965 | 6AB-13A No. 6AQ-11A 16 | 12 | ..... | ... | 65.50 |
| 1966 | 6AB-13A No. 6AQ-11A 17 | 12 | ..... | ... | 65.40 |
| 1967 | 6AB-15A No. 6AQ-13A 18 | 12 | ..... | ... | 69.00 |
| 1968 | 6AB-11C No. 6AQ- 9C 19 | 12 | ..... | ... | 56.50 |
| 1969 | 8AB- 7A No. 8AQ- 5A 20 | 16 | ..... | ... | 49.65 |

| Serial No. | HARTFORD Type and Table number Dec. 1, 1919 | Volts | Amperes Hrs.a 5 Hours Rate | Net Wgt.,Lbs. | Price |
|---|---|---|---|---|---|
| 1970 | 8AB- 7A No. 8AQ- 5A 21 | 16 | ..... | ... | 49.50 |
| 1971 | 8AB- 9A No. 8AQ- 7A 22 | 16 | ..... | ... | 59.50 |
| 1972 | 12AB-7A No. 12AQ-5A 23 | 24 | ..... | ... | 76.00 |
| 1973 | 12AB-7A No. 12AQ-5A 24 | 24 | ..... | ... | 76.50 |
| 1974 | 3AB-19A No. 3AQ-12A 25 | 6 | ..... | ... | 45.00 |
| 1975 | 3AB-23A No. 3AQ-21A 26 | 6 | ..... | ... | 48.90 |
| 1976 | 3AB-13B No. 3AQ-11B 27 | 6 | ..... | ... | 33.70 |
| 1977 | 3AB-15B No. 3AQ-13B 28 | 6 | ..... | ... | 36.50 |
| 1978 | 3AB-23B No. 3AQ-21B 29 | 6 | ..... | ... | 49.70 |
| 1979 | 9AB- 7A No. 9AQ- 5A 30 | 18 | ..... | ... | 57.00 |
| 1980 | 15AB-5A No. 15AQ-3A 31 | 30 | ..... | ... | 112.00 |
| 1981 | 3AB-21A No. 3AQ-19A 32 | 6 | ..... | ... | 46.50 |
| 1982 | 3CB-11A No.33 | 6 | ..... | ... | 34.00 |
| 1983 | 3CB-13A No.34 | 6 | ..... | ... | 36.50 |
| 1984 | 3CB-15A No.35 | 6 | ..... | ... | 38.70 |
| 1985 | 3CB-19A No.36 | 6 | ..... | ... | 45.50 |
| 1986 | 3CB-15B No.37 | 6 | ..... | ... | 40.00 |
| 1987 | 3CB-19B No.38 | 6 | ..... | ... | 46.80 |
| 1988 | 6CB-11A No.39 | 12 | ..... | ... | 60.00 |
| 1989 | 6CB-13A No.40 | 12 | ..... | ... | 68.50 |
| 1990 | 6CB-15C No.41 | 12 | ..... | ... | 73.50 |
| 1991 | 3CB-15D No.42 | 6 | ..... | ... | 40.00 |
| 1992 | 3CB-19A No.43 | 6 | ..... | ... | 45.50 |
| 1993 | 9CB-11C No.44 | 18 | ..... | ... | 90.00 |
| 1994 | 3EF-13B No.45 | 6 | ..... | ... | 58.00 |
| 1995 | 3HF-11D No.46 | .. | ..... | ... | 59.50 |
| 1996 | 3LF-11ANo.100 | 6 | ..... | ... | 38.40 |

The greatly increased demand for Wisconsin worm-drive axles has forced the Wisconsin Parts Co. to increase its facilities in both additional space and equipment several times during the last few months.

The Board of Directors has authorized an addition to the main plant of a building 240 feet in length. The Directors also have authorized the purchase of a large amount of machinery to take care of the additional business on the books.

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At a recent meeting of the directors of The Norma Company of America, Mr. O. P. Wilson, who has been assistant general manager for several years, was elected vice-president of the company. Mr. W. M. Nones continues as president and treasurer, in executive charge of the company's affairs.

## Convention of Automotive Equipment Association a Success

The fourth annual meeting of the Automotive Equipment Association held in Chicago No. 3-8 proved very successful and members expressed themselves as being highly pleased with the work at the meeting.

The association adopted a new constitution and by-laws, the original set having been discarded entirely following the Sherman law criminal case in which 21 members were acquitted of charges.

The First Annual Business Exhibit, a display of automotive equipment, proved so successful that a business exhibit in the automotive equipment industry may be one of this industry's great affairs.

Not the least among the events of the week was an entertainment put on for the association by the Chicago Automotive Equipment Manufacturers in the Aryan Grotto Temple. This was an amateur minstrel show and mock trial which convulsed a packed house of over 1200 people.

Of considerable importance was the selection of Del Monte, California, as the place of the next meeting, the first week in June, 1920.

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## Milwaukee Dealers Seek to Combine Automotive Bodies

A movement to bring all interests identified with the automotive industries of Wisconsin into a single organization which probably will be called the Wisconsin Automotive Federation, is under way with the intention of bringing it to a head by means of a big convention to be held during the annual Milwaukee show in the Auditorium in January. The proposition is made by members of the Milwaukee Automobile Dealers, Inc., the success of which is believed to form a splendid example of what can be accomplished through thorough organization.

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## Boyce Forms New Fire Extinguisher Company

Harrison H. Boyce of the Moto-Meter Co., Inc., Long Island City, N. Y., has formed a new company, the name of which will be the "Boyce-Veeder Corporation," having its factory and office in Long Island City, for the marketing of an automatic and hand operating fire extinguisher especially applicable to motor cars, trucks, tractors, aeroplanes and other automotive vehicles.

The new company will operate under the "Erwin" patents, and the device is said to be of a very novel and most meritorious nature.

Associated with Mr. Boyce will be Paul L. Veeder, an attorney well known in both New York and Chicago. Offices have already been opened in the Queens Subway Building, Long Island City. It is stated that production will be in full swing January 1st. Mr. Boyce plans to divide his time between the new organization and the Moto-Meter Company, Inc.

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## Canadian Agent for Roller-Smith

The Roller-Smith Co., 233 Broadway, New York, N. Y., announces the appointment of the Alfred Collyer Co., 420 Power Building, 83 Craig street West, Montreal, Canada, as its agent for the entire Dominion of Canada and Newfoundland.

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The Apollo Magneto Co., 1723 Eighth avenue, Brooklyn, N. Y., has purchased the plant of the Campbell Motors Co., Kingston, N. Y., and is planning to move its Brooklyn factory to that place.

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# List-Prices of all Makes of Tires and Tubes

## REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and C lor of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clin her and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acme Rubber Mfg. Co.,** | P. | 15.00 | 16.10 | †16.90 | 21.50 | †22.40 | 22.80 | 24.00 | †25.70 | †28.80 | †29.80 | 31.00 | 32.00 | 33.10 | 34.30 | 35.50 | †42.30 | 43.70 | 45.10 | 46.40 | 47.80 | 49.20 | 54.00 | 55.70 | 57.40 | †71.80 | †73.80 |
| **Tranton, N. J.** | Kam Thread N.S. | ..... | †16.70 | ..... | †22.60 | †23.50 | 24.00 | ..... | ..... | ..... | †31.40 | 32.70 | 33.70 | 34.90 | ..... | ..... | †44.40 | d45.80 | 47.40 | 48.70 | 50.20 | 51.70 | 56.70 | 58.60 | 60.10 | ..... | ..... |
| | Dimple Tread N.S. | 17.20 | 18.40 | †19.60 | 24.60 | †25.60 | 26.20 | 27.90 | †29.60 | †33.10 | †34.30 | 35.80 | 37.10 | 38.20 | 39.40 | 40.90 | †48.70 | 50.20 | 51.80 | 53.40 | 55.00 | 56.50 | 62.00 | 64.10 | 66.00 | †82.50 | †84.80 |
| **May 10, 1919** | Hemisphere N.S. | ..... | †20.10 | ..... | 27.10 | ..... | 28.80 | 30.60 | ..... | ..... | †37.90 | 39.30 | 40.80 | 42.00 | 43.30 | †45.00 | †53.60 | ..... | 57.00 | 58.70 | 60.50 | 62.20 | 68.20 | †70.30 | 72.60 | ..... | ..... |
| **(5000 miles)** | G. & R. Tubes | 3.45 | 3.60 | 3.85 | 4.65 | 4.80 | 5.10 | 5.50 | 5.65 | 5.65 | 5.80 | 6.00 | 6.20 | 6.35 | 6.50 | 6.70 | 7.60 | 7.80 | 7.90 | 8.05 | 8.25 | 8.45 | 9.35 | 9.65 | 9.85 | 10.45 | 10.75 |
| Advance Rubber Co., (4000 m.) | P. | †15.40 | †16.20 | ..... | †21.10 | †22.20 | 24.70 | †28.80 | ..... | ..... | †32.30 | 33.00 | 34.50 | 35.30 | 36.50 | 37.60 | 44.70 | 46.00 | 47.50 | 49.70 | 50.50 | 52.60 | 54.70 | †56.80 | 60.10 | †90.20 | ..... |
| 1717-8th Ave.(6000m.)TopNotch | N.S. | †16.20 | †17.05 | ..... | †22.10 | †23.40 | 25.90 | †30.20 | ..... | ..... | †33.90 | 34.60 | 36.10 | 37.10 | 38.10 | 39.40 | 46.35 | 48.25 | 50.00 | 52.10 | 53.10 | 55.20 | 57.35 | †59.50 | 63.10 | †94.60 | ..... |
| Brooklyn, N.Y. May 12, 1919 | R.T. | 3.75 | 3.95 | ..... | 4.70 | 5.30 | 5.40 | ..... | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.95 | 7.10 | 7.25 | 8.40 | 8.55 | 8.70 | 9.00 | 9.15 | 9.30 | 10.25 | 10.55 | 10.80 | 11.65 | ..... |
| **Aconite Tire & Rubber Co.,** | N.S. | ..... | ..... | ..... | c30.75 | ..... | d35.10 | ..... | ..... | ..... | c43.00 | d44.60 | d47.00 | d49.10 | ..... | ..... | ..... | d57.20 | *59.10 | d62.80 | *67.50 | ..... | *76.60 | ..... | *82.10 | ..... | ..... |
| **Trenton, N.J. Oct. 1, 1919** | Tubes | ..... | ..... | ..... | 5.00 | ..... | 5.40 | ..... | ..... | ..... | 6.50 | 6.75 | 7.00 | 7.30 | ..... | ..... | ..... | 8.90 | 9.10 | 9.30 | 9.55 | ..... | 11.00 | ..... | 11.60 | ..... | ..... |
| **All Star—see Star** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Ajax Rubber Co.,** | P. | ..... | 13.65 | ..... | 17.75 | ..... | 20.65 | ..... | ..... | ..... | 27.15 | 27.75 | 28.95 | 29.65 | ..... | ..... | ..... | ..... | 40.00 | 41.75 | 42.40 | ..... | 47.70 | ..... | 50.55 | ..... | ..... |
| **1796 Broadway,** | Road King N.S. | ..... | 14.90 | ..... | 19.05 | ..... | 22.20 | ..... | ..... | ..... | 29.50 | 30.05 | 31.55 | 32.20 | ..... | ..... | 40.40 | 41.65 | 43.00 | 44.90 | 45.55 | ..... | 54.50 | ..... | 57.50 | ..... | ..... |
| **N. Y. City** | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 39.05 | ..... | ..... | ..... | ..... | 49.65 | 50.90 | 52.30 | ..... | ..... | 55.75 | 57.40 | 59.00 | 60.30 | 61.75 | ..... | 73.20 | ..... | 76.10 | ..... | ..... |
| **May 12, 1919** | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| **(5000 miles)** | R.T. | 2.90 | 3.00 | ..... | 3.55 | ..... | 4.05 | ..... | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | 6.40 | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| **Amason Rubber Co.,** | N.S. | c16.30 | c17.25 | ..... | c22.25 | ..... | d26.30 | ..... | ..... | ..... | c32.60 | d33.40 | *35.85 | *36.50 | ..... | ..... | ..... | d47.20 | *48.60 | *50.65 | *51.45 | d53.85 | *60.70 | ..... | *62.75 | ..... | ..... |
| **Akron, O. May 15, 1919** | Ribbed | ..... | c16.35 | ..... | c21.25 | ..... | d25.10 | ..... | ..... | ..... | ..... | d31.85 | *34.05 | *34.65 | ..... | ..... | ..... | ..... | *46.15 | *48.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **(5000 miles)** | Cord. N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d51.10 | *52.40 | *53.90 | ..... | ..... | d57.55 | ..... | *60.60 | *62.10 | *63.50 | d74.25 | *75.25 | ..... | *78.90 | ..... | ..... |
| | Tubes | 3.10 | 3.50 | ..... | 4.05 | ..... | 4.25 | ..... | ..... | ..... | 5.35 | 5.55 | 5.75 | 5.85 | 6.00 | 6.10 | 6.50 | 6.75 | 6.85 | 7.00 | 7.15 | 7.45 | 8.00 | 8.45 | 8.50 | 8.65 | 9.85 |
| American Rubber Co | Ribbed | ..... | c20.75 | ..... | c26.75 | ..... | d33.25 | ..... | ..... | ..... | c41.40 | d42.75 | d45.60 | d47.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **1526 S. Wabash Ave.,** | N.S. | ..... | c21.85 | ..... | c21.85 | ..... | d35.00 | ..... | ..... | ..... | c43.60 | d45.00 | d48.00 | d50.00 | ..... | ..... | ..... | ..... | ..... | d66.00 | ..... | ..... | d75.00 | ..... | ..... | ..... | ..... |
| **Chicago** | G.T. | ..... | 3.60 | ..... | 4.40 | ..... | 4.60 | ..... | ..... | ..... | 5.70 | 5.85 | 6.00 | 6.15 | ..... | ..... | ..... | ..... | 7.60 | 7.80 | ..... | ..... | 9.45 | ..... | ..... | ..... | ..... |
| | R.T. | ..... | 3.95 | ..... | 4.85 | ..... | 5.30 | ..... | ..... | ..... | 6.40 | 6.50 | 6.60 | 6.75 | ..... | ..... | ..... | ..... | 8.70 | 8.85 | ..... | ..... | 10.35 | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | 45.10 | ..... | ..... | ..... | 52.70 | 54.60 | 56.50 | 58.40 | ..... | ..... | ..... | ..... | ..... | 69.35 | ..... | ..... | 82.15 | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 47.50 | ..... | ..... | ..... | 55.50 | 57.50 | 59.50 | 61.50 | ..... | ..... | ..... | ..... | ..... | 73.00 | ..... | ..... | 86.50 | ..... | ..... | ..... | ..... |
| **American Rubber &** | Ribbed T. | ..... | 15.40 | ..... | 19.70 | 21.25 | 24.00 | ..... | ..... | ..... | 30.00 | 30.85 | 32.45 | 33.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tire Co., Akron, O.** | N.S. | 15.30 | 16.20 | ..... | 20.55 | 22.25 | 24.85 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| **May 12, 1919** | G.T. | 2.85 | 2.95 | ..... | 3.60 | 3.65 | 3.70 | 3.80 | ..... | ..... | 4.55 | 4.65 | 4.80 | 4.95 | 5.05 | 5.20 | 5.80 | 5.95 | 6.10 | 6.15 | 6.40 | 6.60 | 7.50 | 7.60 | 7.75 | 8.85 | 9.05 |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | 4.00 | 4.25 | 4.50 | ..... | ..... | 5.00 | 5.10 | 5.30 | 5.45 | 5.60 | 5.80 | 6.35 | 6.55 | 6.70 | 6.90 | 7.20 | 7.40 | 8.30 | 8.45 | 8.60 | 9.80 | 9.95 |
| | Cord P. | ..... | ..... | ..... | c34.60 | ..... | d37.00 | ..... | ..... | ..... | ..... | d47.05 | d48.25 | d49.55 | ..... | ..... | d52.95 | d54.35 | d55.75 | d57.15 | d58.50 | ..... | *69.30 | ..... | *72.65 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c36.45 | ..... | d38.95 | ..... | ..... | ..... | ..... | d49.50 | d50.15 | d52.15 | ..... | ..... | d55.75 | d57.20 | d58.70 | d60.15 | d61.55 | ..... | *73.00 | ..... | *76.50 | ..... | ..... |
| | Tubes | ..... | ..... | ..... | 5.30 | ..... | 5.60 | ..... | ..... | ..... | ..... | 6.55 | 6.85 | 7.20 | ..... | ..... | 8.25 | 8.45 | 8.60 | 8.80 | 9.00 | ..... | 10.15 | ..... | 10.35 | ..... | ..... |
| Anderson | Ex-ply Ribbed Tread | 19.80 | 20.60 | 23.85 | 26.90 | 28.45 | 29.85 | 35.00 | ..... | 33.50 | 34.00 | 44.90 | 46.30 | 47.50 | 49.50 | 52.00 | 61.00 | 62.00 | 63.00 | 65.50 | 68.00 | 70.50 | 66.10 | 71.40 | 71.90 | ..... | ..... |
| Rubber Works | Ex-ply Cog Tread | 19.80 | 20.60 | ..... | 26.90 | ..... | 28.95 | ..... | ..... | ..... | 34.00 | 44.90 | 46.30 | 47.50 | 55.70 | 58.50 | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 71.90 | ..... | ..... |
| Anderson, Ind. | Cord Ribbed Tread | 23.75 | 24.80 | 29.75 | 34.25 | 34.75 | 42.00 | ..... | 40.30 | 40.80 | 60.55 | 52.10 | 53.45 | ..... | ..... | ..... | ..... | ..... | ..... | 5.75 | 6.85 | 9.60 | d67.05 | *67.05 | 23.00 | ..... | ..... |
| (Chas. E. | Cord Ribbed Cog Tread | 23.75 | 24.80 | ..... | 32.25 | ..... | 34.75 | ..... | ..... | ..... | 40.80 | 50.55 | 52.10 | 53.45 | ..... | ..... | 67.10 | 68.20 | 69.30 | 72.05 | 74.80 | ..... | 72.70 | ..... | 79.10 | ..... | ..... |
| Miller. Aug. 1, 1919 | G.T. | 3.35 | 3.50 | 3.75 | 4.00 | 4.25 | 4.90 | 5.60 | ..... | 5.15 | 5.25 | 5.50 | 5.75 | 6.00 | 6.25 | 6.50 | 7.00 | 7.25 | 7.50 | 7.85 | 8.10 | 8.40 | 9.00 | 9.30 | 9.60 | ..... | ..... |
| (5000 miles) | R.T. | 3.60 | 4.00 | 4.50 | 4.80 | 5.00 | 5.25 | 5.90 | ..... | 6.30 | 6.50 | 6.80 | 7.10 | 7.40 | 7.85 | 8.10 | 8.25 | 8.50 | 8.75 | 9.00 | 9.30 | 9.60 | 10.25 | 10.60 | 10.90 | ..... | ..... |
| Archer Cord Tire Sept. 1 | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | 35.20 | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | ..... | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| & Rubber Co., | Pyramid Tread | ..... | ..... | ..... | ..... | ..... | 37.00 | ..... | ..... | ..... | ..... | 47.90 | 48.10 | 49.50 | ..... | ..... | ..... | ..... | 55.80 | 57.10 | 58.40 | ..... | 69.25 | ..... | 72.50 | ..... | ..... |
| Minneapolis, Minn. | Fabric Casings P. | ..... | c12.90 | ..... | c16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Fabric Casings N.S. | ..... | c14.75 | ..... | c18.70 | ..... | 21.85 | ..... | ..... | ..... | c29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | ..... | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | Tubes | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tubes | ..... | 5.95 | ..... | 6.10 | ..... | 6.15 | ..... | ..... | ..... | 6.45 | 7.15 | 7.45 | 7.60 | ..... | ..... | 7.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Armstrong Rubber Co.,** | Ribbed Tread | ..... | c26.35 | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | ..... | d51.00 | ..... | ..... | ..... | ..... | ..... | d61.80 | ..... | ..... | ..... | d80.90 | ..... | ..... | ..... | ..... |
| **2 W. 61st St., N. Y.** | N.S. | ..... | ..... | ..... | c32.95 | ..... | d37.65 | ..... | ..... | ..... | c45.40 | d49.50 | d51.00 | *52.75 | ..... | ..... | d57.40 | d59.65 | *61.80 | d65.80 | *71.10 | ..... | *80.00 | ..... | *86.05 | ..... | ..... |
| | R.T. | ..... | 4.01 | ..... | 4.20 | ..... | 5.37 | ..... | ..... | ..... | 5.71 | 5.80 | 6.04 | 6.27 | ..... | ..... | 7.35 | 7.60 | 7.83 | 7.97 | 8.30 | ..... | 9.38 | ..... | 9.95 | ..... | ..... |
| **(6000 miles)** | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | ..... | d4 3.0 | ..... | ..... | ..... | ..... | ..... | d57.00 | ..... | ..... | ..... | d70.80 | ..... | ..... | ..... | ..... |
| **July 15. 1919** | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | *50.65 | ..... | ..... | d54.05 | d55.50 | *57.00 | *58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| **Arrow—see Hood** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Bailey—see Kelly** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Baltimore Rubber Tire** | Concord | 16.97 | 17.37 | ..... | 21.10 | 23.39 | 24.82 | 26.99 | ..... | ..... | 29.01 | 29.82 | 30.90 | 31.99 | 33.22 | 34.30 | ..... | 38.47 | 39.74 | 40.97 | 43.23 | 44.41 | 50.15 | 52.56 | 54.80 | 72.55 | 78.69 |
| **Mfg. Co.** | Box Tread | 18.67 | 19.58 | ..... | 24.49 | 25.27 | 27.95 | 30.37 | ..... | ..... | 33.79 | 34.90 | 35.92 | 37.21 | 38.42 | 39.71 | ..... | 42.07 | 43.60 | 46.19 | 50.17 | 51.18 | 57.02 | 59.24 | 60.62 | 75.45 | 87.75 |
| **Orangeville, Maryland** | Tubes | 3.25 | 3.34 | ..... | 4.30 | 4.45 | 4.60 | 4.95 | ..... | ..... | 5.45 | 5.55 | 5.75 | 5.95 | 6.05 | 6.20 | ..... | 7.25 | 7.45 | 7.60 | 7.85 | 8.10 | 8.90 | 9.15 | 9.45 | 10.80 | 11.05 |
| Aug. 1, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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# When You Say "Dependability" *Prove* It!

A TIRE is good only when it's good all through. Time and again you have found this true from personal experience. One high-grade tire gives 10,000 miles, another of the same quality only 2500. It's the physique of a tire that makes or breaks it!

That's why McGraws can be depended upon for high and full mileage. They have the physique and you can *prove* their dependability. The reason is simple and scientifically sound.

It is summed up in the McGraw Duplex Method of vulcanization which safeguards the tire against mold-pinches and buckles, the two worst enemies of tire life. The McGraw comes out of the molds a *perfect structure.*

"Dependability" in tires is the surest bond that you can establish between your tire customers and yourself. It's a big contract, but McGraw fulfills it to the letter—*and at a substantial profit to the dealer.* Write for territory.

THE McGRAW TIRE & RUBBER CO.
CLEVELAND, OHIO
Factories: East Palestine, Ohio

***Cords 8000 Miles*** ***Fabrics 6000 Miles***

# McGraw TIRES


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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Bar-Circle—see Pennsylvania* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Batavia Rubber Co., | P | ..... | c15.80 | ..... | c20.05 | ..... | d23.50 | ..... | ..... | ..... | ..... | d31.95 | d33.50 | d34.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1928 Broadway, N.Y. | Ribbed Tread | ..... | ..... | ..... | ..... | ..... | *26.05 | *29.60 | ..... | ..... | ..... | d35.55 | *37.30 | *38.05 | d39.80 | q40.40 | q47.45 | d49 00 | *50.60 | *52.90 | *53.60 | q56.05 | *62.05 | ..... | ..... | *65.80 | ..... | ..... | ..... |
| (4000 miles) | Security N.S. | c15.85 | c18.50 | ..... | c23.50 | c25.30 | *27.45 | *31.20 | ..... | ..... | c36.65 | *37.40 | *39.25 | *40.10 | *41.90 | *42.5' | q50.00 | d51 60 | *53.25 | *55.65 | *56.50 | *59.00 | *65.35 | *66.35 | *69.25 | q106.95 | q108.90 | | |
| May 1 | G.T. | 3.25 | 3.35 | ..... | 3.80 | 4.00 | 4.20 | 4 50 | ..... | ..... | 5.40 | 5.55 | 5.75 | 5.90 | 6.00 | 6.10 | 7.15 | 7.25 | 7.30 | 7.40 | 7.60 | 7.80 | 8.90 | 9.05 | 9 25 | 10.10 | 10.40 | | |
| Beacon Tire Co., | "Rib Skid" | c14.50 | c14.75 | ..... | c18.70 | ..... | d21.85 | ..... | ..... | ..... | c29.20 | d29.70 | d31.20 | d31.85 | ..... | d35.50 | ..... | ..... | d42.75 | d44.70 | d45.35 | d49.50 | d52.50 | ..... | d55.60 | ..... | ..... | ..... | ..... |
| Beacon, N. Y. May 15, 1919 | R.T. | 3.35 | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | 6.60 | ..... | ..... | 6.85 | 6.90 | 7.25 | 8.35 | 8.45 | ..... | 8.70 | ..... | ..... | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | ..... | ..... | d55.80 | d57.10 | ..... | ..... | d69.25 | ..... | d72.50 | ..... | ..... | ..... | ..... |
| **Beaw—see Cleveland Rubber Works** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bergougnan Tire Corp. | P | 16.75 | 17.60 | ..... | 21.75 | ..... | 25.40 | 28.85 | ..... | ..... | 31.75 | 34.00 | 34.80 | 36.15 | 37.90 | 39.65 | 40.95 | 41.75 | 43.60 | 46.15 | 48.90 | 51.80 | 56.80 | 58.80 | 60.45 | 73.80 | 79.70 | | |
| Trenton, N. J. | N.S. | 18.40 | 19.35 | ..... | 23.90 | ..... | 27.95 | 31.75 | ..... | ..... | 34.90 | 37.40 | 38.30 | 39.75 | 41.70 | 43.60 | 45.05 | 45.90 | 47.95 | 50.75 | 53.80 | 57.00 | 62.50 | 64.70 | 66.50 | 81.20 | 87.75 | | |
| | Cord Ribbed | ..... | ..... | ..... | 33.00 | ..... | 40.00 | ..... | ..... | ..... | ..... | 49.60 | 51.30 | 53.00 | ..... | ..... | 58.40 | 60.00 | 61.60 | 63.20 | 64.80 | ..... | 77.75 | ..... | 81.00 | ..... | ..... | | |
| Aug. 11, 1919 | R.T. | 3.40 | 3.55 | ..... | 4.05 | ..... | 4.35 | 4.75 | ..... | ..... | 5.25 | 5.45 | 5.65 | 5.85 | 6.05 | 6.25 | 6.80 | 7.00 | 7.20 | 7.40 | 7.60 | 7.85 | 8.50 | 8.70 | 8.95 | 10.00 | 10.25 | | |
| Bilt-On Tire Co., Cleveland, O. | N.S. | ..... | 10.50 | ..... | 12.70 | 12.50 | 14.75 | ..... | ..... | ..... | 18.75 | 18.35 | 18.85 | 19.15 | 19.95 | 24.15 | ..... | ..... | 24.10 | 24.90 | 25.40 | 26.30 | 28.35 | 28.90 | 29.95 | ..... | ..... | | |
| Biltwell Tire & Rubber Co., | Ribbed | ..... | c17.99 | ..... | c22.12 | ..... | d25.89 | ..... | ..... | ..... | c32.73 | d34.92 | d35.97 | d37.02 | ..... | ..... | d42.37 | d43.93 | *45.49 | d47.43 | *50.14 | ..... | *57.15 | ..... | *60.27 | ..... | ..... | | |
| Akron, O. | N.S. | ..... | ..... | ..... | c26.90 | ..... | d30.99 | ..... | ..... | ..... | c37.18 | d39.98 | d41.04 | d42.57 | ..... | ..... | d48.93 | d50.87 | *52.82 | d53.79 | *56-75 | ..... | *65.53 | ..... | *68.74 | ..... | ..... | | |
| June 10, 1919 | G.T. | 3.55 | 3.70 | ..... | 4.75 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.20 | 6.35 | 6.60 | 6.70 | 6.85 | 7.80 | 8.00 | 8.30 | 8.40 | 8.65 | 9.10 | 9.75 | 10.15 | 10.45 | ..... | ..... | | |
| **Black Oak—see Marathon** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Blackstone—see Canton-Blackstone** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Bonner—see Story** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boone Tire & | (4000 miles) P. | ..... | c14.40 | ..... | c18.40 | d19.65 | d20.90 | ..... | ..... | ..... | c28.00 | d28.65 | d29.85 | d30.65 | ..... | d32.75 | d38.50 | ..... | d40.95 | d42.90 | d43.50 | ..... | d50.25 | ..... | d53.30 | ..... | ..... | | |
| Rubber Co., | Rib Tread | ..... | c15.80 | ..... | c20.20 | c21.60 | d23.00 | ..... | ..... | ..... | c30.80 | d31.55 | d32.85 | d33.70 | ..... | d36.05 | d42.25 | ..... | d45.05 | d47.10 | d48.00 | ..... | d55.25 | ..... | d58.75 | ..... | ..... | | |
| Sycamore, Ill. | (5000 miles) N.S. | ..... | c18.75 | ..... | c23.80 | c25.60 | d27.20 | ..... | ..... | ..... | c36.30 | d37.05 | d38.90 | d39.70 | ..... | d42.10 | d49.50 | ..... | d52.75 | d55.05 | d55.95 | ..... | d64.70 | ..... | d68.60 | ..... | ..... | | |
| June 1, 1919 | R.T. | ..... | 3.90 | ..... | 4.45 | 4.70 | 4.90 | ..... | ..... | ..... | 6.35 | 6.55 | 6.70 | 6.90 | ..... | 7.15 | 8.35 | ..... | 8.55 | 8.75 | 8.85 | ..... | 10.40 | ..... | 10.85 | ..... | ..... | | |
| | B.T. | ..... | 3.40 | ..... | 3.80 | 4.00 | 4.20 | ..... | ..... | ..... | 5.35 | 5.50 | 5.70 | 5.85 | ..... | 6.10 | 7.05 | ..... | 7.25 | 7.35 | 7.50 | ..... | 8.85 | ..... | 9.20 | ..... | ..... | | |
| ‡Braender Rubber & Tire Co., | P. | ..... | c14.30 | ..... | $18.65 | ..... | $21.60 | ..... | ..... | ..... | $28.45 | $29.10 | $30.40 | $31.20 | ..... | ..... | $39.45 | $40.65 | 41.95 | 43.90 | 44.50 | ..... | 50.05 | ..... | 60.50 | ..... | ..... | | |
| Rutherford, N.J. | N.S. | c17.15 | c17.50 | ..... | $22.20 | ..... | $25.90 | ..... | ..... | ..... | $34.70 | $35.35 | $37.00 | $37.85 | ..... | ..... | $47.20 | $48.65 | 50.25 | 52.50 | 53.30 | ..... | 61.65 | ..... | 65.30 | ..... | ..... | | |
| May 12, 1919 | R.T. | 3.50 | 3.55 | ..... | 4.10 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | ..... | 6.70 | 6.95 | 7.15 | 7.35 | 7.70 | ..... | 8.75 | ..... | 9.20 | ..... | ..... | | |
| | G.T. | 2.80 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | ..... | 6.10 | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... | | |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d41.95 | ..... | ..... | ..... | c40.00 | d54.35 | d54.70 | d56.20 | ..... | ..... | d60.00 | d61.60 | d63.25 | d64.90 | d66.30 | ..... | d78.60 | ..... | d82.20 | ..... | ..... | | |
| **Brasilian Tubes—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brictson Mfg. Co., Omaha, Neb. | Tires | 33.40 | 35.10 | 37.20 | 42.85 | 47.40 | 50.10 | 54.70 | 58.95 | 61.95 | 63.10 | 65.15 | 67.00 | 69.45 | 71.75 | 76.35 | 77.85 | 81.60 | 85.40 | 89.00 | 93.95 | 96.10 | 106.50 | 110.65 | 113.30 | 140.95 | 142.80 | | |
| May 1 (10,000 m.) | Tubes | 4.25 | 4.40 | ..... | 5.25 | 5.40 | 5.45 | 5.75 | ..... | ..... | 6.50 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 8.45 | 8.60 | 8.75 | 8.95 | 9.20 | 9.50 | 10.40 | 10.60 | 10.75 | 12.35 | 12.95 | | |
| Brunswick-Balke-Collender Co., | P. | 13.20 | 14.20 | ..... | 18.05 | ..... | 21.15 | ..... | ..... | ..... | 28.15 | 28.75 | 30.15 | 30.85 | ..... | ..... | 38.50 | 39.65 | 40.95 | 42.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| Chicago, Ill. | Ribbed Tread | ..... | 16.20 | ..... | 20.60 | ..... | 24.00 | ..... | ..... | ..... | 32.10 | 32.80 | 34.40 | 35.10 | ..... | ..... | 43.75 | 45.10 | 46.60 | 48.65 | 49.40 | ..... | 57.15 | ..... | 60.55 | ..... | ..... | | |
| May, 1919 | B.B.C. Tread | 15.45 | 16.65 | ..... | 21.15 | ..... | 24.70 | ..... | ..... | ..... | 33.00 | 33.65 | 35.35 | 36.10 | 38.30 | ..... | 45.00 | 46.45 | 47.95 | 50.10 | 50.85 | ..... | 58.80 | 59.70 | 62.35 | ..... | ..... | | |
| | Cord Driving Tread | ..... | ..... | ..... | ..... | ..... | 37 20 | ..... | ..... | ..... | ..... | 47.40 | 48.60 | 49.95 | ..... | ..... | 53.35 | 54.80 | 56.15 | 57.55 | 58.90 | ..... | 69.90 | ..... | 73.15 | ..... | ..... | | |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 40.05 | ..... | ..... | ..... | ..... | 50.90 | 52.20 | 53.65 | ..... | ..... | 57.30 | 58.80 | 60.35 | 61.90 | 63.30 | ..... | 74.05 | ..... | 78.65 | ..... | ..... | | |
| | G.T. | 2.80 | 2.85 | ..... | 3.30 | ..... | 3.55 | ..... | ..... | ..... | 4.60 | 4.75 | 4.90 | 5.00 | ..... | 5.25 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | ..... | 7.65 | 7.80 | 7.90 | ..... | ..... | | |
| | R.T. | 3.20 | 3.30 | ..... | 3.90 | ..... | 4.15 | ..... | ..... | ..... | 5.25 | 5.40 | 5,60 | 5.85 | ..... | 6.20 | 6.70 | 6.80 | 6.95 | 7.05 | 7.30 | ..... | 8.20 | 8.40 | 8.50 | ..... | ..... | | |
| Bucyrus Rubber Co., | N.S. | 16.40 | 15.85 | ..... | 20.65 | 21.80 | 24.25 | 28.15 | ..... | ..... | 31.75 | 32.30 | 33.70 | 34.55 | 39.40 | 40.50 | ..... | ..... | 46.60 | 48.60 | 49.40 | 56.60 | 55.55 | 62.90 | 58.80 | ..... | ..... | | |
| Bucyrus, O. | G.T. | 3 50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | 5.10 | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... | | |
| Apr. 22 | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | 5.60 | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... | | |
| | "Henderson" Cord | ..... | ..... | ..... | 41.65 | ..... | 44.50 | ..... | ..... | ..... | 54.60 | 56.55 | 58.00 | 59.60 | ..... | ..... | ..... | ..... | 67.05 | 68.75 | 70.35 | ..... | 79.55 | ..... | 87.40 | ..... | ..... | | |
| **Bull—see Kansas** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burdick Tire and Rubber Co., | P. | ..... | c22.20 | ..... | c24.00 | ..... | d32.00 | ..... | ..... | ..... | c39.00 | d42.25 | d43.35 | d44.65 | ..... | ..... | d48.65 | d50.10 | d51.65 | d53.50 | d56.80 | ..... | d65.80 | ..... | †70.00 | ..... | ..... | | |
| Noblesville, Ind. | N.S. | ..... | c23.75 | ..... | c28.15 | ..... | d36.55 | ..... | ..... | ..... | c43.70 | d47.00 | d47.80 | d49.30 | ..... | ..... | d53.10 | 54.85 | d56.55 | d58.85 | d62.00 | ..... | d72.60 | ..... | †76.00 | ..... | ..... | | |
| (7500 miles) | R.T. | ..... | 4.25 | ..... | 4.45 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.40 | 6.85 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.50 | ..... | 10.55 | ..... | ..... | | |
| Butler Bros., | Rfbbed | ..... | c16.45 | ..... | c21.20 | ..... | 125.55 | ..... | ..... | ..... | c32.90 | d34.85 | c36.30 | c38.40 | ..... | ..... | ..... | d47.30 | d49.00 | d51.05 | d52.20 | ..... | *59.00 | ..... | *64.15 | ..... | ..... | | |
| 426 Randolph St., Chicago | N.S. | ..... | c16.85 | ..... | c21.75 | ..... | d26.35 | ..... | ..... | ..... | c33.75 | d35.75 | d37.25 | d39.40 | ..... | ..... | ..... | d48.50 | d50.25 | d52.35 | d53.55 | ..... | *61.35 | ..... | *65.80 | ..... | ..... | | |
| May 12 (5000 miles) | "Sheridon" Tubes | ..... | 2.75 | ..... | 3.35 | ..... | 3.85 | ..... | ..... | ..... | 4.60 | 4.75 | 4.85 | 4.95 | ..... | ..... | ..... | 5.90 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... | | |
| Canton-Blackstone Co., | Knight N.S. | ..... | c23.50 | ..... | c29.40 | ..... | d33.60 | ..... | ..... | ..... | c40.55 | d44.20 | d45.50 | d47.15 | ..... | ..... | d51.25 | d53.25 | d55.20 | d58.50 | d63.50 | ..... | q72.25 | ..... | q76.80 | .. | .. | | |
| Youngstown, O. | Knight Ribbed T. | ..... | c22.35 | ..... | d27.95 | ..... | d31.90 | ..... | ..... | ..... | d38.50 | d42.00 | d43.25 | d44.80 | ..... | ..... | c48.70 | d50.60 | c52.45 | d55.55 | ..... | ..... | d68.65 | ..... | ..... | ..... | ..... | | |
| May 12, 1919 | Knight R.T. | ..... | 3.85 | ..... | 4.80 | 4.95 | 5.10 | ..... | ..... | ..... | 6.00 | 6.10 | 6.35 | 6.60 | 6.70 | 6.85 | 7.70 | 8.00 | 8.20 | 8.40 | 8.70 | 9.00 | 9.85 | 10.00 | 10.45 | 11.90 | 12.15 | | |
| | Canton Cord | ..... | ..... | ..... | ..... | ..... | d46.30 | ..... | ..... | ..... | ..... | d59.45 | d60.95 | d62.55 | ..... | ..... | d67.80 | d68.95 | d71.30 | d73.10 | d74.70 | ..... | *87.45 | ..... | *88.95 | ..... | ..... | | |
| | Canton Tubes | ..... | ..... | ..... | ..... | ..... | 5.00 | ..... | ..... | ..... | ..... | 7.20 | 7 30 | 7 40 | ..... | ..... | 8.50 | 8.65 | 8.75 | 9.00 | 9.15 | ..... | 9.55 | ..... | 9.95 | ..... | ..... | | |
| | Knight Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d46.50 | d48.60 | d51.50 | ..... | ..... | d60.75 | d62.40 | d64.00 | d65.65 | d70.75 | ..... | *74.90 | ..... | *78.45 | ..... | ..... | | |
| | Knight Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d43.00 | d44.95 | d47.65 | ..... | ..... | d56.20 | d57.70 | d59.20 | d60.75 | d65.45 | ..... | *69.30 | ..... | q72.60 | ..... | ..... | | |
| Blackstone | N.S. | ..... | c17.10 | ..... | c21.80 | ..... | d25.70 | ..... | ..... | ..... | c34.30 | d34.85 | d36.90 | d37.50 | ..... | ..... | d44.05 | d45.35 | d45.75 | d47.55 | d48.15 | ..... | *58.65 | ..... | *61.75 | ..... | ..... | | |
| | Ribbed | ..... | c16.25 | ..... | c20.75 | ..... | d24 40 | ..... | ..... | ..... | c32.60 | d33.10 | d35.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| | Tubes | ..... | 3.30 | ..... | 3.85 | ..... | 4.15 | ..... | ..... | ..... | 5.20 | 5.30 | 5.45 | 5.70 | 5.90 | ..... | 6.80 | 6.85 | 6.90 | 7.10 | 7.15 | 7.40 | 8.35 | ..... | 8.65 | ..... | ..... | | |
| **Capitol—see National** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.**

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# RACINE TIRES

RACINE RUBBER COMPANY EXTRA TESTED TIRES

## *Multi-Mile Cord and Country-Road Fabric*

## Make More Money

RACINE dealers are making more money than ever before and they have always profited. They are the leaders in every community.

The reason is, the Racine Line offers a definite and continuously prosperous way to build profit volume.

Racine Multi-Mile Cord has an exclusive and unequaled sales feature — Racine Shock Strip. This feature is the industry's supreme mileage achievement.

Racine Multi-Mile Cord, like all Racine Tires, Tubes and Supreme Tire Sundries is

## Extra Tested

Racine Country Road Fabric is designed for severe country road service. Its performance makes it popular. Dealers selling the Racine Line build permanently.

## Nationally Advertised

Racine advertising, smashing sales wallops, blankets the country. Every city and town knows Racine "Extra Tested" Tires, Tubes and Sundries.

Racine distributors located conveniently are on the job constantly to give dealers service and co-operation.

**RACINE RUBBER COMPANY**
Racine, Wisconsin

— an extra strip of blended rubber uniting tread and carcass preventing separation.

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Carlisle Cord Tire Co., Lightning Tread | | ..... | ..... | ..... | ..... | ..... | d38.00 | ..... | ..... | ..... | ..... | d49.00 | d49.50 | d50.75 | ..... | ..... | d54.25 | d56.00 | d57.25 | d58.75 | d60.00 | ..... | d71.00 | ..... | d74.00 | ..... | ..... |
| Andover, Mass. May 20, 1919 | R.T. | ..... | 4.00 | ..... | 4.60 | ..... | 4.75 | ..... | ..... | ..... | 5.20 | 5.50 | 5.65 | 5.90 | ..... | ..... | 6.80 | 7.00 | 7.20 | 7.40 | 7.75 | ..... | 8.75 | ..... | 9.00 | ..... | 11.00 |
| **Carspring—see New Jersey** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Plainfield Tire Co., | Ribbed T. | ..... | 19.15 | ..... | 23.35 | ..... | 26.50 | ..... | ..... | ..... | 34.75 | 36.05 | 37.60 | 38.50 | ..... | ..... | 45.90 | 47.15 | 48.45 | 50.15 | 51.40 | ..... | 59.50 | 61.60 | 62.05 | ..... | ..... |
| Plainfield, N.J. | N.S. | 18.90 | 19.95 | ..... | 24.25 | ..... | ..... | ..... | ..... | ..... | 35.70 | 37.90 | 39.10 | 39.50 | ..... | ..... | 47.60 | 49.30 | 51.00 | 52.70 | 54.40 | ..... | 61.20 | 64.60 | 65.45 | 82.65 | 84.55 |
| July 5,1919 | Tubes | 3.30 | 3.50 | ..... | 4.25 | 4.35 | 4.50 | 5.00 | ..... | ..... | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.70 | 7.20 | 7.40 | 7.60 | 7.80 | 8.00 | 8.50 | 9.00 | 9.40 | 9.60 | 11.20 | 11.45 |
| **Chain—see U. S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Century Rubber Works, | P. | ..... | 12.90 | ..... | 16.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Ill. | Ribbed | ..... | 13.65 | ..... | 17.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | N. S. | ..... | 14.75 | ..... | 18.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Champion Tube—see Essex** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Channon Company, H. | Ribbed | c17.20 | c17.75 | ..... | c23.80 | ..... | d27.80 | ..... | ..... | ..... | c36.50 | d37.80 | d39.60 | d41.40 | ..... | ..... | d50.10 | d51.90 | d54.20 | d56.50 | d57.80 | ..... | *67.70 | ..... | *71.60 | ..... | ..... |
| "Gripwell" Chicago, Ill. | Triangle N.S. | c18.15 | c18.65 | ..... | c25.10 | ..... | d29.40 | ..... | ..... | ..... | 38.50 | d39.90 | d41.80 | d43.60 | ..... | ..... | d52.80 | d54.70 | d57.10 | d59.50 | d60.80 | ..... | *71.40 | ..... | *75.40 | ..... | ..... |
| June 15, 1916 | Garnet T. | 3.60 | 3.65 | ..... | 4.60 | ..... | 4.75 | ..... | ..... | ..... | 5.90 | 6.10 | 6.40 | 6.60 | ..... | ..... | 7.25 | 7.85 | 8.10 | 8.25 | 8.35 | ..... | 9.85 | ..... | 10.35 | ..... | ..... |
| (6000 miles) | G.T. | 3.20 | 3.25 | ..... | 4.00 | ..... | 4.30 | ..... | ..... | ..... | 5.05 | 5.30 | 5.45 | 5.60 | ..... | ..... | 6.25 | 6.90 | 7.15 | 7.25 | 7.40 | ..... | 8.85 | ..... | 9.30 | ..... | ..... |
| **Cleveland Standard—see Standard** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Climax—see Zee-Zee** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Clipper—see Krohn.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbia Tire & Rubber Co., | P | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | c28.67 | d29.79 | d30.63 | d31.30 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Columbiana, O. | N.S. | ..... | c15.11 | d22.79 | c19.54 | ..... | ..... | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... |
| Combination Rubber "Viking" | 5000 P. | 19.15 | 18.80 | ..... | 24.50 | 27.10 | 27.85 | 30.30 | ..... | ..... | 33.20 | 33.60 | 35.20 | 36.95 | 37.30 | 38.10 | 42.10 | 43.90 | 45.45 | 46.85 | 48.20 | 49.55 | 55.65 | 57.45 | 58.80 | 76.50 | 78.05 |
| Mfg. Co., (6000) Hold-On | N.S. | 21.55 | 21.40 | ..... | 26.25 | 29.60 | 31.25 | 34.85 | ..... | ..... | 36.65 | 37.30 | 38.95 | 39.65 | 41.30 | 41.60 | 45.70 | 48.90 | 51.05 | 54.05 | 57.30 | 59.30 | 64.00 | 65.30 | 69.85 | 87.25 | 93.60 |
| Bloomfield, N. J. May 15 1919 | R.T. | 3.25 | 3.40 | 3.70 | 3.95 | 4.15 | 4.20 | 4.40 | ..... | 5.50 | 5.55 | 5.75 | 5.95 | 6.10 | 6.15 | 6.40 | 7.25 | 7.35 | 7.50 | 7.55 | 7.80 | 7.95 | 8.90 | 9.20 | 9.25 | 10.30 | 10.45 |
| Continental Rubber Works, | P. | ..... | c14.25 | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie, Pa. | N.S. | ..... | c14.90 | ..... | c19.40 | ..... | §22.85 | ..... | ..... | ..... | c29.75 | d30.30 | 31.05 | *32.50 | ..... | ..... | ..... | ..... | ..... | *45.75 | *46.50 | *48.40 | ..... | ..... | *55.30 | ..... | ..... |
| May 1, 1919 "Vitalic" | G.T. | 3.70 | 3.90 | 4.20 | 4.70 | 4.80 | 4.85 | 5.15 | 5.50 | 5.70 | 5.90 | 6.15 | 6.25 | 6.50 | 6.70 | 6.85 | 7.75 | 7.85 | 7.95 | 8.20 | 8.50 | 8.70 | 9.75 | 10.00 | 10.20 | 10.55 | 10.75 |
| | R.T. | 3.90 | 4.05 | 4.50 | 4.85 | 4.95 | 5.15 | 5.50 | 5.75 | 5.95 | 6.15 | 6.50 | 6.60 | 6.80 | 6.95 | 7.20 | 8.15 | 8.20 | 8.30 | 8.70 | 8.85 | 9.10 | 10.20 | 10.55 | 10.75 | 11.10 | 11.30 |
| Extra Heavy | G.T. | 4.20 | 4.50 | 4.85 | 5.35 | 5.50 | 5.60 | 5.95 | 6.25 | 6.60 | 6.80 | 7.05 | 7.15 | 7.50 | 7.65 | 7.85 | 8.95 | 9.05 | 9.10 | 9.50 | 9.75 | 9.95 | 11.20 | 11.55 | 11.75 | 12.10 | 12.30 |
| Continental Tire & Rubber Co. | P. | 16.65 | 18.80 | ..... | 22.85 | ..... | 26.85 | ..... | ..... | ..... | 31.45 | 32.60 | 33.85 | 35.00 | ..... | 37.15 | 39.10 | 41.65 | 43.10 | 44.40 | 45.60 | 46.80 | 52.95 | 53.50 | 55.85 | ..... | ..... |
| New Orleans, La. | N.S. | 19.70 | 23.55 | ..... | 29.50 | ..... | 33.65 | ..... | ..... | ..... | 40.65 | 41.95 | 43.20 | 44.70 | ..... | 48.75 | 49.10 | 50.55 | 53.35 | 55.55 | 60.30 | 61.65 | 68.60 | 71.20 | 72.90 | ..... | ..... |
| July 25, 1919. | G.T. | 3.05 | 3.25 | ..... | 4.00 | ..... | 4.30 | ..... | ..... | ..... | 5.10 | 5.15 | 5.40 | 5.55 | ..... | 5.75 | 7.15 | 6.70 | 6.90 | 7.05 | 7.35 | 7.55 | 8.30 | 8.55 | 8.80 | ..... | ..... |
| (7000 miles) | R.T. | 3.40 | 3.60 | ..... | 4.45 | ..... | 4.75 | ..... | ..... | ..... | 5.65 | 5.75 | 6.00 | 6.05 | ..... | 6.40 | 7.95 | 7.45 | 7.70 | 7.80 | 8.15 | 8.40 | 9.20 | 9.50 | 9.75 | ..... | ..... |
| Converse Rubber Shoe Co., | P. | ..... | 19.10 | ..... | 24.90 | ..... | 28.60 | ..... | ..... | ..... | 33.60 | 34.25 | 35.75 | 36.50 | 40.50 | 41.50 | 44.50 | 45.65 | 46.80 | 48.65 | 50.50 | 52.50 | 56.50 | 58.50 | 60.50 | ..... | ..... |
| Malden, Mass. | N.S. | ..... | ..... | ..... | 26.55 | 32.90 | 31.95 | ..... | ..... | ..... | 38.00 | 40.25 | 41.10 | 41.95 | 45.95 | 46.95 | 49.35 | 50.50 | 52.60 | 54.90 | 56.80 | 59.90 | 64.50 | 66.50 | 68.50 | ..... | ..... |
| May 21, 1919 "Triple Tread" | G.T. | ..... | 3.15 | ..... | 3.70 | ..... | 3.90 | ..... | ..... | ..... | 4.20 | 4.90 | 5.15 | 5.35 | ..... | ..... | 6.25 | 6.45 | 6.65 | 6.80 | 7.00 | ..... | 7.75 | 7.90 | 8.20 | ..... | ..... |
| (6000 miles) | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | 4.65 | 5.45 | 5.70 | 5.95 | ..... | ..... | 6.95 | 7.15 | 7.40 | 7.55 | 7.80 | ..... | 8.60 | 8.80 | 9.10 | ..... | ..... |
| Cord Rough Tread | | ..... | ..... | ..... | c36.75 | ..... | d39.50 | ..... | ..... | ..... | c48.50 | d49.95 | d51.00 | d52.50 | ..... | ..... | d55.40 | d57.00 | d58.75 | d59.50 | d61.00 | ..... | d73.00 | ..... | d76.00 | ..... | ..... |
| Cord Ribbed Tread | | ..... | ..... | ..... | c34.90 | ..... | d37.50 | ..... | ..... | ..... | c46.25 | d47.45 | d48.45 | d49.85 | ..... | ..... | d52.65 | d54.15 | d55.80 | d56.50 | d57.90 | ..... | d69.35 | ..... | d72.20 | ..... | ..... |
| Cortland Tire & Rubber | "Yankee" P. | ..... | 16.95 | ..... | 21.90 | ..... | 25.85 | ..... | ..... | ..... | 31.90 | 32.65 | 34.45 | 35.25 | ..... | ..... | 42.75 | ..... | 45.50 | 47.75 | 48.75 | 52.75 | 60.75 | 61.75 | 64.00 | ..... | ..... |
| Co. | "Yankee N.S. | ..... | 17.95 | ..... | 22.90 | ..... | 26.85 | ..... | ..... | ..... | 33.15 | 33.90 | 35.70 | 36.50 | ..... | ..... | 46.00 | ..... | 48.00 | 50.25 | 51.25 | 54.75 | 62.50 | 63.50 | 65.75 | ..... | ..... |
| Belleville, N. J. | Supersize Fabric | ..... | ..... | ..... | 26.80 | ..... | 31.20 | ..... | ..... | ..... | 39.05 | 41.50 | 42.65 | 43.90 | ..... | ..... | ..... | ..... | 55.40 | 57.50 | ..... | ..... | 71.75 | ..... | 74.50 | ..... | ..... |
| May 12, 1919 | Supersize Cord | ..... | ..... | ..... | 29.80 | ..... | 36.00 | ..... | ..... | ..... | 45.85 | 47.45 | 49.15 | 50.90 | ..... | ..... | ..... | ..... | 62.50 | 64.00 | ..... | ..... | 78.50 | ..... | 81.25 | ..... | ..... |
| **Country Road—see Racine** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Crown—see Great Eastern** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cupples Co., | P. | ..... | c15.90 | ..... | c19.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis, Mo. | N.S. | ..... | c18.80 | ..... | c23.85 | ..... | d28.00 | ..... | ..... | ..... | c36.50 | d38.10 | d39.10 | d39.90 | ..... | ..... | d50.80 | d52.10 | d54.20 | d56.50 | d57.20 | ..... | d65.90 | ..... | q70.50 | ..... | ..... |
| May 12, 1919 | R.T. | ..... | 3.40 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 4.75 | 5.00 | 5.25 | 5.45 | ..... | ..... | 6.55 | 6.70 | 6.85 | 7.00 | 7.25 | ..... | 8.25 | ..... | 8.60 | ..... | ..... |
| Curtis Tire & Rubber Co., | P. | 13.30 | 14.80 | ..... | 18.85 | ..... | 20.90 | ..... | ..... | ..... | 26.25 | 26.85 | 28.10 | 28.80 | ..... | ..... | ..... | 37.50 | 38.75 | 40.55 | 41.25 | ..... | 46.20 | ..... | 51.65 | ..... | ..... |
| Muskegon, Mich. | N.S. | 15.50 | 16.55 | ..... | 21.00 | ..... | 24.45 | ..... | ..... | ..... | 32.05 | 32.65 | 34.20 | 34.95 | ..... | ..... | ..... | 44.95 | 46.40 | 48.50 | 49.20 | ..... | 56.95 | ..... | 60.30 | ..... | ..... |
| May 12, 1919 | G.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.25 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.95 | d49.30 | d50.65 | ..... | ..... | ..... | d55.50 | *52.00 | d58.45 | *59.75 | ..... | *70.80 | ..... | *74.05 | ..... | ..... |
| Dayton Rubber Mfg. | P | ..... | 16.40 | ..... | 22.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., "Thoroughbred" | N.S. | ..... | 18.45 | ..... | 24.50 | ..... | 28.80 | ..... | ..... | ..... | 36.95 | 38.10 | 39.50 | 42.45 | ..... | ..... | ..... | ..... | 54.35 | 56.00 | 57.55 | ..... | 67.25 | ..... | 71.05 | ..... | ..... |
| Dayton, O., June 12, 1919 | G.T. | ..... | 3.00 | ..... | 3.55 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | ..... | 6.00 | 6.15 | 6.30 | 6.35 | 6.65 | ..... | 7.65 | ..... | 8.00 | ..... | ..... |
| (10000 miles) | Thoroughbred Cord | ..... | ..... | ..... | 38.10 | ..... | 40.65 | ..... | ..... | ..... | ..... | 48.55 | 50.05 | 51.60 | ..... | ..... | 60.45 | 62.35 | 64.25 | 66.10 | ..... | ..... | 76.05 | ..... | ..... | ..... | ..... |
| (8000 miles) | King Cord | ..... | ..... | ..... | 29.65 | ..... | 33.65 | ..... | ..... | ..... | 37.60 | 39.75 | 40.55 | 43.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Daisy—see Portage** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **De Luxe—see Thermoid** | | | | | | | | | | | | | | | | | | | | | | | | | | | |





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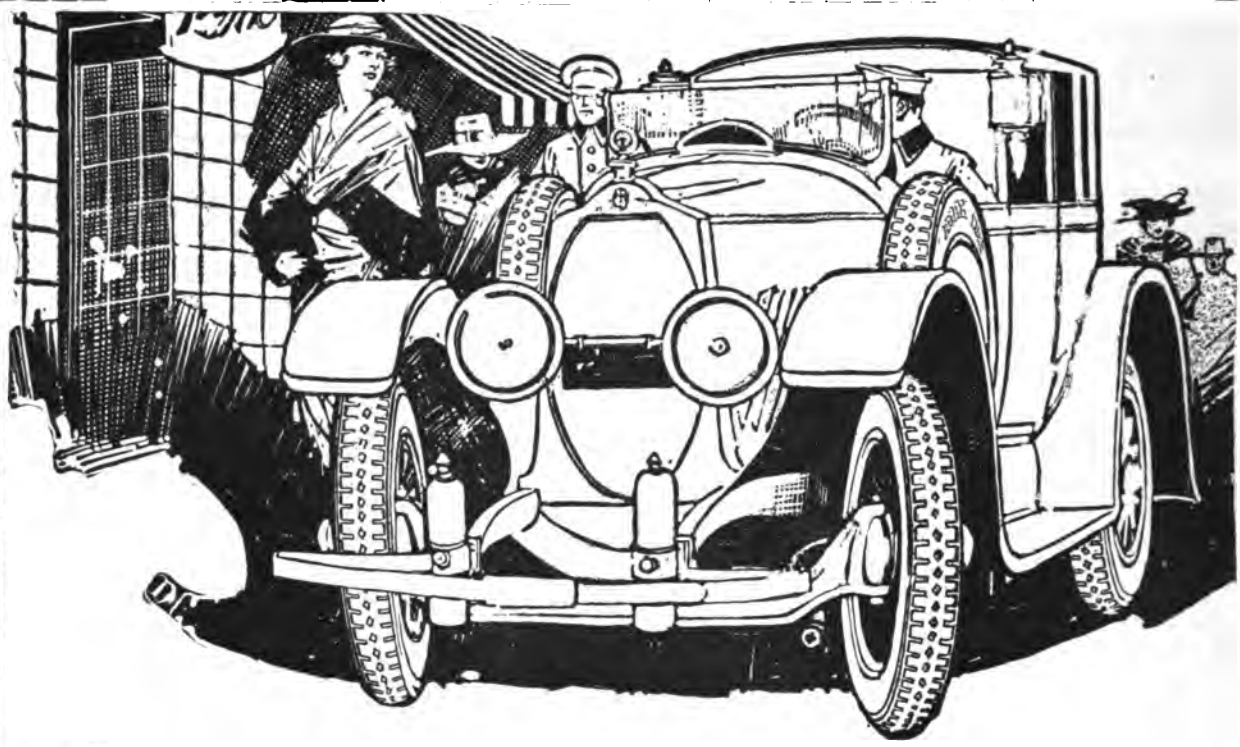

# AJAX CORD

With prospects for bigger business than ever in 1920, the tire dealer will do well to investigate the AJAX opportunity.

There are big reasons why the Ajax Dealer's Franchise for 1920 means even more than ever.

The Ajax salesman can tell you—or you can get the information by writing us direct.

A complete line of Ajax quality products —Ajax Cord, Ajax Road King, Ajax Inner Tubes, Ajax H. Q. (High Quality) Tire Accessories.

**AJAX RUBBER COMPANY, Inc.**
New York City
Factories: Trenton, N. J. Branches in Leading Cities

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Diamond Rubber Co., | P. | ..... | c13.20 | ..... | c17.20 | ..... | d19.95 | ..... | ..... | ..... | c26.30 | c26.85 | d28.10 | d28.80 | ..... | ..... | d36.45 | d37.50 | d38.75 | d40.55 | d41.10 | ..... | d46.25 | ..... | d48.95 | ..... | ..... |
| Akron, O. | Squeegee N.S. | ..... | c15.10 | ..... | c19.15 | ..... | §22.40 | ..... | ..... | ..... | c29.95 | d30.45 | *32.00 | *32.65 | ..... | ..... | d41.15 | d42.50 | *43.80 | *45.80 | *46.50 | ..... | *53.80 | ..... | *57.00 | ..... | ..... |
| (see also Goodrich & Co. B.F.) | G.T. | ..... | 2.80 | ..... | 3.35 | ..... | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | 5.95 | 6.10 | 6.25 | 6.30 | 6.60 | ..... | 7.65 | ..... | 7.95 | ..... | ..... |
| May 12, 1919 | R.T. | ..... | 3.40 | ..... | 4.00 | ..... | 4.45 | ..... | ..... | ..... | 5.05 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.85 | 7.00 | 7.05 | 7.45 | ..... | 8.60 | ..... | 8.90 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d37.00 | ..... | ..... | ..... | ..... | d46.90 | d48.10 | d49.50 | ..... | ..... | d52.70 | d54.25 | d55.80 | d57.10 | d58.35 | ..... | d69.25 | ..... | d72.50 | ..... | ..... |
| | Cord Squeegee Tread | ..... | ..... | ..... | ..... | ..... | d38.85 | ..... | ..... | ..... | ..... | d49.30 | d50.50 | d52.00 | ..... | ..... | d55.35 | d56.95 | d58.60 | d59.95 | d61.25 | ..... | d72.70 | ..... | d76.15 | ..... | ..... |
| Doss Rubber & Tire Co., | (5000) P. | 15.20 | 17.30 | ..... | 21.60 | 24.57 | 25.84 | ..... | ..... | ..... | 31.95 | 32.54 | 33.75 | 33.89 | ..... | 36.18 | ..... | 45.68 | 47.21 | 49.28 | 50.18 | 50.94 | 60.93 | 61.20 | 61.56 | ..... | ..... |
| Atlanta, Ga. | (6000) N.S | 18.32 | 20.74 | ..... | 24.68 | 28.48 | 29.24 | ..... | ..... | ..... | 37.53 | 40.46 | 40.95 | 41.40 | ..... | 45.90 | ..... | 52.56 | 53.10 | 54.90 | 55.31 | 55.98 | 66.24 | 67.59 | 68.40 | ..... | ..... |
| Sept. 1, 1919 | R.T. | 3.50 | 3.85 | ..... | 4.85 | 5.00 | 5.10 | ..... | ..... | ..... | 6.00 | 6.10 | 6.40 | 6.60 | ..... | 7.05 | ..... | 8.05 | 8.35 | 8.45 | 8.75 | 9.45 | 10.00 | 10.25 | 10.50 | ..... | ..... |
| | Comp. T. | ..... | 15.75 | ..... | 17.85 | ..... | 19.25 | ..... | ..... | ..... | 26.60 | 27.45 | 28.35 | 29.20 | ..... | ..... | ..... | ..... | 31.35 | 32.50 | 33.80 | ..... | 34.65 | ..... | 36.00 | ..... | ..... |
| | G.T. | 2.50 | 2.75 | ..... | 3.25 | 3.50 | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | 5.25 | ..... | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | ..... | ..... |
| Double Fabric (5000 miles) | Xtra Pli | c16 55 | c17.65 | ..... | c23.30 | c25.10 | *27.50 | ..... | ..... | ..... | c33.90 | d35.90 | *38.40 | *39.25 | ..... | *41.75 | ..... | ..... | *48.65 | *50.45 | *52.05 | *54.50 | *63.90 | ..... | *67 60 | ..... | ..... |
| Tire Co., (6000 miles) | Duo Cord | ..... | c22.00 | ..... | c26.25 | ..... | d28.95 | ..... | ..... | ..... | ..... | d48.70 | d49 30 | d50.50 | ..... | ..... | d53.45 | d54.95 | d56.95 | d85 25 | ..... | ..... | *70.30 | ..... | *73.55 | ..... | ..... |
| Auburn, Ind. May27,1919 | BrasilG.T. | 3.00 | ..3.25 | ..... | 3.65 | 3.70 | 3.90 | 4.00 | 4.20 | ..... | 4.95 | 5.15 | 5.25 | 5 35 | 5.60 | 5.70 | 6.60 | 6.70 | 6.80 | 6.85 | 7.00 | 7.10 | 8.20 | 8.30 | 8.55 | 9.40 | 9.65 |
| Dreadnaught Tire & | Ribbed Tread | ..... | c17.75 | ..... | c22.30 | c24.25 | *26.20 | ..... | ..... | ..... | c34.25 | *34.85 | *36.25 | *37.55 | ..... | q40.60 | ..... | d47.75 | *48.55 | *49.65 | *51.55 | q54.85 | *60.15 | q61.75 | *63.00 | ..... | ..... |
| Rubber Co. (6000 m.) | Vacuum Tread | ..... | c18.75 | ..... | c22.90 | c24.90 | *26.90 | ..... | ..... | ..... | c35.15 | *35.75 | *37.20 | *38.50 | ..... | q41.65 | ..... | d48.95 | *49.80 | *50.95 | *52.90 | q56.25 | *61.70 | q63.35 | *64.65 | ..... | ..... |
| Baltimore, Md. | G.T. | ..... | 3.05 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 4.85 | 5.00 | 5.15 | 5.30 | ..... | 5.70 | ..... | 6.40 | 6.50 | 6.60 | 6.80 | 7.10 | 8.00 | 8.15 | 8.30 | ..... | ..... |
| May 12, 1919 | R.T. | ..... | 3.35 | ..... | 4.15 | 4.20 | 4.35 | ..... | ..... | ..... | 5.35 | 5.55 | 5.70 | 5.80 | ..... | 6.25 | ..... | 7.00 | 7.15 | 7.30 | 7.55 | 7.80 | 8.85 | 9.10 | 9.15 | ..... | ..... |
| Dry Climate Tire & | "Victory" P. | ..... | 16.70 | ..... | 19.75 | ..... | *26.25 | ..... | ..... | ..... | 26.95 | d26.25 | *27.40 | *33.00 | ..... | ..... | ..... | ..... | *37.80 | q39.55 | q41.75 | ..... | d45.10 | q48.20 | q54.00 | ..... | ..... |
| Rubber Co., Arvada, Colo. | N.S. | ..... | ..... | ..... | 21.00 | ..... | *28.00 | ..... | ..... | ..... | 31.25 | d31.85 | *33.35 | *38.10 | ..... | ..... | ..... | d43.85 | d45.25 | q47.30 | q48.00 | ..... | d55.55 | q56.40 | q58.85 | ..... | ..... |
| (5000 miles) | G.T. | 2.70 | 2.75 | ..... | 3.25 | 3.50 | 3.70 | 4.00 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | 7.60 | 7.75 | ..... | ..... |
| Aug. 15, 1919. | R.T. | 3.30 | 3.40 | ..... | 3.90 | 4.10 | 4.25 | 4.50 | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.90 | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | 8.55 | 8.75 | ..... | ..... |
| Dunlop Tire Sales Co., | Cross Groove | ..... | 22.90 | ..... | 26.10 | 27.75 | 29.50 | 31.50 | ..... | ..... | 36.25 | 39.65 | 40.90 | 43.95 | 45.55 | 48.10 | 49.55 | 50.40 | 51.45 | 54.00 | 55.25 | 56.60 | 60.30 | 63.55 | 65.95 | 73.50 | ..... |
| New York | Traction N.S. | ..... | ..... | ..... | 27.10 | 29.30 | 30.25 | 32.60 | ..... | ..... | 38.95 | 40.35 | 44.60 | 46.70 | 48.65 | 50.00 | 50.65 | 51.35 | 54.10 | 55.65 | 57.70 | 59.55 | 66.80 | 69.80 | 70.90 | 77.60 | 80.20 |
| June 1, 1919 | Tubes | ..... | 4.55 | ..... | 5.45 | 5.50 | 5.70 | 6.00 | ..... | ..... | 7.00 | 7.15 | 7.25 | 7.60 | 7.85 | 8.00 | 8.85 | 8.95 | 9.05 | 9.25 | 9.55 | 9.70 | 10.75 | 10.95 | 11.20 | 12.10 | 13.40 |
| Duplex Tire Co., Inc., | N.S. | ..... | 18.00 | ..... | 23.00 | ..... | 26.50 | ..... | ..... | ..... | 36.90 | 48.50 | 51.00 | 52.45 | ..... | ..... | ..... | ..... | 60.80 | 61.70 | 64.65 | ..... | 73.60 | ..... | 82.80 | ..... | ..... |
| 106 W. 52nd St., N. Y. | R.T. | ..... | 4.50 | ..... | 6.15 | ..... | 6.50 | ..... | ..... | ..... | 8.95 | 8.30 | 8.50 | 8.75 | ..... | ..... | 10.15 | ..... | 10.60 | 10.90 | 11.15 | ..... | 12.55 | ..... | 13.05 | ..... | ..... |
| June 20, 1919 (6000 miles) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dural Rubber Corp., | R.T. | 3.25 | 3.35 | 3.75 | 3.95 | 4.15 | 4.20 | 4.55 | 4.85 | 5. 5 | 5.20 | 5 35 | 5.50 | 5.70 | 6.05 | 6.25 | 6.90 | 7.00 | 7.10 | 7.30 | 7.50 | 7.75 | 8.55 | 8.70 | 8.80 | 10.30 | 10.60 |
| Flemington, N.J. May 12 1919. | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| East Palestine Rubber Co. | P. | c19.95 | c20.95 | ..... | †25.45 | c28.20 | 29.90 | *32.50 | ..... | ..... | §35.00 | *36.30 | *37.65 | *38.95 | *40.10 | *41.35 | ..... | *46.35 | *47.95 | *49.40 | *50.75 | *52.10 | *58.95 | *60.65 | *62.15 | *81.05 | q93.10 |
| Pittsburgh, "Nabob" (6000 m.) | N.S. | ..... | c25.00 | ..... | †31.30 | c32.30 | 35.70 | *38.80 | ..... | ..... | §43.15 | *44.55 | *45.90 | *47.50 | *49.05 | *51.80 | ..... | *53.70 | *55.65 | *59.60 | *64.05 | *65.40 | *72.85 | *75.65 | *77.45 | *93.35 | q112.05 |
| Pa. Feb. 4, 1919 | T. | 3.65 | 3.75 | ..... | 4.60 | 4.95 | 5.15 | 5.45 | ..... | ..... | 6.10 | 6.20 | 6.40 | 6.65 | 6.75 | 6.90 | ..... | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.15 | 10.55 | 12.05 | 12.25 |
| Economy Rubber Co., | P. | ..... | 15.75 | ..... | 20.45 | ..... | 24.00 | ..... | ..... | ..... | 31.45 | 32.00 | 33.35 | 34.20 | ..... | ..... | ..... | 44.60 | ..... | 48.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland, O. (5000 miles) | N.S. | 17.35 | 16.75 | ..... | 21.75 | 22.95 | 25.60 | 29.90 | ..... | ..... | 33.30 | 33.90 | 35.50 | 36.40 | 41.95 | 42.50 | ..... | ..... | 49.05 | 51.65 | 52.65 | 59.90 | 59.05 | 61.50 | 62.45 | ..... | ..... |
| Jan. 1, 1919. | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | ..... | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... |
| Ehman Tire & Rubber Co., | Track Tread | ..... | 16.55 | ..... | 21.00 | ..... | 24.55 | ..... | ..... | ..... | 32.85 | 33.45 | 35.00 | 35.85 | ..... | ..... | ..... | 46.05 | ..... | 49.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 176 N. Mich. Ave., | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 53.50 | 54.50 | 55.50 | ..... | ..... | 59.25 | 60.75 | 62.25 | 63.80 | 65.20 | ..... | 77.75 | ..... | 81.25 | ..... | ..... |
| Chicago, Ill. May 12, 1919 | N.S. Cord | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 56.40 | 57.45 | 58.50 | ..... | ..... | 62.45 | 64.00 | 65.60 | 67.20 | 68.80 | ..... | 81.75 | ..... | 85.50 | ..... | ..... |
| | G. & R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.60 | ..... | ..... | ..... | 5.20 | 5.35 | 5.65 | 5.85 | ..... | ..... | 6.90 | 7.05 | 7.20 | 7.25 | 7.65 | ..... | 8.85 | ..... | 9.15 | ..... | ..... |
| Empire Rubber & Tire Co., | Grey N.S. | ..... | ..... | ..... | *22.20 | c23.30 | †25.90 | 29.40 | 30.65 | ..... | *34.40 | †35.00 | †36.55 | †37.25 | 38.75 | 39.00 | c47.55 | †48.75 | †50.35 | c52.55 | †53.40 | 55.70 | c61.70 | 62.70 | c65.40 | ..... | ..... |
| Trenton, N. J. | Grey N.S. | ..... | c15.70 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c30.95 | d31.50 | d32.90 | d33.50 | ..... | ..... | d42.50 | d43.85 | d45.15 | *47.30 | d48.00 | ..... | *55.55 | ..... | *58.85 | ..... | ..... |
| May 12, 1919 | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d37.80 | ..... | ..... | ..... | ..... | d48.55 | d49.30 | d50.50 | ..... | ..... | d54.05 | d55.45 | d57.00 | d58.35 | d59.70 | ..... | d70.80 | ..... | d74.00 | ..... | ..... |
| | G.T. | 2.70 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.35 | ..... | 3.95 | ..... | 4.20 | ..... | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | .7.30 | 7.50 | ..... | 8.30 | ..... | 8.80 | ..... | ..... |
| Everlaster—see Kokomo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excello Tire & Rubber Co., | P. | ..... | †26.45 | ..... | 30.55 | †31.60 | 32.80 | 33.85 | ..... | †36.50 | †38.45 | 39.20 | 39.80 | 40.90 | 41.60 | 42.80 | 50.20 | 47.65 | 50.25 | 50.95 | 51.85 | 53.25 | 58.85 | 59.20 | 60.60 | 70.50 | 72.25 |
| 15th St., Phila., Pa. | Multi-grip N.S. | ..... | †28.00 | ..... | 32.85 | †33.40 | 36.05 | 37.30 | ..... | †41.25 | †42.95 | 43.90 | 44.75 | 45.70 | 46.85 | 47.80 | 54.90 | 52.30 | 54.15 | 58.20 | 62.00 | 63.75 | 67.25 | 68.90 | 71.60 | 81.40 | 85.50 |
| May 19, 1919 (6000 miles) | R.T. | ..... | 3.80 | ..... | 4.75 | 4.95 | 5.20 | 5.40 | ..... | 5.80 | 6.05 | 6.15 | 6.35 | 6.50 | 6.60 | 6.70 | 7.75 | 8.00 | 8.25 | 8.45 | 8.70 | 8.75 | 9.65 | 9.90 | 10.40 | 11.25 | 11.40 |
| Falls Rubber Co., | Ribbed | ..... | c18.75 | ..... | c24.00 | ..... | d27.00 | ..... | ..... | ..... | c34.25 | d35.50 | d37.00 | d38.00 | ..... | ..... | ..... | ..... | d46.50 | d49.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cuyahoga Falls, O. | Neverslip N.S. | ..... | c20.25 | ..... | c25.25 | ..... | d29.75 | ..... | ..... | ..... | c36.75 | d38.00 | d39.25 | d40.50 | ..... | ..... | d45.50 | d66.50 | d48.00 | d50.50 | *53.00 | ..... | *64.00 | q65.50 | *67.00 | q84.00 | ..... |
| May 12, 1919 | "Evergreen" Tubes | ..... | 3.50 | ..... | 4.15 | ..... | 4.40 | ..... | ..... | ..... | 5.20 | 5.40 | 5.60 | 5.80 | ..... | ..... | 7.00 | 7.15 | 7.30 | 7.50 | 7.65 | ..... | 8.95 | 9.15 | 9.35 | 10.75 | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.50 | ..... | ..... | ..... | ..... | d51.25 | d52.75 | d54.00 | ..... | ..... | d59.50 | d41.25 | d63.00 | d65.00 | *67.00 | ..... | *80.50 | ..... | *83.50 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d52.75 | d54.25 | d56.00 | ..... | ..... | d61.50 | d63.25 | d65.00 | d67.00 | *69.00 | ..... | *83.50 | ..... | *86.50 | ..... | ..... |
| Faure, A., May12,1919, | Neverskid, N.S. | ..... | c22.70 | ..... | c29.00 | ..... | ..... | ..... | ..... | ..... | c45.15 | c47.40 | ..... | c54.25 | ..... | ..... | c68.75 | ..... | c73.10 | c46.20 | d77.40 | ..... | ..... | c89.55 | c89.80 | ..... | c133.40 |
| 153 W. 56th St., | Neverskid S.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | §48.30 | d49.40 | ..... | ..... | d62.05 | d64.35 | d66.50 | d69.65 | d70.60 | ..... | d81.65 | ..... | d86.60 | ..... | ..... |
| N.Y. City | R.T. | ..... | 4.20 | ..... | 4.80 | ..... | ..... | ..... | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.35 | ..... | ..... | 8.40 | 8.60 | 8.75 | 8.95 | 9.30 | ..... | 10.65 | 12.60 | 11.20 | ..... | 13.90 |
| Federal Rubber Co., | P. | ..... | 13.50 | ..... | 17.40 | ..... | 20.25 | ..... | ..... | ..... | 26.70 | 27.35 | 28.50 | 29.20 | ..... | ..... | ..... | 38.10 | 39.40 | 41.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cudahy, Wis. | Traffik | ..... | 14.15 | ..... | 18.25 | ..... | 21.25 | ..... | ..... | ..... | 28.05 | 28.70 | 29.95 | 30.65 | ..... | ..... | ..... | 40.00 | 41.35 | 43.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May 12, 1919 | Rugged | ..... | 16.30 | ..... | 22.80 | ..... | 25.50 | ..... | ..... | ..... | 32.75 | 33.50 | 34.95 | 35.75 | ..... | ..... | ..... | 46.65 | 48.25 | 50.40 | 51.20 | ..... | 55.40 | ..... | 61.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | 38.40 | ..... | ..... | ..... | ..... | 48.90 | 50.10 | 51.45 | ..... | ..... | 54.85 | 56.50 | 58.05 | 59.40 | 60.80 | ..... | 72.05 | ..... | 75.35 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.40 | 4.60 | 4.80 | 5.00 | ..... | ..... | 5.95 | 6.10 | 6.25 | 6.40 | 7.15 | ..... | 7.50 | ..... | 7.85 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 4.50 | ..... | 5.00 | ..... | ..... | ..... | 5.90 | 6.15 | 6.40 | 6.65 | ..... | ..... | 8.35 | 8.55 | 8.75 | 8.95 | 10.00 | ..... | 10.50 | ..... | 11.00 | ..... | ..... |
| Fellsen Tires, Inc., | P. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | ..... | c37.05 | *37.15 | *38.20 | *39.25 | ..... | ..... | *43.75 | *45.45 | *47.15 | *49.35 | *54.35 | ..... | *61.40 | ..... | *65.40 | ..... | ..... |
| New York City | N.S. | ..... | c24.00 | ..... | c28.00 | ..... | 35.00 | ..... | ..... | ..... | c41.90 | *43.10 | *44.35 | *45.85 | ..... | ..... | 49.80 | *51.70 | *53.55 | 56.70 | 62.45 | ..... | *69.75 | ..... | *74.15 | ..... | ..... |
| May 15, 1919 (6000 miles) | Tubes | ..... | 4.25 | ..... | 5.35 | ..... | 5.70 | ..... | ..... | ..... | 6.05 | 6.15 | 6.49 | 6.65 | ..... | ..... | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | ..... | 9.95 | ..... | 10.55 | ..... | ..... |

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# FEDERAL

## Accessories and Repair Materials

*Ford Fan Belt*

*Repair Gum*

*Safety Step Mat*

THE Federal line of automobile accessories and repair materials is unusual for its high quality, completeness and long service.

It is, therefore, a representative, highly desirable and profitable line for dealers to handle.

Only a few of the items comprising the entire line are shown here, but we shall be pleased to send complete catalog, prices and discounts to the trade on application.

*Combination Hook-On-Lace-On Boot*

*Reliner*

*Inside Sleeve*

*Radiator Hose*

*Ford Mat*

*Para-tite Repair Material*

**THE FEDERAL RUBBER COMPANY**
**OF ILLINOIS**
**Factories, Cudahy, Wisconsin**

Manufacturers of Federal Automobile Tires, Tubes and Sundries, Motorcycle, Bicycle and Carriage Tires, Rubber Heels, Fibre Soles, Horse Shoe Pads, Rubber Matting and Mechanical Rubber Goods

*Sealtite Repair Material*

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x83 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fidelity Tire & Rubber Co., Massillon, O., | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Ribbed Driving Tread | | 14.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| | N.S. Tread | | | | 18.70 | | | | | | | | | | | | | | | | | | | | | | |
| Firestone Tire & Rubber Co., | P. | | c12.90 | | c16.80 | c17.65 | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | | | | |
| Akron, O. | N.S. | | c15.75 | | c20.00 | c21.50 | d23.35 | | | | c31.25 | d31.85 | d33.35 | d34.10 | d35.60 | | d42.50 | d43.85 | d45.25 | d47.30 | *48.00 | d50.15 | *55.55 | | *58.85 | | |
| | Cord P. | | | | c28.25 | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | d53.10 | d54.30 | *55.60 | | *66.00 | | *60.00 | | |
| | Cord N.S. | | | | c30.50 | | d37.80 | | | | | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.50 | d57.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | |
| May 12, 1919 | G.T. | | 2.75 | | 3.25 | 3.50 | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | | 7.75 | | |
| | R.T. | | 3.40 | | 3.90 | 4.10 | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.70 | 8.35 | | 8.75 | | |
| Fisk Rubber Co., | P. | | c12.90 | | c16.80 | | d19.45 | | | | c25.65 | d26.20 | d27.40 | d28.10 | | | | d36.60 | d37.80 | d39.55 | | | d46.60 | | | | |
| Chicopee Falls, Mass. | N.S. | c15.00 | c15.10 | | 19.15 | | d22.40 | | | | c29.50 | d30.55 | d31.95 | d32.70 | | | d40.75 | d42.05 | *43.35 | d45.35 | *46.00 | | *53.25 | d54.05 | *56.40 | | |
| | Red Top, N.S. | | c18.15 | | c25.75 | | d28.90 | | | | c34.30 | d36.00 | d37.75 | d38.75 | | | | | d48.65 | d50.80 | | | | | | | |
| | Cord Ribbed | | | | | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | d53.10 | d54.30 | d55.60 | | *66.00 | | *69.00 | | |
| | Cord N.S. | | | | c29.45 | | d36.90 | | | | | d46.85 | d48.05 | d49.45 | | | d52.65 | d54.20 | d55.70 | d57.05 | d58.35 | | *69.15 | d71.50 | *72.40 | | |
| May 12, 1919 | G.T. | 2.90 | 2.95 | | 3.65 | | 3.95 | | | | 4.50 | 4.80 | 4 80 | 5.10 | | | 6.25 | 6.25 | 6.60 | 6.60 | 6.95 | | 7.70 | 8.00 | 8.00 | | |
| G. & J. Tire Co., | P. | 11.90 | 12.90 | | 16.80 | 17.65 | 19.50 | 22.20 | | | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | | | 37.80 | 39.55 | 40.10 | 45.70 | 45.10 | 50.00 | 47.75 | | |
| 1790 Broadway, N.Y. City | "G" N.S. | 12.50 | 13.90 | | 18.00 | 18.95 | 20.90 | 23.35 | | | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | | | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | | |
| May 12, 1919 | Stalwart N.S. | | 15.85 | | 20.05 | 21.45 | 23.45 | | | | 31.35 | 31.85 | 33.55 | 34.25 | | | | 44.00 | 45.30 | 47.25 | 48.10 | | 55.60 | | 58.90 | | |
| | Cord | | | | | | 36.95 | | | | | 47.95 | 48.25 | 49.70 | | | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | | 69.50 | | 72.30 | | |
| | G.T. | | 2.80 | | 3.25 | 3.40 | 3.70 | | | | 4.40 | 4.60 | 4.80 | 4.95 | | | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | | 7.50 | | 7.70 | | |
| | R.T. | | 3.55 | | 4.25 | 4.35 | 4.55 | | | | 5.25 | 5.45 | 5.55 | 5.75 | | | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | | 8.75 | | 9.10 | | |
| G. & J.—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Tire & Rubber Co., | P. | | 16.10 | | 19.70 | | 24.50 | 29.50 | | | 31.95 | 32.45 | 34.40 | 35.00 | 38.50 | 39.00 | | | 43.10 | 45.20 | 47.00 | 52.90 | 55.55 | 60.40 | 57.40 | | |
| Akron, O. | N.S. | 18.20 | 18.30 | | 23.15 | 26.40 | 27.55 | 33.30 | | | 36.15 | 36.85 | 38.95 | 39.65 | 44.15 | 44.85 | | 48.80 | 50.15 | 52.80 | 53.55 | 59.10 | 62.35 | 68.75 | 65.85 | | |
| May 12, 1919 | Cord Rib Tread | | | | | | d38.05 | | | | | d48.25 | d49.55 | d51.00 | | | *54.50 | d55.85 | *57.40 | d58.70 | *60.10 | | *71.35 | | *74.60 | | |
| | Cord N.S. | | | | | | d39.80 | | | | | d51.50 | d51.90 | d53.30 | | | *56.90 | d58.40 | *60.00 | d61.50 | *62.90 | | *74.50 | | *77.95 | | |
| | G.T. | 2.95 | 3.00 | | 3.60 | 3.90 | 4.20 | 4.50 | | | 4.80 | 4.95 | 5.15 | 5.35 | 5.60 | 5.95 | 6.70 | 6.80 | 6.90 | 7.05 | 7.25 | 7.55 | 8.14 | 8.35 | 8.50 | | |
| | R.T. | 3.55 | 3.60 | | 4.30 | 4.50 | 4.80 | 5.00 | | | 6.00 | 6.10 | 6.20 | 6.35 | 6.60 | 6.90 | 7.35 | 7.45 | 7.60 | 7.75 | 7.90 | 8.15 | 9.35 | 9.60 | 9.75 | | |
| Giant Tire & | Ribbed Tread | c11.45 | c11.95 | | c14.95 | c15.60 | 17.15 | | | | c20.35 | d20.95 | 21.60 | 2.220 | | | | | 27.40 | 28.40 | 30.60 | | 34.40 | | 36.65 | | |
| Rubber Co., Findlay, O. | N.S. | | c11.95 | | c14.95 | | 17.15 | | | | c20.35 | d20.95 | 21.60 | 22.20 | | 23.30 | | | | | | | | | | | |
| Sept. 1, 1919 | "Grant" | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Giant—see also Porter | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gillette Rubber Co., | P. | 14.00 | 13.10 | | 17.25 | | 20.00 | | | | 25.65 | 26.20 | 27.40 | 28.10 | | 30.20 | 35.55 | 36.60 | 37.80 | 39.55 | | | 45.10 | 49.95 | 50.50 | | |
| 1834 Broadway, | Ribbed Tread N.S. | 14.75 | 15.75 | | 20.00 | | 23.35 | 25.35 | | | 31.00 | 31.65 | 33.25 | 34.10 | 35.95 | 34.50 | 42.50 | 43.85 | 45.25 | 47.30 | 48.00 | | 55.55 | 56.40 | 58.85 | | |
| New York City | G.T. | 2.70 | 3.00 | | 3.70 | | 3.95 | 4.25 | | | 4.80 | 4.95 | 5.10 | 5.15 | 5.40 | 5.60 | 5.85 | 6.10 | 6.40 | 6.55 | 6.85 | | 7.90 | 8.05 | 8.25 | | |
| May 12, 1919 | R.T. | 3.30 | 3.35 | | 4.20 | | 4.40 | 4.80 | | | 5.40 | 5.45 | 5.55 | 5.65 | 5.90 | 5.90 | 6.10 | 6.65 | 7.30 | 7.40 | 7.65 | | 8.70 | 8.90 | 9.00 | | |
| | Cord P. | | | | | | 35.20 | | | | | 44.65 | 45.85 | 47.20 | | | 50.40 | 51.65 | 53.10 | 54.30 | 55.60 | | 66.00 | | 69.00 | | |
| | Cord N.S. | | | | | | 37.80 | | | | | 48.95 | 49.30 | 50.65 | | | 54.05 | 55.50 | 57.00 | 58.45 | 59.75 | | 70.80 | | 74.05 | | |
| Gladiator Tire & Rubber Co., | P. | 16.50 | 15.50 | | 19.80 | 21.25 | 23.20 | 26.30 | | 30.35 | 31.00 | 31.65 | 33.20 | 34.00 | 35.55 | 36.1 | 42.45 | 43.50 | 44.90 | 47.05 | 47.80 | 49.80 | 55.25 | 56.15 | 58.65 | | |
| Auburn, Ind. | N.S. | 18.15 | 17.05 | | 21.80 | 23.35 | 25.50 | 28.90 | | 34.90 | 35.55 | 36.30 | 37.95 | 38.80 | 44.35 | 45.50 | 46.70 | 47.85 | 49.40 | 51.75 | 52.60 | 54.75 | 60.75 | 61.75 | 64.50 | | |
| (4000 miles) | G.T. | 3.00 | 3.05 | | 3.75 | 3.80 | 3.85 | 3.95 | | 4.65 | 4.75 | 4.85 | 5.00 | 5.15 | 5.35 | 5.50 | 5.85 | 6.05 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 7.90 | 8.10 | | |
| Jan. 1, 1919 | R.T. | 3.25 | 3.35 | | 4.20 | 4.25 | 4.30 | 4.40 | | 5.20 | 5.30 | 5.40 | 5.55 | 5.70 | 5.90 | 6.10 | 6.60 | 6.80 | 7.00 | 7.15 | 7.35 | 7.65 | 8.70 | 8.85 | 8.95 | | |
| Globe Rubber Tire | (5000 miles) P. | c17.40 | | | $19.90 | c26.50 | $27.20 | $29.65 | | | $30.25 | $33.75 | $35.85 | $36.95 | $37.50 | $38.35 | $40.90 | d42.70 | $44.20 | $45.55 | $46.85 | $48.20 | $54.10 | $55.85 | $57.15 | c72.65 | c74.15 |
| Mfg. Co., Good Grip | (6000 miles) N.S. | c18.80 | | | $22.40 | c28.95 | $29.95 | $34.10 | | | $33 0 | $37.75 | $39.35 | $39.95 | $41.50 | $41.85 | $46.45 | d47.65 | $49.65 | $52.50 | $55.65 | $57.60 | $62.20 | $63.50 | $67.90 | c82.85 | c88.90 |
| Trenton, N. J. | (8000) Cord N.S. | | | | c28.95 | | d37.50 | | | | | d53.40 | d54.70 | d56.15 | | | d60.10 | c61.55 | d62.95 | d64.75 | d66.30 | | $78.10 | | $80.95 | | |
| | R.T. | 3.25 | 3.45 | 3.65 | 3.95 | 4.15 | 4.40 | 4.65 | | 5.55 | 5.65 | 5.80 | 6.10 | 6.15 | 6.25 | 6.50 | 7.10 | 7.20 | 7.30 | 7.40 | 7.60 | 7.80 | 8.65 | 8.95 | 9.10 | 9.85 | 9.95 |
| Sept. 15, 1919 | G.T. | 2.85 | 2.95 | 3.25 | 3.60 | 3.65 | 3.95 | 4.05 | | 4.90 | 5.10 | 5.15 | 5.35 | 5.45 | 5.60 | 5.75 | 6.30 | 6.35 | 6.50 | 6.60 | 6.80 | 6.90 | 7.80 | 7.90 | 8.10 | 8.75 | 8.95 |
| Goodrich Co., B. F., | P. | | c12.90 | | c16.80 | | $19.45 | | | | c25.65 | d26.20 | *27.40 | *28.10 | | | d35.55 | d36.60 | *37.80 | *39.55 | *40.10 | | *45.10 | | *47.75 | | |
| Akron, O. | "Safety" N.S. | | c14.75 | | c18.70 | | $21.85 | | | | c29.20 | d29.70 | *31.20 | *31.85 | | | d40.15 | d41.45 | *42.75 | *44.70 | *45.35 | | *52.50 | | *55.60 | | |
| May 12, 1919 | G.T. | | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.55 | 4.75 | 4.95 | | | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | | 7.45 | | 7.75 | | 9.10 |
| | R.T. | | 3.30 | | 3.90 | | 4.35 | | | | 4.95 | 5.10 | 5.35 | 5.55 | | | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | | 8.40 | | 8.70 | | 10.25 |
| | Silvertown Ribbed Tread | | | | c24.55 | | d35.20 | | | | | d44.65 | d45.85 | d47.20 | | | *50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | q83 70 |
| | Silvertown Safety Tread | | | | c26.00 | | d37.00 | | | | | d46.90 | d48.10 | d49.50 | | | *52.70 | d54.25 | *55.80 | d57.10 | *58.35 | | *69.25 | | *72.50 | | q88.00 |
| Goodyear Tire & Rubber Co., | P. | | c12.90 | | c16.80 | c17.65 | 19.45 | | | | c25.65 | d26.20 | d27.40 | 28.10 | | | d35.55 | d36.60 | d37.80 | d39.55 | | | *45.10 | *49.95 | | | |
| Akron, O. | All Weather, N.S. | | c15.75 | | c20.00 | c21.50 | 23.35 | d26.50 | | | $31.25 | *31.85 | *33.35 | 34.10 | d35.60 | *36.15 | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | d50.15 | *55.55 | *56.40 | *58.85 | | |
| May 12, 1919 | Regular Tubes | | 2.75 | | 3.25 | 3.40 | 3.70 | 3.90 | | | 4.40 | 4.55 | 4.75 | 4.95 | 5.10 | 5.25 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | | |
| | Heavy Tourist Tubes | | 3.40 | | 3.90 | | 4.25 | | | | 4.80 | 5.10 | 5.25 | 5.50 | | | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | | 8.35 | 8.55 | 8.75 | | 10.60 |
| | Cord Ribbed | | | | c24.55 | | d35.20 | | | | d43.25 | d44.65 | d45.85 | d47.20 | | | d50.40 | d51.65 | *53.10 | d54.30 | *55.60 | | *66.00 | | *69.00 | | *83.70 |
| | Cord N.S. | | | | c26.45 | | d37.80 | | | | d46.40 | d48.95 | d49.30 | d50.65 | | | d54.05 | d55.50 | *57.00 | d58.45 | *59.75 | | *70.80 | | *74.05 | | *89.90 |
| | Cord Ribbed | | | | d32.75 | | | | | | | | | | | | | | | | | | | | | | |
| | Cord N.S. | | | | d35.35 | | | | | | | | | | | | | | | | | | | | | | |
| Gopher Tire & Rubber Co., | P. | | 12.90 | | 16.75 | | | | | | 25.65 | 26.25 | 27.50 | 28.10 | | | | | 37.75 | 39.50 | | | 45.00 | | | | |
| Minneapolis, Minn., | N.S. | | 15.60 | | 20.00 | | | | | | 31.20 | 31.75 | 43.25 | 34.15 | | | | | 45.30 | 47.25 | | | 55.00 | | 58.00 | | |
| May 20, 1919. | Double Wall | | 20.70 | | 25.40 | | 32.75 | | | | 43.25 | 43.75 | 44.50 | 46.00 | | | | | 52.80 | 54.05 | | | 62.75 | | 67.00 | | |
| | G. T. | | 2.75 | | 3.25 | | 3.70 | | | | 4.40 | 4.50 | 4.75 | 4.95 | | | | | 6.10 | 6.15 | | | 7.45 | | 7.75 | | |
| Gordon Tire & Rubber Co., | P. | | c16.90 | | c21.05 | | d25.00 | | | | c30.65 | d34.25 | d34.90 | d36.75 | | | | | d46.80 | d47.25 | d48.95 | | c55.25 | | c58.65 | | |
| Canton, O. | N.S. | c15.75 | c17.80 | | c22.90 | c24.30 | d26.25 | | | | c31.95 | *35.95 | *36.70 | *38.70 | *39.60 | *41.00 | d46.75 | d47.50 | *49.25 | *49.65 | *51.50 | *54.75 | *58.15 | q64.75 | *61.70 | | |
| July 1, 1919 (5000 miles) | G.T. | 3.05 | 3.20 | | 3.75 | 3.90 | 3.95 | | | | 4.80 | 5.05 | 5.20 | 5.30 | 5.40 | 5.55 | 6.40 | 6.55 | 6.65 | 6.70 | 6.85 | 7.05 | 8.05 | 8.25 | 8.40 | | |
| | R.T. | 3.40 | 3.55 | | 4.15 | 4.35 | 4.40 | | | | 5.35 | 5.60 | 5.80 | 5.90 | 6.00 | 6.15 | 7.10 | 7.25 | 7.40 | 7.45 | 7.60 | 7.85 | 8.95 | 9.15 | 9.35 | | |
| | Cord N.S. | | | | | | d41.00 | | | | | d48.95 | d49.80 | d50.65 | | | | d57.85 | d62.25 | d64.35 | d66.55 | | d77.40 | | d87.35 | | |
| Grafnite—see Savage | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Granite—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grant—see Giant Tire | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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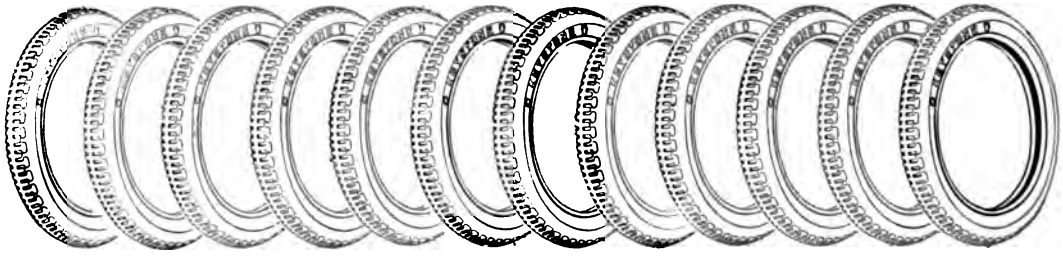
# KEYSTONE TIRES

## Guaranteed 6000 Miles

KEYSTONE TIRES reduce selling effort to a minimum and practically eliminate competition.

If you are prepared to do a volume of business in a big, profitable way, write us today for our special proposition.

**KEYSTONE TIRE & RUBBER CO.**
**Broadway and 62d Street**
**NEW YORK**

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| Name | Trade Name and Tread | 3x28 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Great Eastern Rubber Co., | P. | 15.85 | 13.65 | ..... | 20.30 | 22.45 | 23.10 | 25.15 | ..... | ..... | 27.50 | 28.85 | 30.20 | 30.60 | 31.00 | 32.00 | ..... | d38.40 | 38.95 | 40.00 | 41.00 | 42.05 | 47.10 | 48.65 | 49.75 | ..... | ..... |
| Allentown, Pa., | N.S. | 17.85 | 17.75 | ..... | 22.45 | 24.55 | 25.90 | 28.95 | ..... | ..... | 32.80 | 33.95 | 34.30 | 35.35 | 36.20 | 36.95 | ..... | d44.50 | 46.30 | 47.60 | 48.50 | 49.90 | 55.65 | 57.90 | 59.95 | ..... | ..... |
| "Crown" | G.T. | 2.85 | 2.90 | ..... | 3.45 | 3.60 | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | 6.40 | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | 7.90 | 8.15 | ..... | ..... |
| April 2 | R.T. | 3.30 | 3.40 | ..... | 4.15 | 4.25 | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | 7.15 | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | 8.85 | 9.50 | ..... | ..... |
| Great Republic Tire & Rubber | Ribbed | c16.50 | 18.90 | ..... | 24.75 | 26.05 | 28.00 | 30.50 | ..... | ..... | 36.40 | 37.20 | 38.30 | 39.50 | 40.55 | 41.75 | ..... | ..... | 53.20 | 54.85 | 56.10 | ..... | 64.50 | 65.80 | 68.15 | ..... | ..... |
| Mfg. Co., Muskogee, Okla. | N.S. | 17.60 | 20.20 | ..... | 26.30 | 27.90 | 30.25 | 32.15 | ..... | ..... | 40.20 | 40.75 | 42.10 | 43.00 | 45.35 | 46.00 | ..... | ..... | 57.20 | 58.80 | 60.45 | ..... | 68.95 | 70.85 | 72.40 | ..... | ..... |
| June, 1919 "Sequoyah" | R.T. | 3.75 | 4.05 | ..... | 4.90 | 5.10 | 5.45 | 5.65 | ..... | ..... | 6.55 | 6.70 | 6.90 | 7.40 | 7.45 | 7.90 | ..... | ..... | 9.20 | 9.35 | 9.55 | ..... | 10.25 | 10.90 | 11.45 | ..... | 13.75 |
| Green Bay—see Peerless. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greensburg Tire & Rubber Co., Greensburg, Pa. Getthere Pure Gum T. | | 3.40 | 3.50 | 4.00 | 4.25 | 4.35 | 4.50 | 4.75 | ..... | 5.00 | 5.25 | 5.75 | 5.90 | 6.00 | 6.25 | 6.50 | 7.25 | ..... | 7.75 | 8.00 | 8.25 | 8.75 | 9.00 | 9.75 | 10.00 | 11.50 | ..... |
| Gripwell—see Channon Co.: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hamilton Rubber Mfg. Co., Trenton, N.J. | R.T. May 15, 1919 | 3.95 | 4.05 | 4.25 | 4.85 | 4.90 | 5.05 | 5.35 | 5.55 | 6.25 | 6.30 | 6.40 | 6.50 | 6.80 | 7.00 | 7.15 | 7.90 | 8.00 | 8.10 | 8.30 | 8.55 | 8.70 | 9.60 | 9.85 | 10.00 | 10.85 | 12.00 |
| Hardman Tire & Rubber Co., | P. | ..... | 17.20 | ..... | 20.20 | ..... | 23.50 | ..... | ..... | ..... | 31.50 | 32.60 | 33.50 | 34.90 | 35.80 | ..... | 45.00 | 46.10 | 47.30 | 48.50 | 49.90 | 51.20 | 56.30 | ..... | 61.00 | ..... | ..... |
| Belleville, N.J. Senior (5000 m.) | N.S. | d17.80 | d19.20 | ..... | d24.70 | ..... | d28.50 | ..... | ..... | ..... | d37.90 | d38.60 | d40.60 | d41.50 | ..... | ..... | d54.70 | d55.30 | d56.20 | d57.70 | d58.70 | ..... | 66.50 | ..... | 69.80 | ..... | ..... |
| Feb. 1 | R.T. | 3.90 | 4.05 | ..... | 4.45 | ..... | 4.85 | ..... | ..... | ..... | 6.05 | 6.20 | 6.55 | 6 70 | ..... | ..... | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | ..... | 10.05 | ..... | 10.35 | ..... | ..... |
| Hartford—see U. S. Tire Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hawkeye Tire (3500 m.) | Santa Fe P | ..... | 14.50 | ..... | 17.80 | ..... | 20.50 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.40 | ..... | 30.00 | ..... | 36.60 | 37.80 | 39.55 | 41.55 | 43.00 | 45.10 | 49.95 | 52.00 | ..... | ..... |
| & Rubber Co., | Santa Fe N.S | ..... | 15.50 | ..... | 19.75 | ..... | 23.00 | ..... | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | ..... | 36.00 | 42.00 | 43.50 | 45.00 | 47.00 | 47.50 | 48.50 | 55.00 | 56.00 | 58.00 | ..... | ..... |
| Des Moines, Ia. 6000 m. | Hawkeye P. | 17.50 | 19.00 | ..... | 23.50 | ..... | 27.50 | ..... | ..... | ..... | 35.00 | 38.75 | 40.50 | 41.50 | ..... | 46.00 | 45.50 | 46.90 | 48.75 | 50.30 | 52.00 | 57.00 | 62.00 | 64.00 | 65.00 | ..... | ..... |
| May 12, 1919 | Hawkeye N.S | 18.00 | ..... | ..... | 24.00 | ..... | 28.40 | ..... | ..... | ..... | 35.50 | 41.00 | 42.10 | 43.40 | ..... | 48.00 | ..... | 49.10 | 50.70 | 53.00 | 55.50 | 58.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| | R. & G.T. | 3.30 | 3.40 | ..... | 3.90 | 4.10 | 4.25 | 4.50 | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 5.90 | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | 7.50 | 8.35 | 8.55 | 8.75 | ..... | ..... |
| Hendrie Rubber Co., | P. | 15.95 | 16.10 | ..... | 19.45 | 20.85 | 22.65 | 25.65 | ..... | ..... | 30.20 | 30.80 | 32.35 | 33.10 | 34.55 | 35.05 | 41.25 | 42.55 | 43.90 | 45.95 | 46.65 | 48.65 | 53.95 | 54.70 | 57.00 | ..... | ..... |
| Los Angeles, Cal. | N.S. | 17.70 | 17.90 | ..... | 21.60 | 23.15 | 25.15 | 28.50 | ..... | ..... | 33.55 | 34.20 | 35.95 | 36.80 | 38.40 | 38.95 | 45.85 | 47.30 | 48.80 | 51.05 | 51.85 | 54.05 | 59.95 | 60.80 | 63.35 | ..... | ..... |
| June 25, 1919 | G.T. | 2.95 | 3.15 | 3.40 | 3.85 | 3.95 | 4.15 | 4.30 | ..... | ..... | 5.15 | 5.40 | 5.50 | 5.70 | 5.95 | 6.05 | 6.80 | 7.00 | 7.10 | 7.20 | 7.45 | 7.60 | 8.65 | 8.75 | 8.90 | ..... | ..... |
| | R.T. | 3.60 | 3.85 | 4.15 | 4.45 | 4.75 | 4.85 | 5.05 | ..... | ..... | 6.05 | 6.20 | 6.55 | 6.70 | 6.90 | 7.15 | 7.90 | 8.20 | 8.25 | 8.45 | 8.60 | 8.85 | 10.05 | 10.25 | 10.35 | ..... | ..... |
| Hewitt Rubber Co., | Ribbed | c15.75 | c16.75 | ..... | c20.85 | ..... | d26.50 | ..... | ..... | ..... | c32.60 | d33.15 | d34.85 | d35.45 | ..... | ..... | d45.90 | d47.20 | d48.70 | d50.95 | *51.60 | ..... | *59.65 | ..... | *63.10 | ..... | ..... |
| Buffalo, N.Y. | N.S | c16.50 | c17.60 | ..... | c21.90 | ..... | d27.90 | ..... | ..... | ..... | c34.20 | d34.90 | d36.55 | d37.25 | ..... | ..... | d48.20 | d49.55 | d51.15 | d53.50 | *54.20 | ..... | *62.65 | ..... | *66.30 | ..... | ..... |
| May 12, 1919 | G.T | 2.70 | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.60 | 4.70 | 4.90 | 5.00 | ..... | ..... | 6.10 | 6.15 | 6.20 | 6.30 | 6.60 | ..... | 7.55 | ..... | 7.85 | ..... | ..... |
| | R.T | 3.10 | 3.25 | ..... | 3.95 | ..... | 4.30 | ..... | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.75 | ..... | ..... | 6.55 | 6.70 | 7.00 | 7.10 | 7.50 | ..... | 8.45 | ..... | 8.80 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d39.05 | ..... | ..... | ..... | ..... | d49.85 | d51.10 | d52.50 | ..... | ..... | *56.15 | *57.60 | *59.05 | d60.60 | *62.00 | ..... | *73.60 | ..... | *77.05 | ..... | ..... |
| | Cord N.S | ..... | ..... | ..... | ..... | ..... | d42.10 | ..... | ..... | ..... | ..... | d53.55 | d54.80 | d56.25 | ..... | ..... | *60.30 | *61.85 | *63.40 | d65.10 | *66.60 | ..... | *79.00 | ..... | *82.80 | ..... | ..... |
| Highway—see National Tire & R. Co | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hold-Tite—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hood Tire Co., | P. | 20.00 | 20.45 | ..... | 27.15 | 29.00 | 30.50 | ..... | ..... | ..... | 35.65 | 36.30 | 37.55 | 37.90 | ..... | 41.20 | 50.70 | 51.45 | 53.45 | 54.85 | 55.90 | 57.20 | 67.80 | 69.10 | 70.25 | ..... | ..... |
| Watertown, Mass. | Ribbed Tread | 23.65 | 24.20 | ..... | 30.55 | 33.10 | 34.05 | ..... | ..... | ..... | 41.40 | 44.15 | 44.60 | 45.30 | ..... | ..... | 57.40 | 58.25 | 58.85 | 60.10 | 60.70 | ..... | 72.70 | 75.20 | 76.80 | 96.80 | 100.85 |
| May 12, 1919 | Arrow | 23.90 | 24.50 | ..... | 31.00 | 33.60 | 34.50 | ..... | ..... | ..... | 41.85 | 45.10 | 45.55 | 46.25 | ..... | 52.00 | 58.30 | 59.10 | 60.00 | 61.10 | 61.60 | 62.80 | 73.70 | 76.20 | 77.85 | 97.65 | 101.90 |
| | Tubes | 3.45 | 3.50 | ..... | 4.10 | 4.25 | 4.40 | ..... | ..... | ..... | 5.00 | 5.25 | 5.30 | 5.40 | ..... | 6.30 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.40 | 8.00 | 8.15 | 8.40 | 9.90 | 10.80 |
| Horse Shoe—see Racine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe Rubber Co., | Ribbed | ..... | c19.70 | ..... | c24.10 | ..... | d30.35 | ..... | ..... | ..... | c37.10 | d39.90 | d40.85 | d42.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Brunswick, N. J. | N.S. | ..... | ..... | ..... | c24.80 | ..... | d31.10 | ..... | ..... | ..... | c37.95 | d41.00 | d42.05 | d43.40 | ..... | ..... | d49.30 | d50.25 | *52.45 | *54.80 | *57.40 | ..... | *65.20 | ..... | *69.55 | ..... | ..... |
| May 12, 1919 (5000 miles) | R.T. | 3.55 | 3.65 | 3.80 | 4.15 | 4.40 | 4.40 | 4.80 | 5.00 | ..... | 5.65 | 5.80 | 5.90 | 6.00 | 6.20 | 6.30 | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | 8.35 | 8.75 | 9.15 | 9.25 | 10.25 | 10.50 |
| | G.T. | 2.90 | 3.00 | 3.20 | 3.50 | 3.60 | 3.75 | 3.95 | 4.25 | ..... | 4.75 | 4.85 | 5.00 | 5.15 | 5.40 | 5.50 | 6.10 | 6.15 | 6.25 | 6.45 | 6.65 | 6.90 | 7.80 | 8.00 | 8.10 | 9.20 | 9.45 |
| Ideal Tire & Rubber Co., (7500) | Ribbed | 18.55 | 19.10 | ..... | 23.90 | 25.95 | 28.15 | 32.60 | ..... | ..... | 34.95 | 37.15 | 38.00 | 39.05 | 41.80 | 42.70 | 43.75 | 44.80 | 47.10 | 49.35 | 53.00 | 55.10 | 61.25 | 63.95 | 65.00 | ..... | ..... |
| Cleveland, O. "Greyhound" | N.S. | 19.95 | 21.00 | ..... | 25.00 | 28.15 | 30.50 | 35.10 | ..... | ..... | 38.70 | 40.00 | 41.25 | 42.50 | 44.70 | 46.25 | 48.80 | 49.65 | 51.85 | 53.25 | 56.00 | 58.75 | 65.00 | 67.90 | 69.85 | ..... | ..... |
| | G.T. | 2.70 | 2.80 | ..... | 3.35 | 3.55 | 3.80 | 4.30 | ..... | ..... | 4.55 | 4.70 | 4.85 | 5.05 | 5.30 | 5.70 | 5.95 | 6.10 | 6.25 | 6.35 | 6.50 | 6.65 | 7.60 | 7.85 | 8.00 | ..... | ..... |
| | R.T. | 3.25 | 3.35 | ..... | 4.00 | 4.15 | 4.45 | 5.00 | ..... | ..... | 5.10 | 5.25 | 5.45 | 5.70 | 5.85 | 6.25 | 6.80 | 6.95 | 7.00 | 7.10 | 7.35 | 7.55 | 8.70 | 8.95 | 9.05 | ..... | ..... |
| "Greyhound" Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | ..... | 50.25 | 51.80 | 52.65 | ..... | ..... | 55.70 | 57.00 | 59.85 | 62.50 | 63.65 | ..... | 71.85 | ..... | 77.55 | ..... | ..... |
| July 1, 1919 (10000) | N.S. | ..... | ..... | ..... | 32.25 | ..... | 42.80 | ..... | ..... | ..... | ..... | 54.00 | 55.10 | 56.75 | ..... | ..... | 60.50 | 62.10 | 64.75 | 66.25 | 68.50 | ..... | 76.35 | ..... | 83.85 | ..... | ..... |
| India Tire & Rubber Co., | Ribbed | ..... | c19.90 | ..... | c24.50 | ..... | d28.45 | ..... | ..... | ..... | c36.55 | d38.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron, O. | N.S. | ..... | c22.35 | ..... | c27.30 | c29.40 | d32.55 | ..... | ..... | ..... | c39.25 | d40.75 | d41.80 | *43.35 | ..... | ..... | ..... | d51.05 | *53.35 | *55.70 | *58.50 | ..... | *66.50 | ..... | *70.85 | ..... | ..... |
| June 1, 1919 | Cord N.S. | ..... | ..... | ..... | c30.30 | ..... | ..... | ..... | ..... | ..... | ..... | d57.40 | d58.80 | d60.40 | ..... | ..... | d64.95 | d65.95 | d67.50 | d69.50 | d70.85 | ..... | *83.15 | ..... | *84.80 | ..... | ..... |
| | G.T. | ..... | 3.35 | ..... | 4.30 | 4.40 | 4.60 | ..... | ..... | ..... | 5.40 | 5.50 | 5.80 | 5.90 | ..... | ..... | 6.95 | 7.20 | 7.40 | 7.55 | 7.80 | ..... | 8.80 | ..... | 9.40 | ..... | ..... |
| Indiana Rubber & Ins. Wire Co., | P. | 14.85 | 15.85 | ..... | 19.75 | 21.50 | 23.50 | 26.20 | ..... | ..... | 31.00 | 31.50 | 33.00 | 34.00 | 34.80 | 35.50 | 42.75 | 44.00 | 45.00 | 47.50 | 48.50 | 50.00 | 56.00 | 57.00 | 59.00 | ..... | ..... |
| Jonesboro, Ind. Button & Trac. | N.S. | c16.90 | §18.00 | ..... | §23.00 | §24.60 | §27.15 | 29.65 | ..... | ..... | 36.20 | §37.00 | 39.00 | 40.00 | 41.25 | 42.50 | 50.00 | 51.50 | 53.00 | 55.00 | 56.50 | 59.50 | 65.00 | 66.50 | 69.00 | ..... | ..... |
| April 22 (3500 miles) | G.T. | 3.15 | 3.20 | ..... | 3.80 | 3.95 | 4.20 | 4.50 | ..... | ..... | 5.20 | 5.35 | 5.55 | 5.65 | 5.75 | 5.90 | 6.90 | 7.05 | 7.15 | 7.35 | 7.65 | 7.90 | 8.75 | 8.95 | 9.50 | ..... | ..... |
| | B.T. | 3.80 | 3.95 | ..... | 4.60 | 4.75 | 5.00 | 5.30 | ..... | ..... | 6.25 | 6.40 | 6.65 | 6.80 | 6.95 | 7.25 | 8.25 | 8.50 | 8.75 | 9.00 | 9.25 | 9.50 | 9.90 | 10.10 | 10.35 | ..... | ..... |
| Indian Tubes—see Vulcan | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International India Rubber | Ribbed | c16.25 | c16.95 | ..... | c21.50 | c24.30 | *25.45 | ..... | ..... | ..... | c32.10 | *32.95 | *34.60 | *35.35 | *37.15 | *40.15 | ..... | ..... | *47.70 | *49.75 | *52.10 | q53.85 | *59.00 | ..... | *62.50 | ..... | ..... |
| Corp., So. Bend, Ind. (7000 m.) | Rough | c17.00 | c17.25 | ..... | c21.95 | c25.65 | *26.75 | ..... | ..... | ..... | c33.85 | *34.70 | *36.45 | *37.35 | ..... | *41.50 | ..... | 48.50 | *50.20 | *52.35 | *55.00 | ..... | *60.80 | ..... | *64.20 | ..... | ..... |
| May 12, 1919 South Bend | R.T. | 3.55 | 3.75 | ..... | 4.30 | 4.55 | 4.65 | ..... | ..... | ..... | 5.30 | 5.60 | 5.75 | 6.05 | 6.40 | 6.80 | ..... | 7.25 | 7.50 | 7.70 | 8.10 | 8.50 | 9.10 | ..... | 9.60 | ..... | ..... |
| | G.T. | 3.10 | 3.35 | ..... | 3.45 | 3.50 | 3.75 | ..... | ..... | ..... | 4.50 | 4.60 | 4.80 | 5.00 | 5.15 | 5.50 | ..... | 5.95 | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | ..... | 7.75 | ..... | ..... |
| "Odell" | Cord Ribbed | ..... | c19.50 | ..... | c23.50 | ..... | *30.00 | ..... | ..... | ..... | c34.85 | *37.00 | *38.50 | *39.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c19.75 | ..... | c23.95 | ..... | *31.05 | ..... | ..... | ..... | c35.75 | *38.50 | *40.50 | *41.50 | ..... | ..... | ..... | 53.50 | *54.50 | *55.00 | *59.00 | ..... | *64.00 | ..... | *68.00 | ..... | ..... |





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# BILTWELL TIRES

"MASTER OF THE ROAD"

## LONG SERVICE
of
## BILTWELL TIRES
**Lies in**

— the rich quality of materials used.

— the expert workmanship incorporated in their manufacture.

— the fact that they are extra well reinforced where stresses are applied.

— and the fact that the last word in rubber-making machinery is used in their construction.

*Some attractive territory is still available for the man who wants the best.*

**THE BILTWELL TIRE & RUBBER CO.**

**MADE AT AKRON**

TRACTION TREAD

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| Name | Trade Name and Trade | 3x28 | 3x30 | 3x32 | 3 ½x30 | 3 ½x31 | 3 ½x32 | 3 ½x34 | 3 ½x36 | 4x30 | 4x31 | 4x32 | 4x33 | 4x34 | 4x35 | 4x36 | 4 ½x32 | 4 ½x33 | 4 ½x34 | 4 ½x35 | 4 ½x36 | 4 ½x37 | 5x35 | 5x36 | 5x37 | 5 ½x37 | 5 ½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Iowa Cord Tire Co., (5000 miles) Des Moines, Iowa | P. | c17.00 | c17.50 | ..... | 21.50 | ..... | 23.50 | ..... | ..... | ..... | c27.50 | 29.50 | 30.00 | 30.50 | ..... | 32.50 | ..... | 37.50 | 37.50 | 39.00 | 40.00 | ..... | 45.00 | ..... | 47.00 | ..... | ..... |
| | N.S. | c18.00 | c18.50 | ..... | 22.50 | ..... | 25.00 | ..... | ..... | ..... | c32.00 | 32.50 | 33.00 | 33.50 | ..... | 36.50 | ..... | 42.00 | 43.00 | 44.00 | 45.00 | ..... | 52.00 | ..... | 53.50 | ..... | ..... |
| April 1 (7500 miles) | Cord P. | ..... | c19.50 | ..... | d20.50 | ..... | d34.50 | ..... | ..... | ..... | §42.50 | d44.50 | d45.50 | d46.50 | ..... | d48.50 | ..... | d53.50 | d54.50 | d55.50 | d56.50 | ..... | d66.50 | ..... | d68.50 | ..... | ..... |
| | Cord N.S. | ..... | c21.50 | ..... | c23.00 | ..... | d36.50 | ..... | ..... | ..... | §44.50 | d46.50 | d47.50 | d48.50 | ..... | d50.50 | ..... | d55.50 | d56.50 | d57.50 | d58.50 | ..... | d68.50 | ..... | d70.50 | ..... | ..... |
| | G.T. | 3.00 | 3.05 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.75 | 4.85 | 5.00 | 5.15 | ..... | 5.50 | ..... | 6.15 | 6.25 | 6.45 | 6.65 | ..... | 7.80 | ..... | 8.10 | ..... | ..... |
| Jaco—see Johnstown | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Johnstown Automobile Co., "Jaco" O. Johnstown, Pa. | | 2.75 | 2.95 | ..... | 3.40 | ..... | 3.90 | 4.10 | ..... | ..... | 4.60 | 4.85 | 5.05 | .520 | ..... | ..... | 6.15 | 6.30 | 6.45 | 6.55 | 6.80 | ..... | 7.90 | 8.00 | 8.10 | ..... | ..... |
| Johnstone Tire & Rubber Co., La Porte, Ind. June 2, 1919 | N.S. | ..... | c15.75 | ..... | c20.00 | ..... | *23.35 | ..... | ..... | ..... | c31.25 | d31.85 | *33.35 | *34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 | *47.30 | *48.00 | ..... | q55.55 | ..... | *58.85 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Kant Slip—see Kelly | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Keaton—see Mohawk | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ‡Keaton Tire & Rubber Co., San Francisco, Cal. June 16, 1919 (5000 miles) | Ribbed | ..... | 15.70 | ..... | 20.00 | ..... | 23.00 | ..... | ..... | ..... | 31.20 | 31.80 | 33.30 | 34.10 | ..... | ..... | 42.50 | 43.80 | 45.20 | 47.30 | 48.00 | ..... | 55.50 | ..... | 58.80 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | 22.00 | ..... | 25.65 | ..... | ..... | ..... | 34.40 | 35.00 | 36.70 | 37.50 | ..... | ..... | 46.75 | 48.25 | 49.75 | 51.90 | 52.90 | ..... | 51.10 | ..... | 64.70 | ..... | 79.80 |
| | R.T. | ..... | 3.35 | ..... | 3.95 | ..... | 4.20 | ..... | ..... | ..... | 4.50 | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | ..... | 8.80 | ..... | 9.75 |
| Cord | Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49.10 | 50.45 | 51.90 | ..... | ..... | 55.45 | 56.80 | 58.40 | 59.75 | 61.15 | ..... | 72.60 | ..... | 75.90 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58.85 | 54.25 | 55.70 | ..... | ..... | 59.45 | 61.00 | 62.70 | 64.30 | 65.75 | ..... | 77.90 | ..... | 81.40 | ..... | ..... |
| | R.T. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.25 | 5.50 | 5.70 | ..... | ..... | 6.70 | 6.90 | 7.10 | 7.30 | 7.50 | ..... | 8.30 | ..... | 8.80 | ..... | ..... |
| Kelly Springfield Tire (5000 miles) | P. | ..... | c18.80 | ..... | c19.90 | c25.30 | d26.90 | ..... | ..... | ..... | c32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Co., Bailey | T. | ..... | c19.75 | ..... | c23.05 | ..... | ..... | ..... | ..... | †44.60 | c37.05 | d37.15 | d38.20 | d39.25 | *47.60 | *48.45 | d43.75 | d45.45 | *47.15 | *49.35 | *54.35 | *61.45 | *61.40 | *64.20 | *65.40 | ..... | q94.90 |
| New York (6000 m.) Kant Slip | T. | c25.10 | c23.00 | ..... | c26.00 | c28.95 | d33.00 | *36.65 | ..... | ..... | c39.90 | d42.10 | d43.35 | d44.85 | *50.15 | *51.00 | d48.80 | d50.70 | *52.55 | *55.70 | *60.45 | *64.25 | *68.75 | q71.45 | 73.15 | q10205 | q10580 |
| May 15, 1919 (6000 m.) | R.T. | 3.65 | 4.25 | 3.95 | 5.35 | 4.95 | 5.70 | 5.50 | ..... | 5.95 | 6.05 | 6.15 | 6.40 | 6.65 | 6.75 | 6.90 | 7.80 | 8.05 | 8.30 | 8.45 | 8.80 | 9.05 | 9.95 | 10.10 | 10.55 | 12.00 | 12.25 |
| Grooved Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| Block & Button Tread Cord | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |
| Kendall Tire & Rubber Co., Akron, O. (6000 miles) | Ribbed Tread | ..... | c24.20 | ..... | c29.15 | c31.25 | q33.90 | ..... | ..... | ..... | §41.25 | d43.10 | d44.55 | *45.90 | ..... | ..... | *53.80 | d55.55 | *57.30 | *59.00 | *60.85 | ..... | *70.25 | d72.65 | *75.10 | q94.60 | ..... |
| | N.S. | ..... | c27.40 | ..... | c31.90 | ..... | q35.30 | ..... | ..... | ..... | §43.65 | d45.10 | d46.50 | *48.10 | ..... | *51.00 | *55.45 | d57.00 | *58.85 | *60.50 | *62.25 | q64.00 | *72.60 | d75.00 | *77.45 | q97.35 | q103.04 |
| Nov. 20 | Wrapped Tread | ..... | ..... | ..... | ..... | ..... | q33.90 | ..... | ..... | ..... | ..... | ..... | g44.55 | *45.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | g75.10 | ..... | ..... |
| | R.T. | ..... | 3.65 | ..... | 4.70 | 4.90 | 5.10 | 5.40 | ..... | ..... | 5.95 | 6.10 | 6.30 | 6.45 | 6.65 | 6.80 | 7.60 | 7.80 | 8.00 | 8.20 | 8.45 | 8.65 | 9.45 | 9.65 | 10.00 | 11.60 | 11.65 |
| Keystone Rubber Mfg. Co. Erie, Pa. Sept. 15, 1919 | G.T. | 2.80 | 2.75 | 3.10 | 3.25 | 3.70 | 3.55 | 3.90 | 4.05 | 4.50 | 4.35 | 4.50 | 4.60 | 4.75 | 5.10 | 5.25 | 5.35 | 5.50 | 5.70 | 5.85 | 6.00 | 6.45 | 6.90 | 7.45 | 7.20 | 8.35 | 8.50 |
| | R.T. | 3.10 | 3.10 | 3.45 | 3.60 | 4.05 | 3.90 | 4.30 | 4.50 | 5.05 | 4.80 | 4.95 | 5.10 | 5.25 | 5.65 | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.70 | 7.15 | 7.65 | 8.25 | 7.95 | 9.25 | 9.40 |
| "Moomy" Extra Heavy | T. | 3.45 | 3.45 | 3.90 | 4.20 | 4.60 | 4.45 | 4.90 | 5.10 | 5.70 | 5.50 | 5.65 | 5.80 | 5.95 | 6.40 | 6.60 | 6.70 | 6.90 | 7.15 | 7.35 | 7.60 | 8.10 | 8.65 | 9.40 | 9.10 | 10.45 | 10.65 |
| Keystone Tire & Rubber Co., New York City, N. Y. May 12, 1919 | N.S. | ..... | *17.68 | ..... | *22.79 | ..... | †26.27 | ..... | ..... | ..... | *35.20 | d35.73 | †37.49 | †38.50 | ..... | ..... | ..... | ..... | †51.13 | d53.46 | d54.21 | ..... | †60.98 | ..... | †64.46 | ..... | ..... |
| | R.T. | ..... | 3.48 | ..... | 4.05 | ..... | 4.40 | ..... | ..... | ..... | 5.50 | 5.63 | 5.85 | 5.98 | ..... | ..... | ..... | ..... | 7.70 | 7.92 | 8.14 | ..... | 8.71 | ..... | 9.11 | ..... | ..... |
| Kimball Tire & Rubber Co. Ribbed | N.S. | ..... | §15.20 | ..... | §19.74 | §20.95 | §23.84 | §27.06 | ..... | ..... | §31.75 | §30.91 | §32.45 | §33.16 | §34.65 | §35.20 | ..... | ..... | †44.00 | §45.95 | §46.70 | §48.75 | ..... | §55.70 | §58.25 | ..... | ..... |
| Chicago, Ill. Feb. 1 | G.T. | ..... | 2.85 | ..... | 3.25 | 3.35 | 3.40 | 3.60 | ..... | ..... | 4.45 | 4.60 | 4.75 | 4.85 | 4.95 | 5.05 | ..... | ..... | 6.05 | 6.15 | 6.25 | 6.45 | ..... | .750 | 7.65 | ..... | ..... |
| Kokomo Rubber Co., Kokomo, Ind. May 12, 1919 | P. | c14.75 | c14.95 | ..... | c19.00 | ..... | d22.20 | ..... | ..... | ..... | c29.70 | d30.25 | d31.70 | d32.40 | ..... | ..... | ..... | ..... | d53.00 | d44.95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | c15.10 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | d45.25 | *47.30 | d48.00 | ..... | d55.55 | ..... | *58.85 | ..... | ..... |
| Regular | G.T. | 2.60 | 2.75 | 3.00 | 3.25 | 3.50 | 3.70 | 3.90 | 4.15 | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.15 | 5.30 | ..... | ..... | 6.10 | 6.15 | 6.45 | 6.75 | 7.45 | 7.60 | 7.75 | 8.25 | ..... |
| Everlaster | R.T. | 3.25 | 3.40 | 3.60 | 3.90 | 4.05 | 4.25 | 4.45 | 4.65 | ..... | 4.80 | 5.10 | 5.25 | 5.50 | 5.75 | 6.00 | ..... | ..... | 6.80 | 7.00 | 7.35 | 7.75 | 8.35 | 8.50 | 8.75 | 9.75 | ..... |
| The Krohn Co., Inc., 227 W. 51st St., N.Y.C., June 5, "Clipper" | N.S. | ..... | c12.90 | ..... | c16.90 | ..... | §19.40 | ..... | ..... | ..... | c24.70 | d25.30 | *26.00 | *26.50 | ..... | ..... | ..... | ..... | *35.50 | *38.00 | *38.50 | ..... | *46.00 | ..... | *48.00 | ..... | ..... |
| | R.T. | ..... | 2.80 | ..... | 3.40 | ..... | 3.75 | ..... | ..... | ..... | 4.35 | 4.50 | 4.75 | 4.95 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.65 | ..... | 7.90 | ..... | 8.20 | ..... | ..... |
| Lambert Tire & Rubber Co., Cord Rib. | | ..... | ..... | ..... | 40.00 | ..... | 52.00 | ..... | ..... | ..... | 54.50 | 58.00 | ..... | 62.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron O., (7000 m.) Jly. 31 Cord | N.S. | ..... | ..... | ..... | 42.00 | ..... | 55.00 | ..... | ..... | ..... | 57.50 | 62.00 | ..... | 66.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lancaster Tire (3500 m.) Crescent | N.S. | 12.55 | 13.70 | ..... | 17.95 | 18.45 | 20.65 | ..... | ..... | ..... | 27.00 | 27.50 | 28.65 | 29.40 | ..... | ..... | ..... | ..... | 39.60 | 41.35 | 42.00 | ..... | 47.25 | ..... | 50.00 | ..... | ..... |
| & Rubber (6000 m.) Wiregrip | N.S. | ..... | 22.35 | ..... | 27.95 | 28.80 | 31.90 | ..... | ..... | ..... | 38.50 | 39.80 | 41.00 | 42.45 | ..... | ..... | 47.00 | 47.95 | 49.70 | 52.65 | 57.20 | ..... | 65.00 | ..... | 69.15 | ..... | ..... |
| Co., Columbus, O. May 12, 1919 | T. | 2.60 | 2.95 | ..... | 3.20 | 3.50 | 3.60 | ..... | ..... | ..... | 4.40 | 4.50 | 4.70 | 4.80 | ..... | ..... | 5.40 | 5.65 | 5.85 | 6.00 | 6.25 | ..... | 7.30 | ..... | 7.50 | ..... | ..... |
| Lee Tire & Rubber Co., Conshohocken, Pa. May 12, 1919 | Ribbed Tread | ..... | 13.75 | ..... | c17.45 | ..... | d21.00 | ..... | ..... | ..... | c26.65 | d27.55 | d28.59 | d29.60 | ..... | ..... | ..... | d38.40 | d39.65 | d41.55 | d42.20 | ..... | d48.90 | ..... | d51.80 | ..... | ..... |
| | N.S. | c15.15 | ..... | ..... | c20.15 | ..... | d23.10 | ..... | ..... | ..... | c30.45 | d31.46 | d32.45 | d33.20 | ..... | d37.05 | d44.10 | d43.35 | d44.80 | d46.90 | d48.00 | ..... | d54.95 | d58.10 | d58.10 | ..... | ..... |
| Puncture | P. | ..... | c25.25 | ..... | c31.65 | ..... | d33.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Proof | N.S. | ..... | c27.75 | ..... | c34.65 | ..... | d36.90 | ..... | ..... | ..... | c44.15 | d48.25 | d49.95 | d51.60 | ..... | ..... | d61.65 | d61.70 | d64.35 | d66.80 | d68.15 | ..... | d73.75 | ..... | d75.80 | ..... | ..... |
| Cord Ribbed | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.65 | 45.85 | 47.20 | ..... | ..... | 50.40 | ..... | 53.10 | 54.30 | 55.60 | ..... | 66.00 | ..... | 69.00 | ..... | ..... |
| Cord | N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 48.95 | 49.30 | 50.65 | ..... | ..... | 54.55 | ..... | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | G.T. | 3.00 | 3.00 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 4.95 | 5.00 | 5.15 | 5.35 | ..... | 5.95 | 6.05 | 6.05 | 6.15 | 6.40 | 6.55 | ..... | 7.70 | 8.00 | 8.00 | ..... | ..... |
| L. & M. Rubber Co., Carrollton, Ohio May 15, 1919 "L. & M. Buckskin" | P. | †13.35 | †14.00 | ..... | 17.80 | †19.35 | 21.15 | 23.60 | †24.75 | †27.20 | †27.90 | 28.35 | 29.70 | 30.60 | 31.30 | 31.95 | ..... | ..... | 40.95 | 42.75 | 43.65 | 45.00 | 50.40 | †51.30 | 53.10 | †66.30 | †69.70 |
| | N.S. | †15.20 | †16.20 | ..... | 20.70 | †22.15 | 24.45 | 26.70 | †28.60 | †31.30 | †32.60 | 33.30 | 35.10 | 36 00 | 37.15 | 38.25 | ..... | d46.35 | 47.70 | 49.50 | 50.85 | 53.10 | 58.50 | †59.85 | 62.10 | †79.95 | †81.70 |
| | G.T. | 3.25 | 3.35 | ..... | 3.95 | 4.10 | 4.35 | 4.70 | 4.85 | 5.45 | 5.50 | 5.55 | 5.75 | 5.85 | 5.95 | 6.10 | ..... | 7.30 | 7.45 | 7.60 | 7.90 | 8.20 | 9.05 | 9.30 | 9.35 | 10.00 | 10.35 |
| | R.T. | 3.95 | 4.10 | ..... | 4.75 | 4.95 | 5.20 | 5.50 | 5.75 | 6.55 | 6.60 | 6.65 | 6.90 | 7.05 | 7.20 | 7.50 | ..... | 8.30 | 9.05 | 9.30 | 9.60 | 9.85 | 10.25 | 10.50 | 10.70 | 11.95 | 12.40 |
| Lewis Tire Co., May 12, 1919, Allentown, Pa. (5000 m.) "Mack" | N.S. | ..... | 16.05 | ..... | 20.10 | ..... | 24.05 | ..... | ..... | ..... | 32.20 | 33.00 | 34.45 | 35.15 | 36.40 | 37.90 | ..... | ..... | 46.80 | 47.95 | 48.95 | ..... | 56.10 | 58.40 | 59.59 | ..... | ..... |
| | R.T. | ..... | 3.15 | ..... | 3.70 | ..... | 4.05 | ..... | ..... | ..... | 5.10 | 5.20 | 5.30 | 6.95 | 6.20 | 6.50 | ..... | ..... | 6.95 | 7.10 | 7.25 | ..... | 8.40 | 8.50 | 8.56 | ..... | ..... |
| Liberty Tire & Rubber Co., Green Bay, Wisc. Nov. 1, 1919, (5000 miles) | P. | ..... | c15.25 | ..... | c19.35 | ..... | d23.40 | ..... | ..... | ..... | c28.80 | d29.70 | d30.15 | d30.60 | ..... | ..... | ..... | ..... | d40.95 | d42.75 | d43.65 | ..... | ..... | ..... | d50.40 | ..... | ..... |
| | N.S. | ..... | c16.85 | ..... | c21.15 | ..... | d26.10 | ..... | ..... | ..... | e32.85 | d33.75 | d35.10 | d36.00 | ..... | ..... | ..... | ..... | d47.70 | d49.95 | d50.85 | ..... | ..... | ..... | d62.10 | ..... | ..... |
| | G.T. | ..... | 2.85 | ..... | 3.40 | ..... | 3.85 | ..... | ..... | ..... | 4.55 | 4.75 | 4.95 | 5.15 | ..... | ..... | ..... | ..... | 6.35 | 6.40 | 6.70 | ..... | ..... | ..... | 8.05 | ..... | ..... |
| | R.T. | ..... | 3.90 | ..... | 4.45 | ..... | 4.90 | ..... | ..... | ..... | 5.50 | 5.85 | 6.00 | 6.30 | ..... | ..... | ..... | ..... | 7.75 | 8.05 | 8.40 | ..... | ..... | ..... | 10.00 | ..... | ..... |

‡Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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It takes longer and costs more to build tires in the Globe way than in the ordinary way. But the extra time and extra care give extraordinary results in added mileage.

Globe Tires—Cord or Fabric—are made slowly and carefully by hand, because that is the way to give users the most miles for their money.

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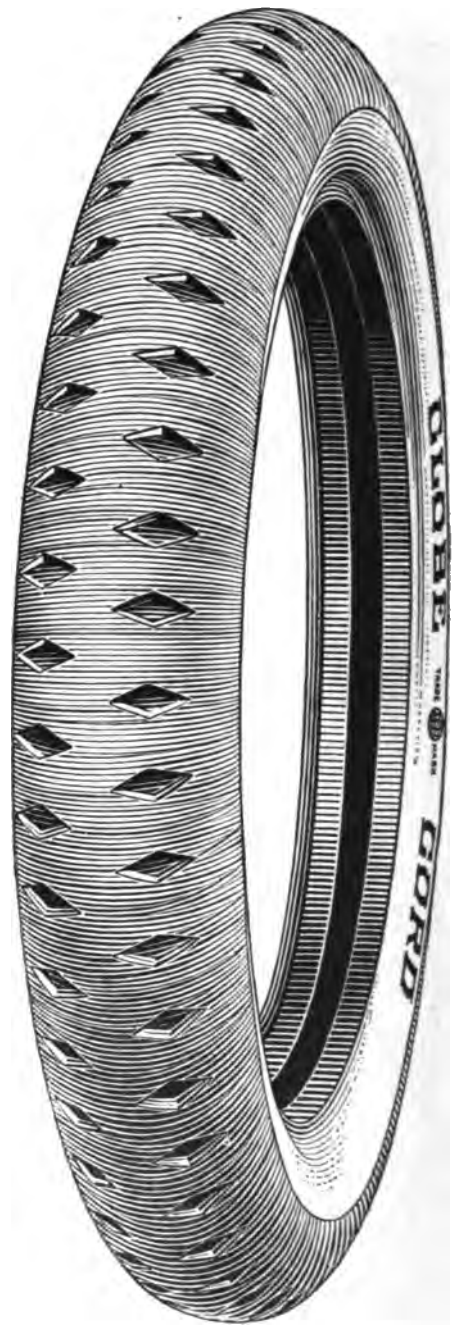


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TRADE GLOBE MARK

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| Name | Trade Name and Tread | 3x22 | 3x30 | 3x32 | 3½x30 | 3½x31 | 3½x32 | 3½x34 | 3½x36 | 4x30 | 4x31 | 4x36 | 4x32 | 4x34 | 4x35 | 4x36 | 4½x32 | 4½x33 | 4½x34 | 4½x35 | 4½x36 | 4½x37 | 5x35 | 5x36 | 5x37 | 5½x37 | 5½x38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miller Rubber Co., Akron, O. May 12, 1919 | Cord Ribbed | ..... | ..... | ..... | c29.75 | ..... | d37.05 | ..... | ..... | ..... | ..... | d27.00 | d48.25 | d49.75 | ..... | ..... | d53.05 | d54.45 | d55.90 | d57.20 | d58.60 | ..... | *69.50 | ..... | *72.60 | ..... | ..... |
| | N.S | ..... | ..... | ..... | c32.10 | ..... | d39.75 | ..... | ..... | ..... | ..... | d51.55 | d51.90 | d53.35 | ..... | ..... | d56.90 | d58.45 | d60.00 | d61.50 | d62.90 | ..... | *74.55 | ..... | 78.00 | ..... | ..... |
| | Black Tread N.S. | c15.20 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | d42.50 | d43.85 | d45.25 | d47.30 | d48.00 | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | Wrapped { P. | c15.20 | c16.20 | ..... | c20.60 | ..... | d24.10 | ..... | ..... | ..... | c31.25 | d31.90 | d33.50 | d34.20 | ..... | ..... | d40.65 | d41.85 | d43.25 | d45.30 | ..... | ..... | *53.05 | ..... | ..... | ..... | ..... |
| | {N.S. | c17.60 | c18.90 | ..... | c24.10 | ..... | d28.15 | ..... | ..... | ..... | c36.55 | d37.35 | d39.20 | d40.00 | ..... | ..... | d47.50 | d49.05 | d50.60 | d52.90 | d53.70 | ..... | *63.70 | ..... | *67.55 | ..... | ..... |
| | CT.T. | 2.65 | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | 3.30 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Midland Tire & Rubber Co., Coshocton, O., (6000 mls.) July 25, 1919 | { P. | ..... | 18.80 | ..... | 19.90 | 25.30 | 26.90 | ..... | ..... | ..... | 32.35 | 37.15 | 38.20 | 39.25 | ..... | ..... | ..... | ..... | 47.15 | 49.35 | 54.35 | ..... | 61.40 | 64.20 | 65.40 | ..... | ..... |
| | {N.S | ..... | 23.00 | ..... | 26.00 | ..... | 33.00 | 36.55 | ..... | ..... | ..... | 42.10 | 43.35 | 44.85 | ..... | ..... | 48.80 | ..... | 52.55 | 55.70 | 60.45 | 64.25 | 68.75 | 71.45 | 73.15 | 102.05 | 105.80 |
| | Peerless { P. | ..... | 12.90 | ..... | 16.80 | 17.90 | 19.45 | 23.30 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 | 39.55 | 40.10 | ..... | 45.10 | 54.80 | 47.75 | ..... | ..... |
| | {N.S | 15.25 | 14.75 | ..... | 18.70 | ..... | 21.85 | 26.45 | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | 40.15 | 41.45 | 42.85 | 44.70 | 45.35 | 52.55 | 52.50 | 59.90 | 55.60 | ..... | 74.60 |
| | G.T. | 3.00 | 2.75 | ..... | 3.25 | 4.00 | 3.70 | 4.45 | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | 5.70 | 6.00 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 7.50 | 7.45 | 8.35 | 7.75 | 8.80 | 10.25 |
| | R.T. | 3.50 | 3.00 | ..... | 3.90 | 4.50 | 4.35 | 5.15 | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | 6.35 | 6.50 | 6.55 | 6.70 | 6.85 | 6.90 | 7.25 | 8.40 | 8.40 | 9.35 | 8.70 | 10.75 | 11.75 |
| **Monarch—see Perfection** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mohawk Rubber Co., Akron, O. May 12, 1919 | N.S. | c20.80 | c21.85 | ..... | §26.85 | c27.85 | §30.80 | *33.60 | ..... | ..... | c37.40 | 39.80 | 40.85 | 42.40 | *43.85 | 46.35 | *48.90 | *49.95 | 52.15 | 54.40 | 57.15 | *58.50 | *65.00 | †67.80 | 69.30 | q80.35 | q82.90 |
| | Ribbed | ..... | c19.45 | ..... | c23.20 | ..... | d27.15 | ..... | ..... | ..... | 34.35 | d36.65 | d37.75 | *38.85 | ..... | ..... | *44.45 | ..... | *47.75 | d49.75 | *52.60 | ..... | *59.95 | ..... | *63.25 | ..... | ..... |
| | Keaton, N.S. | ..... | ..... | ..... | c28.20 | ..... | d32.50 | ..... | ..... | ..... | c39.00 | d41.95 | d43.05 | d44.65 | ..... | ..... | *51.35 | ..... | *55.40 | d56.45 | *59.55 | ..... | *68.75 | q71.25 | *72.10 | q84.60 | q87.20 |
| | Tubes | 3.15 | 3.30 | ..... | 4.20 | 4.35 | 4.50 | 4.80 | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.80 | 6.00 | 6.20 | 6.80 | 7.05 | 7.20 | 7.35 | 7.60 | 7.90 | 8.60 | 8.90 | 9.20 | 10.50 | 10.80 |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d58.50 | d59.75 | d61.55 | ..... | ..... | d69.05 | d70.65 | d72.25 | d74.05 | d76.75 | ..... | *88.55 | ..... | *90.00 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d55.55 | d56.80 | d58.50 | ..... | ..... | d65.95 | d67.30 | d69.05 | d70.85 | d72.90 | ..... | *83.90 | ..... | *85.50 | ..... | ..... |
| Monarch Rubber Co., Hartsville, O. (4000 miles) June 25, 1919 | N.S. | ..... | 19.00 | ..... | 23.10 | ..... | 29.05 | ..... | ..... | ..... | 36.90 | 38.10 | 39.80 | 41.10 | ..... | ..... | ..... | 49.50 | 51.80 | 54.00 | 57.10 | ..... | 64.10 | ..... | 69.70 | ..... | ..... |
| | G.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.55 | ..... | ..... | ..... | 5.40 | 5.50 | 5.65 | 5.85 | ..... | ..... | ..... | 6.80 | 6.95 | 7.15 | 7.40 | ..... | 8.65 | ..... | 8.95 | ..... | ..... |
| | R.T. | ..... | 3.75 | ..... | 4.40 | ..... | 5.05 | ..... | ..... | ..... | 6.10 | 6.25 | 6.50 | 6.60 | ..... | ..... | ..... | 7.70 | 7 80 | 8.05 | 8.25 | ..... | 9.65 | ..... | 9.95 | ..... | ..... |
| Montford Rubber Co , Buffalo, N Y Oct 1, 1919 | N S | e16.30 | c16.60 | ..... | c21.05 | ..... | d24.55 | d27.85 | ..... | ..... | c32.85 | d33.40 | d35.10 | d35.80 | ..... | ..... | ..... | d46.60 | d48.10 | d50.30 | d51.00 | ..... | d59.05 | ..... | *62.55 | ..... | ..... |
| | G T | 2.85 | 3.00 | ..... | 3.55 | ..... | 4.05 | 4.30 | ..... | ..... | 4.85 | 5.00 | 5.20 | 5.45 | ..... | ..... | ..... | 6.55 | 6.70 | 6.75 | 7.10 | ..... | 8.20 | ..... | 8.50 | ..... | ..... |
| | R T | 3.40 | 3.60 | ..... | 4.30 | ..... | 4.75 | 4.95 | ..... | ..... | 5.45 | 5.60 | 5.85 | 6.10 | ..... | ..... | ..... | 7.35 | 7.50 | 7.60 | 7.95 | ..... | 9.25 | ..... | 9.55 | ..... | ..... |
| Mutual Tire & Rubber Co., N.Y.C. May 15 (5500 m.) | N.S. | 22.80 | 23.05 | ..... | 29.20 | ..... | 34.80 | ..... | ..... | ..... | 43.40 | 44.20 | 46.70 | 47.50 | ..... | ..... | *55.80 | *57.90 | 59.85 | 63.05 | 65.60 | ..... | 75.40 | ..... | 80.15 | ..... | ..... |
| | R.T. | ..... | 4.50 | ..... | 5.35 | ..... | 5.55 | ..... | ..... | ..... | 7.15 | 7.40 | 7.55 | 7.70 | ..... | ..... | 9.00 | 9.15 | 9.35 | 9.55 | 9.80 | ..... | 11.30 | ..... | 11.55 | ..... | ..... |
| Na Peer Tire Co , Akron, O Nov 15, 1919. | N S | ..... | ..... | ..... | 18.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| National Rubber Products Co., Phila., Pa., "Speedway" Nov. 15, 1919 | N.S. | ..... | c19.25 | ..... | c25.00 | ..... | *27.40 | ..... | ..... | ..... | c36.60 | *37.25 | *38.95 | *40.15 | ..... | *43.50 | *51.05 | d51.95 | *52.90 | *53.85 | *54.80 | d55.75 | d63.00 | ..... | *66.15 | ..... | ..... |
| | Tubes | ..... | 4.35 | ..... | 4.95 | ..... | 5.45 | ..... | ..... | ..... | 7.05 | 7.25 | 7.45 | 7.65 | ..... | ..... | 9.30 | 9.45 | 9.60 | 9.75 | 9.85 | ..... | 11.55 | ..... | 12.05 | ..... | ..... |
| National Tire & Rubber Co., East Palestine, O. May 12, 1919 | Capitol { N.S. | c14.45 | c14.20 | ..... | c18.00 | ..... | d21.00 | ..... | ..... | ..... | c28.10 | d28.65 | d30.00 | d30.70 | ..... | ..... | ..... | ..... | d40.70 | d42.55 | d43.20 | ..... | d50.00 | ..... | d52.95 | ..... | ..... |
| | P | c16.00 | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | d36.50 | ..... | ..... | d45.25 | d47.30 | d48.00 | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | Roamer Ribbed | ..... | c15.30 | ..... | c19.40 | ..... | d22.65 | ..... | ..... | ..... | c30.30 | d30.90 | d32.35 | d33.10 | ..... | ..... | ..... | d42.55 | ..... | d45.90 | ..... | ..... | d53.90 | ..... | d57.10 | ..... | ..... |
| | N S | ..... | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | d43.85 | ..... | d47.30 | ..... | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | Olympian Ribbed | ..... | c15.30 | ..... | c19.40 | ..... | d22.65 | ..... | ..... | ..... | c30.30 | d30.90 | c32.35 | d33.10 | ..... | ..... | ..... | ..... | ..... | d45.90 | ..... | ..... | d53.90 | ..... | d57.10 | ..... | ..... |
| | N.S. | ..... | c15.75 | ..... | c20.00 | ..... | d23.35 | ..... | ..... | ..... | c31.25 | d31.85 | d33.35 | d34.10 | ..... | ..... | ..... | ..... | ..... | d47.30 | ..... | ..... | d55.55 | ..... | d58.85 | ..... | ..... |
| | G.T. | 2.95 | 2.90 | ..... | 3.40 | ..... | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.20 | ..... | 5.60 | ..... | 6.25 | 6.40 | 6.45 | 6.75 | ..... | 7.80 | ..... | 8.15 | ..... | ..... |
| | R.T. | 3.55 | 3.45 | ..... | 4.10 | ..... | 4.55 | ..... | ..... | ..... | 5.20 | 5.35 | 5.60 | 5.85 | ..... | 6.15 | ..... | 7.05 | 7.20 | 7.25 | 7.60 | ..... | 8.80 | ..... | 9.15 | ..... | ..... |
| National Tire Co., Trenton, N.J. May 12, 1919 | P. | ..... | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | ..... | 37.80 | 39.55 | 40.10 | ..... | 45.10 | ..... | 47.75 | ..... | ..... |
| | N.S. | ..... | 14.75 | ..... | 18.70 | ..... | 21.85 | ..... | ..... | ..... | 29.20 | 29.70 | 31.20 | 31.85 | ..... | ..... | ..... | ..... | 42.75 | 44.70 | 45.35 | ..... | 52.50 | ..... | 55.60 | ..... | ..... |
| | R.T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.10 | 5.35 | 5.55 | ..... | ..... | ..... | ..... | 6.85 | 6.90 | 7.25 | ..... | 8.40 | ..... | 8.70 | ..... | ..... |
| Needham Tire Co., Charles River, Mass. May 15 (3500 miles) | P. | c15.85 | c17.15 | ..... | 21.80 | 23.10 | 25.45 | *28.55 | ..... | ..... | 34.00 | *34.80 | *36.50 | *37.15 | *38.70 | *39.30 | ..... | *47.90 | *49.50 | *51.70 | *52.40 | *54.35 | *58.85 | *59.65 | *61.90 | q87.75 | q87.80 |
| | N.S. | ..... | ..... | ..... | 25.10 | 26.80 | 29.15 | *32.70 | ..... | ..... | 39.40 | *40.00 | *41.80 | *42.60 | *44.35 | *44.95 | ..... | *55.85 | *57.00 | *59.35 | *60.00 | *62.30 | *67.45 | *68.35 | *71.00 | q98.20 | q100.75 |
| | T. | 3.00 | 3.10 | ..... | 3.55 | 3.65 | 3.70 | 3.90 | ..... | ..... | 4.90 | 5.10 | 5.20 | 5.35 | 5.50 | 5.80 | ..... | 6.60 | 6.80 | 6.80 | 6.90 | 7.15 | 8.15 | 8.40 | 8.40 | 9.00 | 9.25 |
| **Neverslip—see Falls** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Neverskid—see Faure** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Castle Tire Co., Pittsburgh, May 1, 1919 | Ribbed | ..... | c15.20 | ..... | c19.60 | ..... | d23.05 | ..... | ..... | ..... | c30.25 | d30.80 | d32.15 | d32.95 | ..... | ..... | d41.75 | d42.90 | ..... | d46.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | ..... | ..... | c20.65 | ..... | d24.25 | ..... | ..... | ..... | c31.75 | d32.30 | d33.70 | d34.55 | ..... | ..... | d43.85 | d45.05 | ..... | d48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Jersey Carspring Co., Jersey City, N. J. (5000 miles) May 12, 1919 | "Carspring" P. | c14.28 | c14.44 | ..... | c18.77 | ..... | d21.76 | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | d41.04 | d42.23 | d44.08 | d44.75 | ..... | d50.32 | ..... | d53.31 | ..... | ..... |
| | "Carspring" N.S. | c14.85 | c15.11 | ..... | c19.54 | ..... | d22.79 | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | d42.95 | d44.29 | d46.30 | d47.02 | ..... | d52.80 | ..... | d55.99 | ..... | ..... |
| | G.T. | 2.82 | 2.88 | ..... | 3.44 | ..... | 3.80 | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | 5.90 | 6.01 | 6.11 | 6.26 | 6.42 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... |
| | R.T. | 3.18 | 3.34 | ..... | 4.00 | ..... | 4.26 | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | 6.52 | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.40 | ..... | 8.72 | ..... | ..... |
| **Nobby—see U.S.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Norwalk Tire & Rubber Co., (6000) Norwalk, Conn., Oct. 20, 1919 | P. | ..... | c18.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | g54.40 | ..... | ..... | ..... | g65.70 | ..... | ..... |
| | NS. | ..... | c19.45 | ..... | c25.95 | c29.15 | *31.75 | ..... | ..... | ..... | c36.70 | *40.00 | *41.45 | *42.60 | ..... | q45.25 | d50.65 | d52.40 | *54.15 | *55.90 | *57.65 | q59.45 | *65.20 | q66.05 | *69.00 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d43.40 | ..... | ..... | ..... | ..... | d54.75 | d56.20 | d57.70 | ..... | ..... | d62.85 | d66.50 | d67.90 | d69.50 | d71.50 | ..... | d80.75 | ..... | d84.60 | ..... | ..... |
| | (8000) Cord N S | ..... | ..... | ..... | ..... | ..... | d46.50 | ..... | ..... | ..... | ..... | d58.75 | d60.35 | d61.95 | ..... | ..... | d69.25 | d71.00 | d72.80 | d74.60 | d76.40 | ..... | d86.70 | ..... | d90.70 | ..... | ..... |
| | G T | 3.35 | 3.40 | ..... | 4.20 | 4.35 | 4.45 | 5.25 | ..... | ..... | 5.15 | 5.30 | 5.45 | 5.55 | ..... | 6.00 | 6.80 | 6.90 | 7.00 | 7.10 | 7.20 | 7.50 | 8.50 | 8.65 | 8.75 | 10.05 | 10.25 |
| | R T. | 3.50 | 3.55 | ..... | 4.40 | 4.55 | 4.65 | 5.50 | ..... | ..... | 5.70 | 5.85 | 6.00 | 6.15 | ..... | 6.65 | 7.55 | 7.65 | 7.75 | 7.85 | 7.95 | 8.20 | 9.30 | 9.55 | 9.65 | 11.00 | 11.25 |
| Oldfield Tire Co., Cleveland, O. May 12, 1919 | P. | ..... | c13.60 | ..... | c17.75 | ..... | c21.65 | ..... | ..... | ..... | c28.55 | d29.10 | d30.40 | d31.10 | ..... | ..... | d39.40 | d40.60 | d42.00 | d43.90 | *45.35 | ..... | 50.00 | ..... | 55.15 | ..... | ..... |
| | N.S. | ..... | c16.50 | ..... | c21.10 | ..... | d25.85 | ..... | ..... | ..... | c34.45 | d35.15 | d36.90 | d37.75 | ..... | ..... | d47.20 | d48.55 | d50.10 | d52.55 | *53.20 | ..... | 61.55 | ..... | 65.25 | ..... | ..... |
| | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | c28.35 | ..... | d35.30 | ..... | ..... | ..... | ..... | d47.20 | d48.50 | d49.60 | ..... | ..... | d53.25 | d54.45 | d56.10 | d57.35 | *58.75 | ..... | *69.80 | ..... | *72.90 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | c30.60 | ..... | d37.90 | ..... | ..... | ..... | ..... | d50.70 | d52.10 | d53.40 | ..... | ..... | d57.10 | d58.65 | d60.20 | d61.60 | *63.15 | ..... | *74.80 | ..... | *78.25 | ..... | ..... |

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"Built By Cord Tire Specialists"

# Count the Cords at the Shows!

NOTICE the cars displayed at the automobile shows this year and the percentage having cord tires as original equipment.

The predominant feature of the tire industry today is the great demand for cord tires. Car manufacturers realize that cord tires cushion the mechanism of the motor and preserve the life and newness of the entire car. Car owners who once use cords are satisfied with nothing else.

Realizing this, a group of cord tire specialists from some of America's largest tire companies are building SYRA-CORD TIRES in a factory where the only tires made are cord tires. By specialized production, improved processes and best quality materials, they have placed SYRA-CORDS at the peak of cord tire development.

SYRA-CORD service and the economy of the SYRA-CORD universal tread will surprise you.

*Some dealer territory still open. Better wire today!*

SYRACUSE RUBBER COMPANY, *Inc.*
SYRACUSE, NEW YORK

**Syra-Cord TIRES**

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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Old Hickory Tire Shop, Washington, D C (6000) May 15, 1919 | N S | ..... | 23.00 | ..... | 26.00 | ..... | 33.00 | ..... | ..... | ..... | 39.90 | 42.10 | 43.35 | 44.85 | ..... | ..... | 48.80 | ..... | 52.55 | 55.70 | 60.45 | ..... | 68.75 | ..... | 73.15 | ..... | ..... |
| | R T | ..... | 3.65 | ..... | 4.25 | ..... | 4.50 | ..... | ..... | ..... | 5.55 | 5.70 | 6.05 | 6.30 | ..... | ..... | 7.40 | ..... | 7.90 | 8.10 | 8.35 | ..... | 8.90 | ..... | 9.35 | ..... | ..... |
| Olympian—see Natl. Tire & Rubber Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Owen Tire & Rubber Co, (6000 m) | Ribbed | ..... | c18.00 | ..... | c22.25 | ..... | d27.50 | ..... | ..... | ..... | c32.00 | d35.75 | d36.60 | d38.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N S | ..... | ..... | ..... | c23.50 | ..... | d29.00 | ..... | ..... | ..... | c35.50 | d38.85 | d40.20 | d41.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Bedford, O | G T | 2.95 | 3.05 | ..... | 3.65 | ..... | 4.10 | ..... | ..... | ..... | 4.80 | 4.95 | .10 | 5.25 | ..... | ..... | 6.60 | 6.70 | 6.80 | 6.95 | 7.15 | ..... | 8.10 | ..... | 8.45 | ..... | ..... |
| May 12, 1919 | R T | 3.25 | 3.45 | ..... | 4.10 | ..... | 4.60 | ..... | ..... | ..... | 5.40 | 5.55 | 5.65 | 5.80 | ..... | ..... | 7.25 | 7.35 | 7.50 | 7.65 | 7.80 | ..... | 8.90 | ..... | 9.30 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d38.75 | ..... | ..... | ..... | ..... | d49.20 | d50.50 | d51.90 | ..... | ..... | d55.45 | d56.90 | d58.35 | d59.80 | d61.20 | ..... | *72.60 | ..... | *76.00 | ..... | ..... |
| | Cord N S | ..... | ..... | ..... | c30.00 | ..... | d41.65 | ..... | ..... | ..... | c48.00 | d53.85 | d54.25 | d55.70 | ..... | ..... | d59.45 | d61.10 | d62.70 | d64.40 | a65.80 | ..... | *78.00 | ..... | *81.45 | ..... | ..... |
| Parker Tire & Rubber Co, | Cord N S | ..... | ..... | ..... | c41.60 | ..... | d45.00 | ..... | ..... | ..... | c56.00 | d58.20 | d61.00 | d62.60 | ..... | ..... | d66.80 | ..... | *68.00 | d71.40 | ..... | ..... | *85.40 | ..... | ..... | ..... | ..... |
| Indianapolis, Ind | R T | ..... | ..... | ..... | 4.40 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | ..... | ..... | 7.40 | ..... | 7.80 | 8.20 | ..... | ..... | 9.20 | ..... | ..... | ..... | ..... |
| June 1, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Palmer Tire & | Molded Gum Tubes | ..... | 3.80 | ..... | 4.30 | ..... | 4.70 | ..... | ..... | ..... | 5.60 | 5.85 | 6.10 | 6.20 | 6.30 | 6.55 | 7.35 | 7.45 | 7.80 | 8.00 | 8.25 | ..... | 9.50 | 10.00 | 10.15 | ..... | 11.25 |
| Rubber Co., | Safety Cord Tubes | ..... | 4.20 | ..... | 4.40 | ..... | 4.70 | ..... | ..... | ..... | 5.25 | 5.50 | 5.75 | 5.85 | 5.95 | 6.15 | 6.90 | 7.05 | 7.35 | 7.50 | 7.75 | ..... | 8.95 | 9.45 | 9.55 | ..... | ..... |
| St. Joseph, Mich., June 2, 1919 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Para-Bell Rubber Co., | P. | ..... | c14.44 | d21.76 | c18.77 | ..... | ..... | ..... | ..... | ..... | c28.67 | d29.29 | d30.63 | d31.30 | ..... | ..... | ..... | ..... | ..... | d44.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Columbiana, O. (4000 miles) | N.S. | ..... | c15.11 | d22.7 | c19.54 | ..... | ..... | ..... | ..... | ..... | c30.21 | d30.73 | d32.12 | d32.89 | ..... | ..... | ..... | ..... | d44.29 | §46.30 | d47.02 | ..... | §52.80 | ..... | §55.99 | ..... | ..... |
| May 12, 1919 | G.T. | ..... | 2.88 | 3.80 | 3.44 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.67 | 4.83 | 5.03 | 5.55 | 5.29 | ..... | 6.01 | 6.11 | 6.26 | 6.52 | 6.57 | 7.55 | ..... | 7.86 | ..... | ..... |
| | R.T. | ..... | 3.31 | 4.26 | 4.00 | ..... | ..... | ..... | ..... | ..... | 5.07 | 5.18 | 5.39 | 5.54 | 6.21 | 5.86 | ..... | 6.67 | 6.82 | 6.98 | 7.19 | 7.44 | 8.46 | ..... | 8.72 | ..... | ..... |
| Peerless Tire & | Ribbed Tread | ..... | c16.50 | ..... | c21.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rubber Co., | N.S. | ..... | c18.50 | ..... | c23.50 | ..... | d27.45 | ..... | ..... | ..... | c36.65 | d37.40 | d39.25 | d40.10 | ..... | ..... | ..... | ..... | d58.25 | d55.65 | d56.50 | ..... | ..... | ..... | d69.25 | ..... | ..... |
| Green Bay, Wisc. | G.T. | ..... | 3.35 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 5.40 | 5.55 | 5.80 | 5.90 | ..... | ..... | ..... | ..... | 7.30 | 7.40 | 7.60 | ..... | ..... | ..... | 9.25 | ..... | ..... |
| May 1 "Green Bay Peerless" | R.T. | ..... | 3.75 | ..... | 4.35 | ..... | 4.60 | ..... | ..... | ..... | 5.90 | 6.05 | 6.25 | 6.55 | ..... | ..... | ..... | ..... | 8.05 | 8.15 | 8.30 | ..... | ..... | ..... | 10.00 | ..... | ..... |
| Pennsylvania | Vacuum Cup | ..... | c18.45 | ..... | c23.70 | ..... | d27.90 | ..... | ..... | ..... | c37.30 | d37.95 | d40.05 | d40.85 | ..... | ..... | d52.75 | d54.90 | d55.35 | d57.60 | *58.20 | ..... | *70.95 | ..... | *74.60 | ..... | ..... |
| Rubber Co., | Bar Circle | ..... | c14.85 | ..... | c19.35 | ..... | d22.70 | ..... | ..... | ..... | c29.70 | d30.20 | d31.60 | d32.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jeanette, Pa. | Vacuum Cup Cd. | ..... | ..... | ..... | c38.55 | ..... | d42.95 | ..... | ..... | ..... | ..... | d54.45 | d56.00 | d57.49 | ..... | ..... | d61.35 | d63.00 | d64.65 | d76.15 | *67.80 | ..... | *80.35 | ..... | *84.25 | ..... | ..... |
| Oct. 1, 1919 | Channel Td. Cd. | ..... | ..... | ..... | c35.85 | ..... | d39.95 | ..... | ..... | ..... | ..... | d49.05 | d50.45 | d51.65 | ..... | ..... | d53.75 | d55.20 | d58.20 | d59.60 | *61.00 | ..... | *72.35 | ..... | *75.90 | ..... | ..... |
| | Ton Tested G.T. | ..... | 3.00 | ..... | 3.50 | ..... | 3.80 | ..... | ..... | ..... | 5.20 | 5.25 | 5.50 | 5.65 | ..... | ..... | 6.80 | 6.95 | 7.00 | 7.10 | 7.30 | ..... | 8.50 | ..... | 8.85 | ..... | ..... |
| | Ex. Heavy G.T. | ..... | 3.75 | ..... | 4.40 | ..... | 4.75 | ..... | ..... | ..... | 6.50 | 6.55 | 6.90 | 7.05 | ..... | ..... | 8.50 | 8.70 | 8.75 | 8.90 | 9.15 | ..... | 10.65 | ..... | 11.05 | ..... | ..... |
| Perfection Tire & | (7000 miles) P. | ..... | 19.95 | ..... | 24.05 | ..... | 27.35 | ..... | ..... | ..... | 34.15 | 35.35 | 36.50 | 37.80 | ..... | ..... | 43.35 | 45.05 | 46.75 | 48.95 | 50.60 | ..... | 58.55 | ..... | 62.95 | ..... | ..... |
| Rubber Co., | (8000 miles) N.S. | ..... | 22.00 | ..... | 25.75 | ..... | 31.35 | ..... | ..... | ..... | 37.15 | 38.95 | 40.80 | 42.60 | ..... | ..... | 46.40 | 48.20 | 50.00 | 53.20 | 57.45 | ..... | 64.35 | ..... | 69.50 | ..... | ..... |
| Fort Madison, Ia. | (3500 miles) N.S. | ..... | 15.65 | ..... | 19.90 | ..... | 23.25 | ..... | ..... | ..... | 31.15 | 31.75 | 33.25 | 34.00 | ..... | ..... | 42.40 | 43.75 | 45.15 | 47.20 | 47.90 | ..... | 55.45 | ..... | 58.75 | ..... | ..... |
| July 1st, 1919 | G.T. | ..... | 2.75 | ..... | 3.25 | ..... | 3.70 | ..... | ..... | ..... | 4.40 | 4.55 | 4.75 | 4.95 | ..... | ..... | 5.80 | 5.95 | 6.10 | 6.20 | 6.45 | ..... | 7.45 | ..... | 7.75 | ..... | ..... |
| | R.T. | ..... | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.85 | 5.10 | 5.25 | 5.50 | ..... | ..... | 6.40 | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Perfection Tube Co., | April 1 G.T. | 3.15 | 3.35 | ..... | 4.15 | 4.20 | 4.25 | 4.50 | ..... | ..... | 5.25 | 5.35 | 5.50 | 5.65 | 5.80 | 6.10 | ..... | 6.30 | 6.90 | 7.15 | 7.35 | 7.60 | 8.60 | 8.70 | 8.95 | ..... | 9.80 |
| Painesville, O. | "Monarch" R.T. | 3.45 | 3.70 | ..... | 4.65 | 4.70 | 4.75 | 5.00 | ..... | ..... | 5.85 | 5.95 | 6.10 | 6.30 | 6.45 | 6.75 | ..... | 7.50 | 7.75 | 7.90 | 8.10 | 8.45 | 9.60 | 9.75 | 9.85 | ..... | 10.50 |
| Pharis Tire & Rubber Co., | P. | 13.70 | 12.90 | ..... | 16.80 | ..... | 19.45 | ..... | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | ..... | ..... | ..... | 36.60 | 37.80 | 39.55 | ..... | ..... | 45.10 | ..... | ..... | ..... | ..... |
| Newark, O. | N.S. | ..... | 15.75 | ..... | 20.00 | ..... | 23.35 | ..... | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | ..... | ..... | ..... | 43.35 | 45.25 | 47.30 | 48.00 | ..... | 55.55 | ..... | 58.85 | ..... | ..... |
| May 12 1919 | R.T. | 3.35 | 3.40 | ..... | 3.90 | ..... | 4.25 | ..... | ..... | ..... | 4.80 | 5.10 | 5.25 | 5.50 | ..... | ..... | ..... | 6.60 | 6.80 | 7.00 | 7.35 | ..... | 8.35 | ..... | 8.75 | ..... | ..... |
| Portage Rubber Co., | P. | ..... | c16.50 | ..... | c19.40 | c21.60 | d25.75 | ..... | ..... | ..... | c29.75 | d31.95 | d33.55 | d34.35 | ..... | ..... | d42.65 | d44.10 | d43.20 | d45.30 | d45.95 | ..... | *51.70 | ..... | *54.00 | ..... | ..... |
| Barberton, O. | Daisy N.S. | c16.05 | c17.30 | ..... | c22.25 | c23.45 | d28.20 | ..... | ..... | ..... | c34.10 | d34.80 | d36.60 | d37.40 | ..... | ..... | 47.80 | d49.10 | d49.50 | d51.50 | d52.05 | ..... | *62.30 | ..... | *65.25 | ..... | ..... |
| July 1, 1919 | Tubes | 2.85 | 3.10 | ..... | 3.75 | 3.85 | 3.95 | ..... | ..... | ..... | 5.00 | 5.25 | 5.45 | 5.60 | ..... | ..... | 6.55 | 6.70 | 6.80 | 6.95 | 7.20 | ..... | 8.00 | ..... | 8.40 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d52.65 | d54.00 | d55.50 | ..... | ..... | d59.30 | d60.85 | *62.40 | d63.95 | *65.45 | ..... | *77.65 | ..... | *81.30 | ..... | ..... |
| | Cord Daisy Tread | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d56.55 | d58.00 | d59.60 | ..... | ..... | d63.70 | d65.35 | *67.05 | d68.75 | *70.35 | ..... | *82.00 | ..... | *87.40 | ..... | ..... |
| Porter Rubber Co., | Giant | ..... | c15.75 | ..... | c22.25 | ..... | d26.50 | ..... | ..... | ..... | c33.50 | d34.25 | d35.00 | d36.00 | ..... | ..... | *46.50 | *47.10 | *47.65 | *49.25 | *50.50 | *52.00 | *57.75 | ..... | *61.00 | ..... | ..... |
| Salem, O. | N.S. | ..... | c18.80 | ..... | c23.50 | ..... | d27.75 | ..... | ..... | ..... | c35.00 | d35.75 | d36.60 | d37.40 | ..... | ..... | *48.50 | *49.00 | *49.75 | *51.15 | *52.55 | *53.90 | *59.95 | ..... | *62.95 | ..... | ..... |
| May 15, 1919 (5000 miles) | G.T. | ..... | 3.10 | ..... | 3.75 | ..... | 3.85 | ..... | ..... | ..... | 4.90 | 5.15 | 5.20 | 5.45 | ..... | ..... | 6.45 | 6.60 | 6.75 | 6.85 | 7.00 | 7.20 | 8.10 | ..... | 8.40 | ..... | ..... |
| | R.T. | ..... | 3.50 | ..... | 4.10 | ..... | 4.35 | ..... | ..... | ..... | 5.50 | 5.65 | 5.85 | 6.05 | ..... | ..... | 7.25 | 7.40 | 7.50 | 7.60 | 7.80 | 8.00 | 9.05 | ..... | 9.30 | ..... | ..... |
| Pyramid—see Pharis | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Powertown—see Rochester Tire & R.Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quaker City Rubber Co., | P. | †15.75 | †16.60 | †17.95 | 19.75 | †20.70 | 24.95 | 26.70 | ..... | ..... | †28.05 | 28.40 | 30.10 | 31.65 | *34.60 | 35.10 | 42.00 | d43.45 | 44.90 | *46.60 | 47.25 | *49.00 | *53.20 | 53.75 | *55.90 | q72.85 | q75.60 |
| Philadelphia, Pa. | "T.T.T" N.S. | †17.00 | †18.30 | †19.80 | 22.20 | †23.10 | 27.85 | 31.20 | ..... | ..... | †32.50 | 34.10 | 35.45 | 36.55 | *40.25 | 40.85 | 46.20 | d47.95 | 49.50 | *51.50 | 52.05 | *53.95 | *58.50 | 59.30 | *61.60 | q80.10 | q83.35 |
| Oct 15, 1919 | G T | 2.90 | 3.05 | 3.15 | 3.45 | 3.60 | 3.70 | 3.90 | ..... | ..... | 4.90 | 5.05 | 5.30 | 5.40 | 5.55 | 5.60 | 5.80 | 5.95 | 6.10 | 6.15 | 6.45 | 6.65 | 7.45 | 7.60 | 7.75 | 9.45 | 9.85 |
| | R.T. | 3.30 | 3.40 | 3.50 | 3.90 | 4.10 | 4.25 | 4.45 | ..... | ..... | 5.65 | 5.80 | 5.85 | 6.00 | 6.15 | 6.30 | 6.55 | 6.60 | 6.80 | 7.00 | 7.35 | 7.60 | 8.35 | 8.55 | 8.75 | 10.40 | 10.10 |
| Racine Auto Tire Co., | P. | §15.05 | §15.25 | ..... | §19.35 | ..... | §23.40 | ..... | ..... | ..... | §28.80 | §29.70 | §30.15 | §30.60 | ..... | ..... | d38.25 | d39.60 | §40.95 | §42.75 | §43.65 | ..... | §49.95 | §50.00 | §50.40 | ..... | ..... |
| Racine, Wis. | N.B. | §16.65 | c16.85 | ..... | c21.15 | ..... | §26.10 | ..... | ..... | ..... | §32.85 | §33.75 | §35.10 | §36.00 | ..... | ..... | d44.55 | d46.35 | §47.70 | §49.95 | §50.85 | ..... | §58.50 | §59.50 | §62.10 | ..... | ..... |
| May 12, 1919 | G.T. | 2.80 | 2.85 | ..... | 3.40 | ..... | 3.85 | ..... | ..... | ..... | 4.55 | 4.75 | 4.95 | 5.15 | ..... | ..... | 6.05 | 6.20 | 6.35 | 6.40 | 6.70 | ..... | 7.75 | 7.90 | 8.05 | ..... | ..... |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *56.70 | *58.05 | *58.95 | ..... | *69.30 | ..... | *72.00 | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d40.50 | ..... | ..... | ..... | ..... | d50.85 | d52.20 | d53.55 | ..... | ..... | d57.15 | d58.50 | d61.20 | d62.55 | d63.00 | ..... | d75.15 | ..... | d78.75 | ..... | ..... |
| | Brown Re-Cord Tubes | ..... | 3.90 | ..... | 4.45 | ..... | 4.90 | ..... | ..... | ..... | 5.50 | 5.85 | 6.00 | 6.30 | ..... | ..... | 7.30 | 7.55 | 7.75 | 8.03 | 8.40 | ..... | 9.55 | 9.80 | 10.00 | ..... | ..... |
| Racine Rubber Co., | P. | 13.70 | 14.00 | ..... | 17.30 | 18.15 | 20.10 | 24.55 | ..... | ..... | 26.40 | 26.95 | 28.15 | 28.85 | 30.75 | 31.30 | 36.55 | 37.60 | 38.90 | 40.60 | 41.25 | 43.15 | 46.35 | 48.00 | 49.15 | 64.50 | 66.65 |
| Racine, Wis. | Country Road N.S. | 16.85 | 17.05 | ..... | 20.55 | 22.05 | 23.95 | 27.15 | ..... | ..... | 31.95 | 32.55 | 34.25 | 35.05 | 36.55 | 37.10 | 43.65 | 45.05 | 46.50 | 48.60 | 49.40 | 51.50 | 57.10 | 57.90 | 60.35 | 76.10 | 78.15 |
| May 12, 1919 | Ribbed Cord | ..... | ..... | ..... | ..... | ..... | 36.20 | ..... | ..... | ..... | 44.50 | 45.95 | 47.15 | 48.25 | ..... | ..... | 51.85 | 53.10 | 54.50 | 55.80 | 57.15 | ..... | 67.90 | 69.70 | 70.95 | ..... | ..... |
| | N.S. Cord | ..... | ..... | ..... | ..... | ..... | 38.00 | ..... | ..... | ..... | 46.50 | 48.25 | 49.50 | 50.85 | ..... | ..... | 54.20 | 55.80 | 57.35 | 58.65 | 60.05 | ..... | 71.15 | 73.00 | 74.00 | ..... | ..... |
| | G.T. | 2.95 | 3.00 | 3.25 | 3.25 | 3.75 | 3.85 | 4.25 | 4.45 | ..... | 4.55 | 4.70 | 4.95 | 5.20 | 5.50 | 5.65 | 6.10 | 6.25 | 6.40 | 6.50 | 6.80 | 7.10 | 7.75 | 7.95 | 8.15 | 9.00 | 9.25 |
| | R.T. | 3.40 | 3.55 | 3.75 | 3.85 | 4.20 | 4.40 | 4.80 | 5.00 | ..... | 5.20 | 5.35 | 5.55 | 5.85 | 6.05 | 6.35 | 6.70 | 6.85 | 7.00 | 7.15 | 7.45 | 7.75 | 8.55 | 8.85 | 9.00 | 10.00 | 10.25 |
| Redskin Tube—see Federal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Red Top—see Supertread | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Digitized by Google

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Twin Tube & "Tredwel" Rubber Co., Chicago Hghts., Ill. May 15, 1919 | Ribbed | ..... | c13.85 | ..... | c17.85 | ..... | d20.80 | ..... | ..... | ..... | c27.85 | d28.15 | d29.50 | d30.30 | ..... | ..... | ..... | d39.25 | d40.60 | d42.40 | ..... | ..... | d49.10 | ..... | d51.70 | ..... | ..... |
| | N.S. | ..... | c15.45 | ..... | c19.80 | c21.25 | d23.15 | ..... | ..... | ..... | c30.70 | d31.10 | d32.75 | d33.50 | ..... | ..... | ..... | d43.40 | d44.75 | d46.80 | ..... | ..... | d54.65 | ..... | d57.45 | ..... | ..... |
| | C.T. | 2.85 | 2.85 | ..... | 3.40 | 3.55 | 3.60 | 4.00 | ..... | ..... | 4.45 | 4.60 | 4.80 | 4.95 | 5.15 | 5.30 | ..... | 6.00 | 6.15 | 6.25 | 6.45 | 6.80 | 7.55 | 7.85 | 7.85 | ..... | ..... |
| | R.T. | 3.30 | 3.30 | ..... | 3.90 | 4.05 | 4.20 | 4.65 | ..... | ..... | 5.20 | 5.30 | 5.50 | 5.65 | 6.05 | 6.25 | ..... | 6.85 | 7.00 | 7.25 | 7.45 | 8.05 | 8.35 | 8.80 | 8.80 | ..... | ..... |
| Tyrian—see Tyer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyer Rubber Co., Andover, "Tyrian" Extra Heavy Cord Mass July, 1, 1919 (4000 m) | Tires | ..... | 16.60 | ..... | 21.20 | ..... | 24.00 | ..... | ..... | ..... | 31.90 | 32.55 | 34.10 | 34.70 | ..... | ..... | 42.15 | 44.15 | 46.05 | 47.95 | 48.55 | ..... | 53.10 | ..... | 56.10 | ..... | ..... |
| | R.T. | ..... | 3.65 | ..... | 4.15 | ..... | 4.40 | ..... | ..... | ..... | 5.65 | 5.80 | 5.90 | 6.00 | ..... | ..... | 7.10 | 7.30 | 7.50 | 7.70 | 7.90 | ..... | 8.75 | ..... | 9.25 | ..... | ..... |
| | N.S. | ..... | ..... | ..... | ..... | ..... | 42.25 | ..... | ..... | ..... | ..... | 53.40 | 54.85 | 56.30 | ..... | ..... | 60.20 | 61.75 | 63.30 | ..... | ..... | ..... | 78.80 | ..... | ..... | ..... | ..... |
| U. & G. Rubber Mfg. Co., Trenton, N.J. June 2, 1919 | P. | c13.90 | 12.90 | c18.30 | 16.80 | 18.35 | 19.45 | 22.75 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 30.55 | 31.15 | ..... | 36.60 | 37.80 | 39.55 | 41.10 | 43.15 | 45.10 | 49.95 | 50.60 | ..... | ..... |
| | N.S. | c16.20 | 15.75 | c21.30 | 20.00 | 21.50 | 23.35 | 26.55 | ..... | ..... | 31.25 | 31.85 | 33.35 | 34.10 | 35.65 | 36.20 | ..... | 43.85 | 45.25 | 47.30 | 48.00 | 50.15 | 55.55 | 56.40 | 58.85 | ..... | ..... |
| | Cord | ..... | ..... | ..... | 26.45 | ..... | 34.40 | 36.60 | ..... | ..... | 42.20 | 42.95 | 49.30 | 50.65 | ..... | ..... | ..... | 55.50 | 57.00 | 58.45 | 59.75 | ..... | 70.80 | ..... | 74.05 | ..... | ..... |
| | R.T. | 3.50 | 3.40 | ..... | 4.15 | 4.25 | 4.30 | ..... | ..... | ..... | 5.30 | 5.40 | 5.60 | 5.75 | ..... | 6.70 | ..... | 6.85 | 7.00 | 7.20 | 7.45 | 8.45 | 8.75 | 9.60 | 9.00 | ..... | ..... |
| United Rubber Co., Akron, O. "Summit" 'uly 1, 1919 | P. | ..... | c13.20 | ..... | c17.20 | c18.60 | *19.95 | ..... | ..... | ..... | c26.30 | *26.85 | *28.10 | *28.80 | ..... | ..... | ..... | ..... | *38.75 | *40.55 | *41.10 | ..... | ..... | ..... | *48.95 | ..... | ..... |
| | N.S. | ..... | c15.10 | ..... | c19.15 | c20.80 | *22.40 | ..... | ..... | ..... | c29.95 | *30.45 | *32.00 | *32.65 | ..... | ..... | ..... | ..... | *43.80 | *45.80 | *46.50 | ..... | d53.80 | ..... | *57.00 | ..... | ..... |
| | G.T. | ..... | 2.80 | ..... | 3.35 | 3.60 | 3.80 | ..... | ..... | ..... | 4.50 | 4.65 | 4.85 | 5.05 | ..... | ..... | ..... | ..... | 6.25 | 6.30 | 6.60 | ..... | 7.65 | ..... | 7.95 | ..... | ..... |
| United States Tire Co., 1790 Broadway, N. Y. City April 23 "Stalwart" "Granite," "G. & J." "Revere," "Nobby Tread," "Hartford" | P. | 11.90 | 12.90 | ..... | 16.80 | 17.65 | 19.50 | 22.20 | ..... | ..... | 25.65 | 26.20 | 27.40 | 28.10 | 28.65 | 29.25 | ..... | ..... | 37.80 | 39.55 | 40.10 | 40.70 | 45.10 | 50.00 | 47.75 | ..... | ..... |
| | N.S. | 12.50 | 13.90 | ..... | 18.00 | 18.95 | 20.90 | 23.35 | ..... | ..... | 27.60 | 28.20 | 29.50 | 30.15 | 30.10 | 30.70 | ..... | ..... | 40.65 | 42.45 | 43.10 | 42.75 | 48.40 | 52.50 | 51.40 | ..... | ..... |
| | Tread | ..... | 15.85 | ..... | 20.05 | 21.45 | 23.45 | ..... | ..... | ..... | 31.35 | 31.85 | 33.55 | 34.25 | ..... | ..... | ..... | 44.00 | 45.30 | 47.25 | 48.10 | ..... | 55.60 | ..... | 58.90 | ..... | ..... |
| | Cord | ..... | ..... | ..... | ..... | ..... | 36.95 | ..... | ..... | ..... | ..... | 47.95 | 48.25 | 49.70 | ..... | ..... | 52.80 | 54.45 | 55.95 | 57.30 | 58.50 | ..... | 69.50 | ..... | 72.30 | ..... | ..... |
| | G.T. | 2.60 | 2.80 | ..... | 3.25 | 3.40 | 3.70 | 3.90 | ..... | ..... | 4.40 | 4.60 | 4.80 | 4.95 | 5.10 | 5.25 | 5.85 | 6.00 | 6.15 | 6.25 | 6.45 | 6.65 | 7.50 | 7.60 | 7.70 | ..... | ..... |
| | R.T. | 3.40 | 3.55 | ..... | 4.25 | 4.35 | 4.55 | 5.00 | ..... | ..... | 5.35 | 5.45 | 5.55 | 5.75 | 6.15 | 6.30 | 6.90 | 7.15 | 7.35 | 7.40 | 7.60 | 7.85 | 8.75 | 8.90 | 9.10 | ..... | ..... |
| Universal—see Michelin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Universal Rubber Co., "Transit" Broad and Wood Sts., Phila., Pa. Mar. 1 (4000 miles) | N.S. | 13.75 | 14.25 | ..... | 18.15 | ..... | 21.45 | 24.50 | ..... | ..... | | 29.15 | 30.80 | 31.35 | 33.00 | 33.55 | ..... | ..... | 42.50 | 44.20 | 44.70 | 46.40 | 54.50 | ..... | 57.35 | ..... | ..... |
| | G.T | 2.85 | 2.90 | ..... | 3.45 | ..... | 3.75 | 3.95 | ..... | ..... | 4.60 | 4.85 | 5.05 | 5.20 | 5.35 | 5.45 | ..... | ..... | 6.50 | 6.70 | 6.95 | 7.10 | 7.70 | ..... | 8.15 | ..... | ..... |
| | R.T. | 3.30 | 3.40 | ..... | 4.15 | ..... | 4.40 | 4.65 | ..... | ..... | 5.50 | 5.65 | 5.90 | 6.15 | 6.30 | 6.45 | ..... | ..... | 7.30 | 7.45 | 7.70 | 7.85 | 8.65 | ..... | 9.00 | ..... | ..... |
| Universal Tire & Rubber Ass'n Houston, Texas (6000 m.) Aug. 26, 1919 | P. | 15.27 | 16.32 | ..... | 20.65 | ..... | 24.15 | ..... | ..... | ..... | 31.30 | 31.95 | 33.80 | 35.20 | 36.90 | ..... | 42.70 | 44.55 | 46.85 | 50.00 | 53.60 | ..... | 57.20 | ..... | 60.10 | ..... | ..... |
| | N.S. | 17.90 | 18.70 | ..... | 22.95 | ..... | 26.95 | ..... | ..... | ..... | 36.55 | 37.35 | 40.10 | 40.95 | 43.65 | ..... | 48.80 | 50.05 | 52.50 | 57.40 | 60.10 | ..... | 64.10 | ..... | 67.25 | ..... | ..... |
| | R.T. | 3.35 | 3.45 | ..... | 3.95 | ..... | 4.35 | ..... | ..... | ..... | 4.85 | 5.15 | 5.30 | 5.55 | 5.70 | ..... | 6.35 | 6.55 | 6.75 | 7.05 | 7.35 | ..... | 8.40 | ..... | 8.80 | ..... | ..... |
| Vaulry Tire Co., 250 W. 54th St., N.Y. City. (5000 miles) Jan. 1 | N.S. | ..... | 22.10 | ..... | 30.60 | ..... | 33.70 | ..... | ..... | ..... | ..... | 47.20 | 47.40 | 50.70 | ..... | 53.10 | 66.25 | 66.45 | 67.10 | 70.00 | 71.30 | 72.80 | 77.40 | 79.80 | 83.40 | 100.30 | 108.60 |
| | R.T. | ..... | 5.10 | ..... | 6.15 | ..... | 6.25 | ..... | ..... | ..... | ..... | 8.30 | 8.55 | 9.05 | ..... | 9.35 | 10.70 | 10.75 | 11.20 | 11.30 | 11.95 | 12.40 | 13.35 | 13.55 | 13.95 | 14.30 | 14.70 |
| Vacuum—see Pennsylvania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Velvettread—see Standard Tire & Rubbe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Victor Rubber Springfield, O. Nov. 1, 1919 | P. | 14.45 | 15.55 | ..... | 19.75 | ..... | 22.55 | ..... | ..... | ..... | 30.75 | 31.10 | 33.05 | 33.50 | 34.75 | 38.20 | ..... | ..... | 45.55 | 46.65 | 48.00 | 51.65 | ..... | 56.40 | 60.25 | ..... | ..... |
| | Ribbed | ..... | 16.50 | ..... | 21.00 | ..... | 24.45 | ..... | ..... | ..... | 32.95 | 33.50 | 35.45 | 36.20 | ..... | ..... | ..... | ..... | 48.55 | 50.00 | 51.50 | ..... | 58.50 | 60.50 | 64.10 | ..... | ..... |
| | N.S. | 16.35 | 17.40 | ..... | 22.10 | 23.90 | 26.00 | ..... | ..... | ..... | 34.45 | 35.15 | 36.85 | 37.75 | 40.10 | 42.75 | 46.95 | 48.50 | 50.20 | 52.35 | 53.35 | 57.35 | 60.95 | 64.45 | 64.70 | 86.55 | 87.10 |
| | Cord Ribbed | ..... | ..... | ..... | ..... | ..... | d42.00 | ..... | ..... | ..... | ..... | d49.60 | d50.95 | d52.45 | ..... | ..... | d56.00 | ..... | d59.00 | d60.35 | ..... | ..... | d73.35 | ..... | ..... | ..... | ..... |
| | Cord N.S. | ..... | ..... | ..... | ..... | ..... | d44.00 | ..... | ..... | ..... | ..... | d54.40 | d54.80 | d56.30 | ..... | ..... | d60.05 | d61.65 | d63.35 | d64.95 | d66.40 | ..... | d78.65 | ..... | d82.30 | ..... | ..... |
| | G.T. | 3.05 | 3.30 | ..... | 3.80 | 4.10 | 4.25 | ..... | ..... | ..... | 5.15 | 5.25 | 5.40 | 5.55 | 5.80 | 5.95 | 6.75 | 6.90 | 7.00 | 7.20 | 7.40 | 7.50 | 8.40 | 8.55 | 8.75 | 9.25 | 9.55 |
| | R.T. | 3.35 | 3.55 | ..... | 4.20 | 4.75 | 4.85 | ..... | ..... | ..... | 5.70 | 5.90 | 6.05 | 6.25 | 6.40 | 6.80 | 7.60 | 7.70 | 7.85 | 8.05 | 8.25 | 8.35 | 9.30 | 9.50 | 9.70 | 10.50 | 10.65 |
| Victory—see Dry Climate Tire M. Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viking—see Combination also Voorhees | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viltalic—see Continental Rubber Wks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Voorhees Rubber Mfg. Co., Viking Jersey City, N.J. June 10 Ideal | G.T. | 3.00 | 3.10 | ..... | 3.60 | ..... | 3.85 | 4.15 | ..... | ..... | 4.95 | 5.05 | 5.20 | 5.35 | 5.50 | 5.65 | 6.40 | 6.55 | 6.70 | 6.85 | 7.00 | ..... | 8.10 | ..... | 8.55 | ..... | ..... |
| | R.T. | 3.35 | 3.55 | ..... | 4.25 | ..... | 4.50 | 4.80 | ..... | ..... | 5.60 | 5.75 | 5.95 | 6.15 | 6.35 | 6.50 | 7.15 | 7.35 | 7.55 | 7.75 | 7.95 | ..... | 9.25 | ..... | 9.75 | ..... | ..... |
| Vulcan Rubber Co., Erie, Pa. May 13, 1919 | Looo-Tred | ..... | †18.85 | ..... | †22.85 | ..... | d26.00 | ..... | ..... | ..... | †33.05 | d33.50 | d35.55 | d36.40 | ..... | ..... | d44.75 | ..... | d48.50 | d48.35 | d48.90 | ..... | *59.25 | ..... | *62.75 | ..... | ..... |
| | Vulco-Tred | c19.15 | c20.25 | ..... | c24.55 | ..... | d27.95 | ..... | ..... | ..... | c36.30 | d36.80 | d39.05 | d40.00 | ..... | ..... | d49.15 | d50.25 | d51.15 | d53.20 | d53.80 | ..... | *64.05 | ..... | *69.00 | ..... | ..... |
| | G.T. | 2.80 | 3.00 | ..... | 3.55 | 3.65 | 3.90 | ..... | ..... | ..... | 4.60 | 4.80 | 5.00 | 5.10 | ..... | 5.80 | 6.00 | 6.15 | 6.30 | 6.45 | 6.65 | 6.95 | 7.65 | 7.80 | 6.25 | 9.15 | 9.35 |
| | R.T. | 3.45 | 3.70 | ..... | 4.35 | 4.40 | 4.45 | ..... | ..... | ..... | 5.05 | 5.35 | 5.50 | 5.80 | ..... | 6.20 | 6.60 | 6.80 | 7.00 | 7.20 | 7.55 | 7.80 | 8.60 | 8.90 | 8.00 | 10.20 | 10.45 |
| Wearwell—see Wilson | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wilson Tire & Rubber Co.; Springfield, Ill. May 29 | P. | §15.60 | §15.20 | ..... | §19.60 | ..... | §23.05 | ..... | ..... | ..... | | §30.80 | §32.15 | §32.98 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wearwell | N.S. | §16.40 | §15.85 | ..... | §20.65 | §21.80 | §24.25 | ..... | ..... | ..... | §31.75 | §32.30 | §33.70 | §34.55 | ..... | ..... | ..... | ..... | ..... | §48.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | G.T. | 3.50 | 3.45 | ..... | 4.20 | 4.30 | 4.35 | ..... | ..... | ..... | 5.35 | 5.45 | 5.65 | 5.80 | 6.55 | 6.75 | ..... | ..... | 7.05 | 7.25 | 7.50 | 8.55 | 8.80 | 9.70 | 9.10 | ..... | ..... |
| | R.T. | 3.85 | 3.80 | ..... | 4.60 | 4.75 | 4.80 | ..... | ..... | ..... | 5.90 | 6.00 | 6.20 | 6.40 | 7.20 | 7.45 | ..... | ..... | 7.75 | 8.00 | 8.25 | 9.40 | 9.70 | 10.65 | 10.00 | ..... | ..... |
| Woodworth Mfg. Corp., Niagara Falls, N.Y. May 7, 1919 (5000 miles) | P. | ..... | c21.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | N.S. | ..... | c24.90 | ..... | c31.00 | ..... | d35.90 | ..... | ..... | ..... | c44.80 | d46.50 | d48.00 | d49.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | T. | ..... | 3.30 | ..... | 3.90 | ..... | 4.35 | ..... | ..... | ..... | 4.95 | 5.35 | 5.55 | 5.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Zee-Zee Rubber Co., Yardville, N.J. July 18, 1919 | Z Z White Tread | ..... | 20.00 | ..... | 23.00 | ..... | 26.00 | ..... | ..... | ..... | 33.00 | 34.00 | 35.00 | 36.00 | ..... | ..... | ..... | ..... | 47.00 | 46.00 | 49.00 | ..... | 56.00 | ..... | 59.00 | ..... | ..... |
| | Brasilian R T | ..... | 3.40 | ..... | 3.80 | ..... | 4.20 | ..... | ..... | ..... | 4.35 | 5.20 | 5.40 | 5.60 | ..... | ..... | ..... | ..... | 6.70 | 7.00 | 7.30 | ..... | 8.00 | ..... | 8.50 | ..... | ..... |
| | "Hayward" | ..... | ..... | ..... | 18.00 | ..... | 21.50 | ..... | ..... | ..... | 28.75 | 29.25 | 30.50 | 31.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

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# Association Items

## AUTOMOBILE CALENDAR

NEW YORK, N. Y.—International Automobile Manufacturers' Congress; January.

NEW YORK, N. Y.—Automobile Show, auspices National Automobile Chamber of Commerce, Grand Central Palace; S. A. Miles, manager; January 3-10.

NEW YORK, N. Y.—Commercial Car and Accessories Show, Eighth Coast Artillery Armory; January 3-10.

NEW YORK, N. Y.—Winter Meeting, Society of Automotive Engineers; January 6-8.

MONTREAL, CANADA—Motor Show, Almys Building; T. C. Kirby, manager; January 10-17.

PHILADELPHIA, PA.—Nineteenth Annual Car Show, auspices Philadelphia Automobile Trade Assn., Commercial Museum; January 10-17.

CLEVELAND, O.—Car Show, Auspices Cleveland Automobile Show Co., Wigmore Coliseum; January 17-24.

SCHENECTADY, N. Y.—Car Show, State Armory; James J. Callahan, director; January 19-24.

MILWAUKEE, WIS.—Show; January 19-25.

CHICAGO, ILL.—Car Show, auspices National Automobile Chamber of Commerce, Coliseum; S. A. Miles, manager; January 24-31.

CHICAGO, ILL.—Truck Show, auspices National Automobile Chamber of Commerce, Drexel Pavilion; S. A. Miles, manager; January 24-31.

AMSTERDAM, N. Y.—Car Show; James J. Callahan, manager; January 26-31.

MINNEAPOLIS, MINN.—Car, Truck and Tractor Show, auspices Minneapolis Auto Trade Assn.; Walter R. Wilmot, manager; January 31-February 7.

CHICAGO, ILL.—International Automobile Manufacturers' Congress; February.

KANSAS CITY, MO.—Fifth Annual Show, Kansas City Tractor Club; Guy H. Hall, manager; February 16-21.

TOLEDO, O.—Car and Truck Show, auspices Toledo Auto Shows Co.; February 2-7.

BALTIMORE, MD.—Car Show, auspices Baltimore Automobile Dealers' Assn., Fifth Regiment Armory; February 3-7.

LOUISVILLE, KY.—Seventeenth Annual Convention, American Road Builders' Assn.; February 9-13.

LOUISVILLE, KY.—Meeting, Tenth American Good Roads Congress; February 9-13.

NEW HAVEN, CONN.—Car Show, auspices New Haven Automotive Dealers' Assn.—February 9-14.

GREENFIELD, MASS.—Car Show; James J. Callahan, manager; February 9-14.

NASHVILLE, TENN.—Car Show, auspices Nashville Automobile Trade Assn.; February 9-14.

KANSAS CITY, MO.—Show, auspices Kansas City Motor Car Dealers' Assn.; February 9-14.

MANCHESTER, N. H.—Car Show; James J. Callahan, manager; February 16-20.

ST. LOUIS, MO.—Car Show, auspices St. Louis Automobile Manufacturers' and Dealers' Assn.; February 16-21.

NEW HAVEN, CONN.—Truck Show, auspices New Haven Automotive Dealers' Assn.; February 16-21.

GRAND RAPIDS, MICH.—Commercial Car, Truck and Tractor Show, auspices Automobile Business Assn.; February 23-28.

SPRINGFIELD, O.—Car and Accessory Show, auspices Springfield Automobile Trades' Assn., Memorial Hall; February 23-28.

PORTLAND, ORE.—Show, auspices Portland Automobile Dealers' Assn.; M. O. Wilkins, manager; February 23-30.

NEWARK, N. J.—Car Show, auspices New Jersey Auto Trades' Assn.; February 28-March 6.

PERTH AMBOY, N. J.—Car Show, auspices Perth Amboy Auto Dealers' Assn.; March 1-6.

BUFFALO, N. Y.—Eighteenth Annual Car Show, auspices Buffalo Automobile Dealers' Assn.; March 1-6.

SCRANTON, PA.—Car, Truck and Tractor Show, auspices Scranton Motor Trades Assn., Armory; Hugh B. Andrews, manager; March 1-6.

SYRACUSE, N. Y.—Car and Truck Show, auspices Syracuse Automobile Dealers' Assn., State Armory; Howard H. Smith, manager; March 1-6.

GRAND RAPIDS, MICH.—Truck Show, auspices Automobile Business Assn.; March 1-7.

DENVER, COLO.—Car and Truck Show, auspices Automobile Trades' Assn. of Colorado, Denver Union Stockyards Arena; March 2-6.

LANCASTER, PA.—Car Show, auspices Automobile Trade Assn.; March 3-6.

MUSKEGON, MICH.—Car and Truck Show, Armory; March 7-13.

BOSTON, MASS.—Car Show; Chester Campbell, manager; March 13-20.

TRENTON, N. J.—Car and Truck Show, Trenton Auto Trade Assn., Armory; March 22-27.

SAN FRANCISCO, CAL.—Seventh Annual Foreign Trade Convention; May 15-20.

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### Louisiana Dealers Form Association

Organization of the Lake Charles Automotive Trade Association was affected at a meeting of dealers in automobiles, supplies and various other lines in the industry, held at Lake Charles, La., recently. The purpose of the new association is to handle the plans for the convention of Louisiana-Mississippi Automotive Trades Association, to be held in this city March 17 and 18, and to promote a higher business standard in the industry as represented in Lake Charles.

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### Hartford Battery Co. to Start Production

The Hartford Battery Mfg Co., Hartford, Conn., is equipping its new plant as rapidly as possible and by

January 1 expects to be turning out 100 storage batteries a day. Within three months the company hopes to be able to increase production to about 300 batteries a day. The plant consists of two buildings, one measuring 60 x 136 feet and the other 30 x 180 feet. They are of up-to-date construction throughout.

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# Dealers in Parts for Orphan Cars

## Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

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Yale ..... 22
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Zimmerman ....8-47-158
Zip .....16-178

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2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Atlanta, Ga.
9 Auto Parts Co. of Amer., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
21 Boulevard Motor Co., Cambridge,
22 Brown-Lipe Gear Co., Syracuse. Mass.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Columbus Buggy Parts Co., Columbus, O.
42 Corbin Motor Vehicle Co., New Britain, Conn.
43 Crow-Elkhart Motor Co., Elkhart, Ind.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Empire Automobile Co., Indianapolis, Ind.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
62 General Auto Repair Co., Cincinnati, O.
61 Garford Motor Truck Co., Lima, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Kalamazoo, Mich.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Parts Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pullman Motor Car Co., York, Pa.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha.
146 Wayne Wks., Richmond, Ind.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Tex.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y.
159 Commonwealth Motors Co., 326 W. Madison St., Chicago.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 423 Grand River Ave., Detroit.
170 Chadick, DeLamater Corp., 159 W 24th St., N. Y. City.
171 Premier Motor Corp., Indianapolis, Ind.
172 Clyde Cars Co., Clyde, O.
173 Florence Motor Rep. Co., 250 W. 54th St., N. Y. City.
174 Campbell Motor Car Co., Kingston, N. Y.
175 Enger Motor Car Co., Indianapolis, Ind.
176 Zimmerman Mfg. Co., Auburn, Ind.
177 L. & D. Motors, Inc., 237 W. 58th St., N. Y. City.
178 Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
179 Wyckoff Auto Salvage Co., Sioux City, Iowa.
180 Knox Motors Associates, Springfield, Mass.
181 Hal Motor Car Co., Cleveland, O.
182 Newton Co., J. E., Fall River, Mass.
183 Rothschild, Maurice, Detroit.
184 Abbott Motor Car Co., Cleveland.
185 Wilco Co., Detroit.
186 Atlantic Refining Co., Phila., Pa.
187 Staver Co., Chicago.
188 Lozier Motor Car Co., Detroit.

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### No Change in Garford Interests

Recently there have appeared in various issues of the press throughout the country items stating that Mr. John N. Willys of the Willys-Overland Co., owns control of the Garford Motor Truck Co., Lima, Ohio.

The Garford Motor Truck Co. has given out a statement that these rumors are unfounded. They advise that neither Mr. John N. Willys, nor the Willys-Overland Co. are financially interested in the Garford Co.

The statement of the Garford Co. goes on to say that on January 13, 1915, the interest of the Willys-Overland Co., and other interests in the Garford plant, were purchased by the present organization, since which date the present management has been in charge. The Garford Motor Truck Co. is an independent corporation, and has no affiliation with any other automobile or motor truck interests, it is stated.

### Convention of Prest-O-Lite Distributors

A convention of Prest-O-Lite distributors was held recently at Richmond, Va., in the Jefferson hotel. This is the first year that the Prest-O-Lite company has used this method of creating the one family idea between the officials and those representing the company in the different localities, and is due to the infusion of young blood in the active management of the company. It proved a great success.

### Work Progressing on $800,000 Templar Plant

Construction has been started on an $800,000 addition to the Templar Motors Corp. plant in Lakewood, Ohio. The new building is absolutely fireproof, of concrete, steel and glass construction, of the most modern type and will include every modern improvement in factory equipment.

The building is three stories high with the front finished in cut stone, and when completed will give the Templar plant over ten acres of floor space. A double track 800 feet long, which is a spur off the New York Central main line, runs through the center of the main building.

The company restaurant, power-house, foundry, nickel plating plant, factory service station, material storage bins, sheet metal department are each housed in a separate building. When final plans are completed all parts entering into the Templar cars will be manufactured within the Templar plant with a production of over 10,000 cars annually.

### Nelson Car Makers Absorb Gray Motors

The E. A. Nelson Motor Car Co. and the Gray Motor Co., both of Detroit, Mich., have consolidated and will manufacture the present Nelson car on a greatly enlarged scale. The Nelson company was organized in 1917 while the Gray Co. has been in business since 1905. The new concern will be known as the Nelson Motor Car Co.

The capital stock of the company has been increased to $2,000,000 and shortly will be increased again to $3,000,000, of which $1,000,000 will be 8 per cent. preferred and $2,000,000 common. This second increase will provide funds for the amalgamation.

Officers of the Gray Motor Car Co., headed by D. J. Mulford, the president, will retire. The new company will be managed by the present Nelson personnel.

## Personnel of Willys Corporation Complete

The executive personnel which will direct the financial and industrial activities of the Willys Corporation for the ensuing year has been announced by John N. Willys, president.

In addition to President Willys, the officers are J. R. Harbeck, vice-president in charge of New York executive office; C. O. Miniger, vice-president in charge of Electric Auto-Lite Division operations; J. Allan Smith, vice-president in charge of New Process Gear unit operations; Jay V. Hall, vice-president in charge of motor car production; E. P. Decker, treasurer, and C. B. Mertz, secretary.

The board of directors is composed of John N. Willys, Edward F. Swift, F. S. Wheeler, J. R. Harbeck, Charles Stolberg, C. O. Miniger, J. Allan Smith, Jay V. Hall, C. B. Mertz and J. E. Kepperly.

The corporation's major operations, the building of a new light six-cylinder motor car at its recently acquired plant in Elizabeth, N. J., will be under the executive charge of J. R. Harbeck.

Mr. Harbeck is vice-president of the American Can Company and general manager of the munition operations of that company.

Jay V. Hall, vice-president in charge of motor car production, will, as his title indicates, be in complete charge of production of the new light six-cylinder car. Mr. Hall formerly was sales manager and a member of the executive committee of the Olds Motor Works, a General Motors Company unit.

He will be assisted by D. F. Edwards, who, for two years, was assistant to the president of the General Motors Company and one of the members of the executive committee of the Olds Motor Works. Mr. Edwards later had charge of operations of the Gair Pressed Steel Company, Lansing, Mich., exclusive manufacturer of steel specialties for the automobile trade. He comes directly from this company to assume his new position as assistant to general manager Hall.

D. S. Dover, for many years works manager of the Olds Motor Works, has been appointed manager of the Willys Corporation's Elizabeth, N. J., plant. His connection with the production of successful motor cars dates back a number of years.

Frank H. Schuman, until recently superintendent of the Buick Motor Car Company's motor plant, has been named assistant works manager.

F. Sergardi is chief engineer of the Elizabeth plant. Mr. Sergardi formerly was identified with the F. I. A. T. Motor Company of Turin, Italy, and for the last four or five years has been chief engineer of the Olds Motor Works.

P. L. Battey, consulting engineer of Willys-Overland, Inc., is in complete charge of all plant engineering and construction work. He formerly was vice-president and general manager of Price & Company, Chicago.

Robert E. Naylon, formerly superintendent of the gear department of the Hudson Motor Car Company, has been selected for a similar position in the Willys organization.

### New Black & Decker Catalog

The Black & Decker Mfg. Co., Baltimore, Md., has brought out its fall catalog of electric air compressors, portable electric drills and electric valve grinders. In order to keep the trade thoroughly posted the company is now issuing catalogs twice a year

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# BEARING DATA SECTION

In this section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where Ball Bearings are used only the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

## EQUIVALENT TABLE OF ANNULAR BEARINGS

Annular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the first column.

| Key Bearing Numbers | Hess-Bright | | S. R. B. Ball | Gurney | U. S. | Fafnir | R. I. V. | F. & S. | S. R. O. | Norma Ball | Schafer | B. K. F. | S. K. F. | Rhineland | R. B. F. | New Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Regular | Monarch | | | | | | | | | | | | | | Radax | S. L. |
| 200 | 200 | 6200 | 200 | 200 | 200 | 200a | 0000A | A 10 | | | 202 | 200 | 1200 | 200a | 200a | 0200 | 120 |
| 201 | 201 | 6201 | 201 | 201 | 201 | 201a | 000A | A 12 | | | 202B | 201 | 1201 | 201a | 201a | 0201 | 120 |
| 202 | 202 | 6202 | 202 | 202 | 202 | 202a | 00A | A 15 | | | 203 | 202 | 1202 | 202a | 202a | 0202 | 1202 |
| 203 | 203 | 6203 | 203 | 203 | 203 | 203a | 0A | A 17 | | | 203B | 203 | 1203 | 203a | 203a | 0203 | 1203 |
| 204 | 204 | 6204 | 204 | 204 | 204 | 204a | 1A | A 20 | 354b | L 20 | 204 | 204 | 1204 | 204a | 204a | 0204 | 1204 |
| 205 | 205 | 6205 | 205 | 205 | 205 | 205a | 2A | A 25 | 355 | L 25 | 205 | 205 | 1205 | 205a | 205a | 0205 | 1205 |
| 206 | 206 | 6206 | 206 | 206 | 206 | 206a | 3A | A 30 | 356 | L 30 | 206 | 206 | 1206 | 206a | 205a | 0206 | 1206 |
| 207 | 207 | 6207 | 207 | 207 | 207 | 207a | 4A | A 35 | 357 | L 35 | 207 | 207 | 1207 | 207a | 207a | 0207 | 1207 |
| 208 | 208 | 6208 | 208 | 208 | 208 | 208a | 5A | A 40 | 358 | L 40 | 208 | 208 | 1208 | 208a | 208a | 0208 | 1208 |
| 209 | 209 | 6209 | 209 | 209 | 209 | 209a | 6A | A 45 | 359 | L 45 | 209 | 209 | 1209 | 209a | 209a | 0209 | 1209 |
| 210 | 210 | 6210 | 210 | 210 | 210 | 210a | 7A | A 50 | 360 | L 50 | 210 | 210 | 1210 | 210a | 210a | 0210 | 1210 |
| 211 | 211 | 6211 | 211 | 211 | 211 | 211a | 8A | A 55 | 361 | L 55 | 211 | 211 | 1211 | 211a | 211a | 0211 | 1211 |
| 212 | 212 | 6212 | 212 | 212 | 212 | 212a | 9A | A 60 | 362 | L 60 | 212 | 212 | 1212 | 212a | 212a | 0212 | 1212 |
| 213 | 213 | 6213 | 213 | 213 | 213 | 213a | 10A | A 65 | 363 | L 65 | 213 | 213 | 1213 | 213a | 213a | 0213 | 1213 |
| 214 | 214 | 6214 | 214 | 214 | 214 | 214a | 11A | A 70 | 364 | L 70 | 214 | 214 | 1214 | 214a | 214a | 0214 | 1214 |
| 215 | 215 | 6215 | 215 | 215 | 215 | 215a | 12A | A 75 | 365 | L 75 | 215 | 215 | 1215 | 215a | 215a | 0215 | 1215 |
| 216 | 216 | 6216 | 216 | 216 | 216 | 216a | 13A | A 80 | 366 | L 80 | 216 | 216 | 1216 | 216a | 216a | 0216 | 1216 |
| 217 | 217 | 6217 | 217 | 217 | 217 | 217a | 14A | A 85 | 367 | L 85 | 217 | 217 | 1217 | 217a | 217a | 0217 | 1217 |
| 218 | 218 | 6218 | 218 | 218 | 218 | 218a | 15A | A 90 | 368 | L 90 | 218 | 218 | 1218 | 218a | 218a | 0218 | 1218 |
| 219 | 219 | 6219 | 219 | 219 | 219 | 219a | 16A | A 95 | 369 | L 95 | 219 | 219 | 1219 | 219a | 219a | 0219 | 1219 |
| 220 | 220 | 6220 | 220 | 220 | 220 | 220a | 17A | A100 | 370 | L100 | 220 | 220 | 1220 | 220a | 220a | 0220 | 1220 |
| 221 | 221 | 6221 | 221 | 221 | 221 | 221a | 18A | A105 | 371 | L105 | 221 | 221 | 1221 | 221a | 221a | 0221 | 1221 |
| 222 | 222 | 6222 | 222 | 222 | 222 | 222a | 19A | A110 | 372 | L110 | 222 | 222 | 1222 | 222a | 222a | 0222 | 1222 |
| 300 | 300 | 6300 | 300 | 300 | 300 | 300a | 1B | B 10 | | M 10 | 302 | 300 | 1300 | 300a | 300a | 0300 | 1300 |
| 301 | 301 | 6301 | 301 | 301 | 301 | 301a | 2B | B 12 | 301b | M 12 | 302b | 301 | 1301 | 301a | 301a | 0301 | 1301 |
| 302 | 302 | 6302 | 302 | 302 | 302 | 302a | 3B | B 15 | 302b | M 15 | 303 | 302 | 1302 | 302a | 302a | 0302 | 1302 |
| 303 | 303 | 6303 | 303 | 303 | 303 | 303a | 4B | B 17 | 302c | M 17 | 303b | 303 | 1303 | 303a | 303a | 0303 | 1303 |
| 304 | 304 | 6304 | 304 | 304 | 304 | 304a | 5B | B 20 | 303 | M 20 | 304 | 304 | 1304 | 304a | 304a | 0304 | 1304 |
| 305 | 305 | 6305 | 305 | 305 | 305 | 305a | 6B | B 25 | 304 | M 25 | 305 | 305 | 1305 | 305a | 305a | 0305 | 1305 |
| 306 | 306 | 6306 | 306 | 306 | 306 | 306a | 7B | B 30 | 305 | M 30 | 306 | 306 | 1306 | 306a | 306a | 0306 | 1306 |
| 307 | 307 | 6307 | 307 | 307 | 307 | 307a | 8B | B 35 | 306 | M 35 | 307 | 307 | 1307 | 307a | 307a | 0307 | 1307 |
| 308 | 308 | 6308 | 308 | 308 | 308 | 308a | 9B | B 40 | 307 | M 40 | 308 | 308 | 1308 | 308a | 308a | 0308 | 1308 |
| 309 | 309 | 6309 | 309 | 309 | 309 | 309a | 10B | B 45 | 308 | M 45 | 309 | 309 | 1309 | 309a | 309a | 0309 | 1309 |
| 310 | 310 | 6310 | 310 | 310 | 310 | 310a | 11B | B 50 | 309 | M 50 | 310 | 310 | 1310 | 310a | 310a | 0310 | 1310 |
| 311 | 311 | 6311 | 311 | 311 | 311 | 311a | 12B | B 55 | 310 | M 55 | 311 | 311 | 1311 | 311a | 311a | 0311 | 1311 |
| 312 | 312 | 6312 | 312 | 312 | 312 | 312a | 13B | B 60 | 311 | M 60 | 312 | 312 | 1312 | 312a | 312a | 0312 | 1312 |
| 313 | 313 | 6313 | 313 | 313 | 313 | 313a | 14B | B 65 | 312 | M 65 | 313 | 313 | 1313 | 313a | 313a | 0313 | 1313 |
| 314 | 314 | 6314 | 314 | 314 | 314 | 314a | 15B | B 70 | 313 | M 70 | 314 | 314 | 1314 | 314a | 314a | 0314 | 1314 |
| 315 | 315 | 6315 | 315 | 315 | 315 | 315a | 16B | B 75 | 314 | M 75 | 315 | 315 | 1315 | 315a | 315a | 0315 | 1315 |
| 316 | 316 | 6316 | 316 | 316 | 316 | 316a | 17B | B 80 | 315 | M 80 | 316 | 316 | 1316 | 316a | 316a | 0316 | 1316 |
| 317 | 317 | 6317 | 317 | 317 | 317 | 317a | 18B | B 85 | 316 | M 85 | 317 | 317 | 1317 | 317a | 317a | 0317 | 1317 |
| 318 | 318 | 6318 | 318 | 318 | 318 | 318a | 19B | B 90 | 317 | M 90 | 318 | 318 | 1318 | 318a | 318a | 0318 | 1318 |
| 319 | 319 | 6319 | 319 | 319 | 319 | 319a | 20B | B 95 | 318 | M 95 | 319 | 319 | 1319 | 319a | 319a | 0319 | 1319 |
| 320 | 320 | 6320 | 320 | 320 | 320 | 320a | 21B | B100 | 319 | M100 | 320 | 320 | 1320 | 320a | 320a | 0320 | 1320 |
| 321 | 321 | 6321 | 321 | 321 | 321 | 321a | 22B | B105 | 320 | | 321 | 321 | 1321 | 321a | 321a | 0321 | 1321 |
| 322 | 322 | 6322 | 322 | 322 | 322 | 322a | 23B | B110 | 321 | | 322 | 322 | 1322 | 322a | 322a | 0322 | 1322 |
| 403 | 403 | 6403 | 403 | 403 | 403 | 403a | 1C | C 17 | 331 | S 17 | 403b | 403 | 403 | 403a | 403a | 0403 | 1403 |
| 404 | 404 | 6404 | 404 | 404 | 404 | 404a | 2C | C 20 | 332 | S 20 | 404 | 404 | 404 | 404a | 404a | 0404 | 1404 |
| 405 | 405 | 6405 | 405 | 405 | 405 | 405a | 3C | C 25 | 333 | S 25 | 405 | 405 | 405 | 405a | 405a | 0405 | 1405 |
| 406 | 406 | 6406 | 406 | 406 | 406 | 406a | 4C | C 30 | 334 | S 30 | 406 | 406 | 406 | 406a | 406a | 0406 | 1406 |
| 407 | 407 | 6407 | 407 | 407 | 407 | 407a | 5C | C 35 | 335 | S 35 | 407 | 407 | 407 | 407a | 407a | 0407 | 1407 |
| 408 | 408 | 6408 | 408 | 408 | 408 | 408a | 6C | C 40 | 336 | S 40 | 408 | 408 | 408 | 408a | 408a | 0408 | 1408 |
| 409 | 409 | 6409 | 409 | 409 | 409 | 409a | 7C | C 45 | 337 | S 45 | 409 | 409 | 409 | 409a | 409a | 0409 | 1409 |
| 410 | 410 | 6410 | 410 | 410 | 410 | 410a | 8C | C 50 | 338 | S 50 | 410 | 410 | 410 | 410a | 410a | 0410 | 1410 |
| 411 | 411 | 6411 | 411 | 411 | 411 | 411a | 9C | C 55 | 339 | S 55 | 411 | 411 | 411 | 411a | 411a | 0411 | 1411 |
| 412 | 412 | 6412 | 412 | 412 | 412 | 412a | 10C | C 60 | 340 | S 60 | 412 | 412 | 412 | 412a | 412a | 0412 | 1412 |
| 413 | 413 | 6413 | 413 | 413 | 413 | 413a | 11C | C 65 | 341 | S 65 | 413 | 413 | 413 | 413a | 413a | 0413 | 1413 |
| 414 | 414 | 6414 | 414 | 414 | 414 | 414a | 12C | C 70 | 342 | S 70 | 414 | 414 | 414 | 414a | 414a | 0414 | 1414 |
| 415 | 415 | 6415 | 415 | 415 | 415 | 415a | | C 75 | | | 415 | 415 | 415 | 415a | | 0415 | 1415 |
| 416 | 416 | 6416 | 416 | 416 | 416 | 416a | 13C | C 80 | 343 | S 80 | 416 | 416 | 416 | 416a | 416a | 0416 | 1416 |
| 417 | 417 | 6417 | 417 | 417 | 417 | 417a | | C 85 | | | 417 | 417 | 417 | 417a | | 0417 | 1417 |
| 418 | 418 | 6418 | 418 | 418 | 418 | 418a | 14C | C 90 | 344 | S 90 | 418 | 418 | 418 | 418a | 418a | 0418 | 1418 |
| 419 | 419 | 6419 | 419 | 419 | 419 | 419a | | C 95 | | | 419 | 419 | 419 | 419a | | 0419 | 1419 |
| 420 | 420 | 6420 | 420 | 420 | 420 | 420a | 15C | C100 | | S100 | 420 | 420 | 420 | 420a | 420a | 0420 | 1420 |

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# FAFNIR

*Single Row Radial (Medium) 200 Series*

*Double Row Radial (Medium) 6300N Series*

*Double Row Radio Thrust (Medium) 8300 Series*

*Magneto or Open Type (Extra Light) 5100 Series*

## Fafnir Single Row Bearings Series 200, 300, 400.

Complete factory stock carried. These interchange with single row series of all standard makes.

## Fafnir Double Row Bearings Series 6200N, 6300N, 6400N.

Stocks carried of all most called for sizes. These bearings interchange with American width double row bearings.

## Fafnir Double Row Angular Contact Bearings 8200, 8300, 8400

These bearings have same dimensions as 6000N Series. They are designed to take exceptionally heavy thrust loads in addition to radial loads.

## Fafnir Magneto Type Bearings 5100, 5200, 5300 Series.

These bearings are largely used in magnetos and starting and lighting units.

### *Largest Assortment of Types and Sizes in America*

*Following is a list of distributors of Fafnir Ball Bearings. Substantial stocks are carried by all distributors and prompt and efficient service will be rendered by them on receipt of orders and inquiries.*

| | |
|---|---|
| Atlanta, Ga. | Ahlberg Bearing Co. |
| Baltimore, Md. | The Tire Mart |
| Billings, Mont | Accessory Sales Co. |
| Birmingham, Ala. | Burns Bros. |
| Boston, Mass. | Ahlberg Bearing Co. |
| Bridgeport, Conn. | J. H. Cohen Co., Inc. |
| Chicago, Ill. | The Bearings Co. of Pennsylvania |
| Chicago, Ill. | Ahlberg Bearing Co. |
| Chicago, Ill. | Reeves Pulley Co. |
| Cincinnati, O. | I. J. Cooper Rubber Co. |
| Cleveland, O. | I. J. Cooper Rubber Co. |
| Columbia, S. C. | E. A. Jenkins |
| Columbus, O | I. J. Cooper Rubber Co. |
| Dallas, Texas | The Fisk Co. of Texas |
| Dayton, O. | I. J. Cooper Rubber Co. |
| Denver, Colo | M. L. Foss, 1725-1729 California St. |
| Des Moines, Iowa | Bernhard & Turner Automobile Co. |
| Detroit, Mich. | Ahlberg Bearing Co. |
| Detroit, Mich. | Auto Electric and Service Corporation |
| Halifax, N. S. | Automotive Supply Co., Ltd. |
| Houston, Tex. | The Fisk Co. of Texas |
| Indianapolis, Ind. | I. J. Cooper Rubber Co. |
| Kansas City, Mo. | The Equipment Co. |
| Knoxville, Tenn. | I. J. Cooper Rubber Co. |
| Little Rock, Ark. | Crow-Burlingame Co. |
| Los Angeles, Cal. | The Pacific Ball Bearing Co. |
| Macon, Ga. | A. S. Hatcher Co., successor to S. S. Parmelee Co. |
| Memphis, Tenn. | I. J. Cooper Rubber Co. |
| Milwaukee, Wis. | J. C. Jackson |
| Minneapolis, Minn. | Fenstermacher Automobile Supply Co. |
| Nashville, Tenn. | I. J. Cooper Rubber Co. |
| New Orleans, La. | Ahlberg Bearing Co. |
| New York, N. Y. | Gill Piston Ring Corporation |
| Oklahoma City, Okla. | Sharp Auto Supply Co. |
| Omaha, Nebr. | Ahlberg Bearing Co. |
| Philadelphia, Pa. | The Bearings Co. of Pennsylvania |
| Pittsburgh, Pa. | Ahlberg Bearing Co. |
| Portland, Oregon | Sunset Electric Co. |
| Providence, R. I. | Ahlberg Bearing Co. |
| Seattle, Wash. | Sunset Electric Co. |
| Sheboygan, Wis. | Acker Elec'l Co. |
| Salt Lake City, Utah | Motor Mercantile Co. |
| San Antonio, Tex. | The Fisk Co. of Texas |
| San Francisco, Cal. | The F. Somers Peterson Co. |
| St. Louis, Mo. | Ahlberg Bearing Co. |
| Toledo, Ohio | I. J. Cooper Rubber Co. |
| Vancouver, B. C. | Maritime Motor Car Co. |
| Washington, D. C. | F. E. Phelps. |

# THE FAFNIR BEARING COMPANY

Conrad Patent Licensee

DETROIT Office: 752 David Whitney Bldg. **New Britain, Conn.** CHICAGO Office: 1301 So. Michigan Ave.

CLEVELAND Office: 916-917 Swetland Building

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ON—1909 (3)—(F) 406; (G & H) 209.
Mod. R)—(A) Tim, 2550-2520; (B) Tim. 2357-2320; (D) Tim, 2550-2520; (E) 2357-2320; (F) 407; (G & H) 209.
Mod. S)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) 407; (G & H) 209.
Model U)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) 355-3520.
(A) Tim, 342-3320; (B) Tim, 235-2320; (D) Tim, 375-3720; (E) Tim, 355-3520; 10.
5 (Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; E) Tim, 366-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.
—(G & H) 213; (J) 307; (K) 309.
8 (6-40)—(A) Bower, 307N: (B) Bower, 305A: (D & E) Bower, 209AL: (G) er, 209A.
Ton Tr.)—(A) Tim, 419-412; (B) 3150-3120;D) Tim, 4554—4520; (E) Tim, 3120.
Ton Tr.)—(A & D) Tim, 419-412; (B & E) Tim, 2650-2620.
4 ton)—(A) Tim, 4554-4520; (B) Tim, 3159-3120; (D) Tim, 5558-5520; (E) 20.

ON ELECTRIC—1913 (Mod. 37-40)—(A) Tim, 342-3320; (B) Tim, 235-2320. Mod. 45)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D & E) 365-363; (G) 375- (H) 456-4520; (J) 317-312; (K) 440-4320.
All Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; k H) 213; (J) 307; (K) 309.
Mod. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim 363; (G & H) 213; (J) 307; (K) 309.
Mod. 68-69B)—Tim Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
Mod. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550- (E) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
3 & 4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) -5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
(F) Hy, 16692: (G & H) 26486.

—1915-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620 k E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

ON—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) (G & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353 407; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) 319-313; Ann, 306.
(G & H) Hy, 26056: (Q) 1210: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) 16506.
All Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) 26470; (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.
5 (4-40 & 6-8)—Tim. Brgs.: (D) 415T-412: (G & H) Hy, 26056: (J) 256-2530: 417-412: (AA) Hy, 17074: (BB) Hy, 16562: (DD & EE) Hy, 16506.
9—(A) Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; Tim, 256-2530: (K) 441-4320: (P) 205: (AA) Hy, 17047: (BB) Hy, 16562: (DD E) Hy, 16056: (GG) ND. 05.

Z—1912—(F) 311: Hy, 16032: (G & H) Hy, 26056 (AA) Hy, 27794: (BB) Hy 3: (DD & EE) Hy, 16516.
4-15—(G & H) Hy, 26056: (AA) Hy, 27794: )BB) Hy, 26733: (DD & EE) Hy 6.

DER—1917-18 (2 & 3½ Ton)—(O) 205: (AA) 308: Hy, 17026: (DD & EE) Hy, 5: (FF) Hy, 16820.

IC—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B- ; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552. Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553 ; (E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532.

IC (Electric)—1913-14 (B-3, C-3)—Tim. Brgs.; (A) 5550-5520; (B) 5351 ; (C) 5354-5320; (D) 6365-6321; (E) 5355-5320.
(Mod. A-2 & C-2)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 563-5520; (E) 4365-4320.
(Mod. A-5 & C-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354- ; (D) 6550-6521; (E) 6354-6321.
(Mod. A-1 & C-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341- ; (D) 4558-4520; (E) 3360-3320.
Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558- ; (E) 3360-3320.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550- ; (E) 5355-5320.
Mod. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B- ; (D) 6356-6321; (E) 5355-5320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550- ; (E) 6354-6321.

-See Martin Atlas.

URY TRUCK—1909-10-11-12 (Truck L-1 Ton)—Tim. Brgs.; (A & D) -3720; (B & E) 3360-3320; (G & H) 3756-3720; (AA) 3756-3720; (BB, DD & EE) -3320.
1-12 (Mod. N, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; k H) 3955-3920; (AA) 3955-3920; (BB, DD & EE) 4353-4320.
1-12 (Mod. M, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; k H) 3955-3920; (G & H) Hy, 26592: (J) 3762-3720: (K) 1954-1920: (AA) 3955- ; (BB) 3762-3720: (DD & EE) 3459-3420.
4 (1 Ton)—Tim. Brgs.: (D) 3750-3720: (E) 3360-3320: (G & H) Hy, 16293.
4 (3 Ton)—Tim. Brgs.: (D) 5550-5520: (E) 3351-5320: (AA) 27789: (BB) Hy, 6: (DD & EE) Hy, 16748.
5 (2 Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
D, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.
E, 5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
Mod. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) -5720; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE) 312.
Mod. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) -3720; (G) 559c-552; (H) 456c-454; (J & K)539c-532; (AA & BB) 440-4320; & EE) 316-312.
Mod. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c- (AA) 277-274; (BB) 339-333.
Mod. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; k G) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
Mod. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553- ; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; 339-333; (DD & EE) 319-313.
Mod. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) -5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; & EE) 415-412.
Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) -6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; 435-4320; (DD & EE) 415-412.
Mod. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) -5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; & EE) 319-313.
Mod. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-

ATTERBURY TRUCK—Continued
3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H)5756-5720; (J & K) 559c-552; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333 (DD & EE) 319-313.

AUBURN—1913 (Mod. 6-50)—(F) 312; (G & H) 0312; (J) 309; (Q) 209.
1913—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 209.
1913 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 309; (AA) 208; (BB) 207.
1913 (30L, 33M)—(F) Hy, 16705: (G & H Hy, 16293.
1914 (Mod. 6-45)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1915 (Mod. 1-36)—(F) Hy, 16691: (G & H) Hy, 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1915 (Mod. 6-40)—(F) 310: Hy, 16675: (G & H) 212: (G) Hy, 26059: (H) Hy, 26232: (J) 0309: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 305.
1916 (Mod. 6-40)—(J) 308; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.
1916-17 (Mod. 6-38)—(F) Hy, 16675-16691: (G) Hy, 26056-26486: (H) 26486: (K) 307: (Q) 205: (AA) 210: (BB) 307: (DD & EE) 206.
1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
1917 (Mod. 6-39)—(F) Hy, 16692: (G & H) Hy. 26486: (J) 307: (O) 205: (Q) 205: (AA) 309: (BB) 307: (CC) 210: (D) 305: (EE) 306.
1917 (Mod. 6-44)—(O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.
1919 (Mod. 6-39H)—(F) Hy, 16692: (G & H) Hy, 26486.

AUSTIN—(1912)—(A) 309; (B) 307; (F) 312; (G & H) 212; (K) 408.
1916-17 (Model 12)—(F) 213.
1917 (Model 77)—(F) 313; (G & H) 312; (K) 307.
1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1909-10 (Mod1 20-23)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 3360-3320; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1909-10 (Mod. 21-21A, 21B)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 395-3920; (J) 316-312; (K) 375-3720; (W) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1910 (Mod. 18C-B)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 375-3320; (J) 3150-3120; (K) 3759-3720; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1911 (Mod. 21-C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 316-312; (K) 375-3720; (W) Ann, 410: (Y) 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120
1911-12 (Mod. 21-3)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (J & K) 3160-3120; (W) Ann, 410; (Y) Ann, 410; (AA 3366-3320; (BB, DD & EE) 3160-3120.
1912-13 (Mod. 21C)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3363-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3160-3120.

AVAILABLE—1915 (¾ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553 4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 339-333-(BB) 277-274.
1915 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720: (G) 559c-552: (H) 456c-454: (J & K) 539c-532: (AA) 277-274: Hy, 17026-(BB) 339-333: Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA, BB, DD & EE) 335-3320.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c & 552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (5 Ton)—Tim Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (1 & 1½ Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (D & E) 5550-5520: (G & H) 477-473: (J & K) 456-453.
1918-19 (2 Ton)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D & E) 5553-5520: (G & H) 559c-552: (J & K) 539D-532: (AA) 337: (BO) 339: (CC) 306: (DD & EE) 319.
1918-19 (3½ Ton)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (C) 443B-4320: (D) 6552-6521: (E) 5755-5720: (G & H) 5756-5720: (J) 559c-552: (K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.
1918-19 (5 Ton)—Tim. Brgs.: (A) 5550-5520: (B) 5351-5320: (C) 5354B-5320: (D) 780-772: (E) 6552-6521: (G & H) 780-772: (J & K) 6359-6320: (AA) 336: (BB) 357: (CC) 306: (DD & EE) 339.

AVERY—1910-11-12-13 (2-Ton B, 3-Ton A)—Tim. Brgs.; (A) 4554-4520; )B) 4364-4320; (D, E, G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D & E) 6452-6420; (G & H) 5553-5520; (J) 3756-3720; (K) 4357-4320; (AA) 4360-4320; (BB, DD & EE) 4357-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

BABCOCK—1910 (Mod. 14-16-17)—Tim. Brgs.; (A & D) 337-3320; (B & E) 315-312
1911 (Mod. 5-6-10-12)—Tim. Brgs.; (A & D) 337-3320; (B & E) 235-2320.
1912 (Mod. K, K)—Tim. Brgs.; (AA, BB, DD & EE) 335-3320.
1913—(A) 308; (B) 306; (F) 211; (G & H) 210; (J & K) 208.
1914 (Mod. 30)—(AA) 307; (BB) 307; (DD) 306; (EE) 307.

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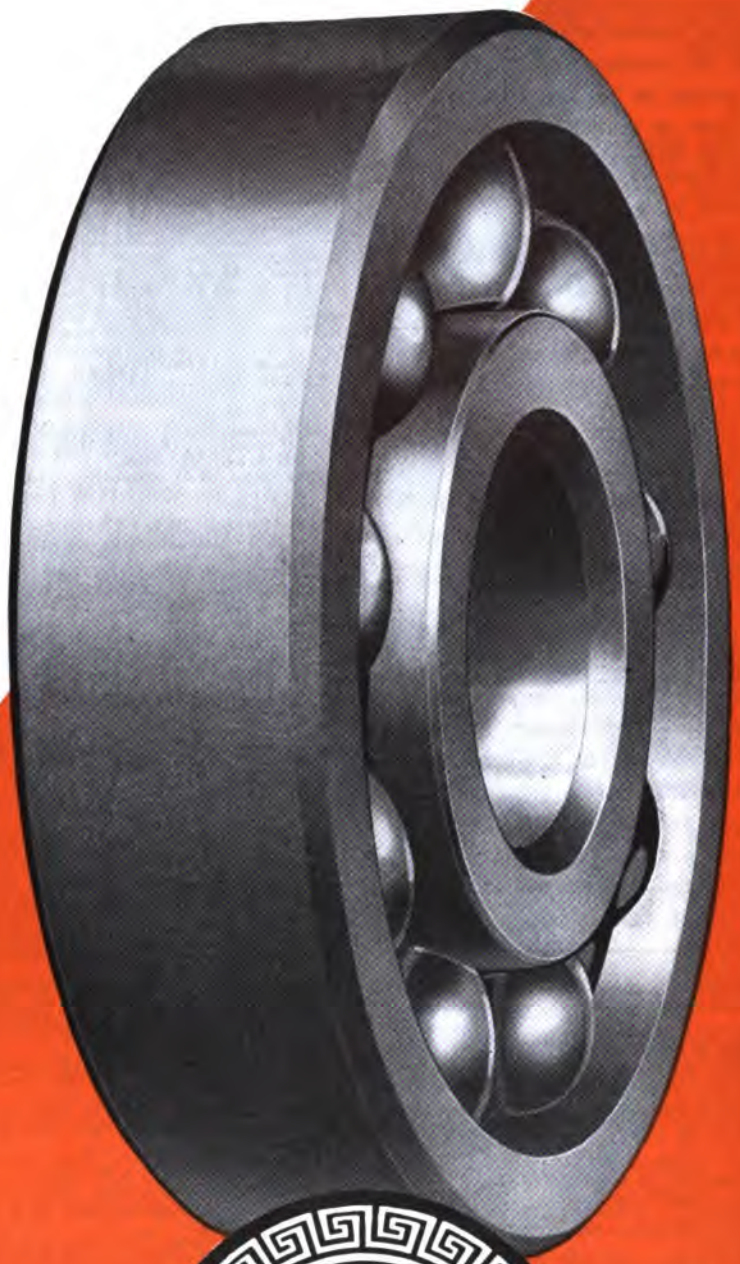

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# NEW DEPARTURE

## Also Authorized by Timken and Hyatt

The only authorized service organization for the New Departure Manufacturing Company of Bristol, Connecticut, manufacturers of New Departure Bearings, is the Bearings Service Company.

With 26 Branches in the principal cities of the United States and over 900 Authorized Distributors this is a truly nation-wide service.

Complete stocks of New Departure, Timken and Hyatt Bearings are carried in every branch. This enables us to supply you with bearings for any make of motor car, truck or tractor ever manufactured—instantly.

## BEARINGS SERVICE COMPANY

*General Offices:* Detroit, Michigan

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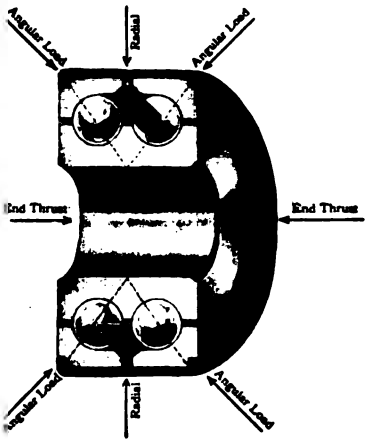
# Quality




## *The* DOUBLE ROW *Type.*

REMEMBER that the primary function of an anti-friction bearing is to prevent loss of power between rotating shafts and adjacent mechanism. If this were not so, the old practice of using plain bushings would be just as good.

Only that bearing is valuable which reduces frictional loss most completely.

The ball type does this most effectively.

The New Departure Double Row is the highest expression of the ball bearing for thrust and radial loads, since the angular contact of balls and races permits a free and true rolling motion at all times.

*No climbing of races due to centrifugal action. No wedging, no binding, no cramping.*

The New Departure Mfg. Company,
Bristol, Conn. 463 Detroit, Mich.

**New Departure Ball Bearings**

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LECTRIC—1912-13 (Mod. O-118 & O. E.)—Tim. Brgs.; (A & D) 3750-3720
E) 335-3320; (C) 341-3320.
14 (Mod. X)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 3362-3320; (E)
120.
od. 129)—Tim. Brgs.; (A) 4550-4520; (B & E) 4365-4320; (C) 443-4320; (D)
520.
od. U)—Tim. Brgs.; (A) 4550-4520; (B & E) 4361-4320; (C) 443-4320; (D)
520.
od. C.C.), 1915 (C-A)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-
(D) 6356-6321; (E) 5355-5320.
od. E-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D)
521; (E) 6354-6321.
od. O-E)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.
-16-17 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B)
3154-3120; (D & E) 365-363.
& W)—(A) 306; (B) 304; (D & E) 309.
Z) (ZF) (ZFZ)—(A) 8306; (B) 8306; (D) 309; (E) 209.

REEK—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473
57-3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412
Ton)—(D) Bower 311N (E) Bower 311N.

16-17-18—(AA) Hy, 27797: (BB) Hy. 27899: (FF) Hy, 26956.

916 (1 Ton)—(E) Bower, 307NDT.
(1½ Ton)—(E) Bower, 308 NDT: (D) Hy, 16670: (G & H) Hy, 26069.
(2 Ton)—(E) Bower, 410NDT: (D) Hy, 26662: (G & H) Hy, 26356.

—1915 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620;
E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

LL—1913—(Q) 205; (W) 410; (X) 314; (AA & BB) 307; (DD & EE) 306.

RE—1913—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K)

HEM—1916 (A-1-1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
(Mod. A & D)—(A) Bock, 308: (B) Bock, 307: (D) Bower, 309N: (E) Bower,
(G) Hy, 26219: (H) 208: (J) 306: (K) 406: (O) 205: (AA) 208: (BB) 307.
(Mod. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower,
(G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308;
307; (DD & EE) 305.
od. E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T;
y, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307;
& EE) 305.
od. F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T;
y, 26084; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 205; (AA) 308;
307; (DD & EE) 305.
2½ Ton; F-3½ Ton)—(G) Hy, 26084: (H) Hy, 26085.

R—1913 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-
(E) 4365-4320.
od. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)
520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.
od. E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-
(E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB)
20; (DD & EE) 415-412.
od. G, 1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 309N: (E)
306N: Jackshaft, Bower, 306N.
(Mod. J-2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D & E) Bower, 311N.
2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520;
H) 559c-552: (J & K) 539c-532: (AA) 415-412: Hy, 277941: (BB, DD & EE)
35-3320: (BB) Hy, 26733: (DD & EE) Hy, 16516.
3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-
(E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB)
20; (DD & EE) 415-412.
-5)—Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

—1911 (Mod. D)—(A) 0407; (B) 0405; (J) 207; (K) 307; (O) 205; (Q) 205
211; (BB) 307; (DD & EE) 306.
—(F) Hy, 6681: (G & H) Hy, 26252.

1916 (Mod. B & C)—(F, G & H) 208; (J) 306; (AA) 207; (BB) 305.
od. D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

1918 (Super "4")—(G & H) Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27889.

1916-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B

(Mod. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.
(Mod. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

D GRANNIS—1912—(A) 307; (B) 304; (D) 309; (E, G & H) 209; (J & K)

G & H) 209; (J & K) 306.
C) 310; (G & H) 210; (J) 306; (K) 406.

AVIS—1916-17-18—(F) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0408
05: (AA) 208: (BB) 307.

ER—1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D)
395-3920; (E) Tim, 397-394; (AA) 211R.T. Gurney; (BB) 209R. Gurney.

DETROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407-
04; (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.
od. 8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304;
208; (BB) 306; (DD & EE) 305.
od. A)—(W & X) 311; (AA & BB) 308; (CC) 304; (DD & EE) 305.
od. B)—(F) 310; (G & H) 209; (J) 306; (K) 307; (W & X) 311; (AA) 308;
306; (CC) 304; (DD & EE) 305.

—1915 (Mod. B-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1$\frac{11}{16}$)
x ⅝ ball brg.; (J) 2⅛ O. D. x 1$\frac{1}{16}$ I. D. x .686 ball brg.; (K) Hy, 16494; (O
m Special; (Q) 2$\frac{11}{16}$ O. D. x 1$\frac{11}{16}$ I. D. x ⅝; (AA) 208; (BB) 308; (LL) ⅝ Stee

od. 4-38)—(D & E) 0208: (G & H) Hy, 26253: (J) 0208: (K) 0308: (Q) Pr. St.
Co. No. 502½: (LL) ⅝ Steel Ball.
Mod. 8-38)—(G & H) Hy, 26253: (O) Bantam "Marco": (Q) Pr. St. Mfg. Co.
20½: (LL) ⅝ Steel Ball.
-18-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;"
224A; (AA) 208; (BB) 206; (LL) ⅝ Steel Ball.

ECTRIC—1912—(A) 0307; (B) 0305; (F) 309; (G & H) 209; (J) 0306; (K)

AY—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B
(D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320-
335-3320; (DD & EE) 316-312.
3-1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
-3-2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (D) 314NDT.
-3½ Ton)—(A) Bower, 313N: (B) Bower, 312N: (D) Bower, 317NDT.

E—1913 (Orchard Tractor)—(D) Tim, 4553-4520; (E) Tim, 4365-4320.

D (Electric)—1913 (Del. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C)
3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320;
el. Car)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3654-3620; (D & E) 375-
(G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-432.
od. C, CA)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320.
A) 307; (B) 305; (F) 311; (G & H) 209; (J) 0309; (K) 0306.

1914 (Mod. C, C)—(A) Tim, 3750-3720; (B) Tim, 3360-3320.
1914 (Mod. C-D-A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914 (Mod. 35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

BUICK—1909 (Mod. F-17)—(F) Hy, 16801: (G & H) Hy, 16831: (AA, BB, DD & EE) Tim. Brgs., 3455-3420.
1911 (Mod. 27)—(F) Hy, 16731: (G & H), 26062: (J) 307: (AA) 211: (BB) 307: (EE) 207.
1913 (Mod. 24 & 25)—(F) Hy, 16705: (G & H) Hy, 16293: (AA) 208: (BB) 307.
1913 (Mod. 30 & 31)—(F) Hy, 16705: (G & H) Hy. 26059: (AA) 209: (BB) 307.
1913 (Mod. 40)—(F) 311: (G & H) 211: (J) 307: (AA) 309: (BB) 407.
1914 (Mod. 36 & 37)—(F) Hy, 16692: (G & H) Hy, 26059: (J) 307: (K) 407: (AA) 208: (BB) 307.
1914 (Mod. 55)—(F) 312: (G & H) 211: (J) 307: (K) 407: (AA) 210: (BB) 307.
1915 (Mod. 24 & 25—(F) Hy, 16691: (G) Hy, 26062: (AA) 208: (BB) 307.
1915 (6-C-55, 36 & 37)—(F) 312: Hy, 16692: (G & H) 211: Hy, 26059: (J) 307: (K) 407: (AA) 210: (BB) 307.
(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.
1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.
1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.
1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.
1916-17 (D44-46-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O 209.
1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.
1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.
1917 (Mod. D-35)—(F) Hy, 26394: (G & H) Hy, 26223: (J) 306: (K) 307: (AA) Hy 16479: (BB) 306.
1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G& H); Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.
1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.
1918 (Mod. E-34-5)—(F) Hy. 26394 (G & H) Hy, 26223: (J) 306: (K) 307: (BB) 307: (AA) Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.

BURFORD—1915-16-17-18 (O-3-2 Ton)—(A) Bower, 311A: (B) Bower, 410NDT (D) Bower, 411NDT: (E) Bower, 308NDT.

CADILLAC—1910 (Mod. 30)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 375-3720.
1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520.
1912 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 456-4520.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1912—(DD & EE) 306.
1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.
1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A;(K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (GG) 205.
1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
1918-19 (Type 57)—(DD & EE)—Hy, 17989.

CAMPBELL—1918—(G & H) Hy, 26216.

CARNATION—1914—(F) Hy, 16042: (G & H) Hy. 26069.

CARTER CAR—1913-14 (Mod. 5A, 5B)—(F) 310.
1909-10-11 (Mod. L, 1912 Mod. H)—(F) Hy, 16801: (G & H) Hy, 16831.
1909-10-11 (Mod. H)—(F) Hy, 16829: (G & H) Hy, 16826.
1913-14 (5-A-B-C-D-R)—(G & H) Hy, 26059.
1914-15 (Mod. 7-9)—(G & H) Hy, 26064.
1915 (Mod. 9C)—(F) 309.

CASE—1911 (Mod. L)—(D, E, G & H) Hy; (K) 308; (AA & BB) 335-3320; (DD & EE) 316-312.
1912 (Mod. M)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. K)—(F) Hy, 16706: (G & H) Hy, 16073.
1913 (Mod. N)—(A) 0309; (B) 0307; (F) 310; (J & K) 0308; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.
1913 (Mod. O)—(A) 0309; Tim, 415-412; (B) 0307; Tim, 316-312; (D & E) Tim, 375-3720; (F) 311; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 408; Tim, 539-532; (AA, BB, DD & EE) Tim, 335-3320.
1914 (Mod. O)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454 (H) 559-552; (J) 439-4320; or Ann, 307; (K) 539-532 or Ann, 407; (AA, BB, DD & EE) 335-3320.
1914 (Mod. R)—(D & E) Hy,16 691: (G & H) Hy, 26264: (K) 307: (AA, Hy, 16689 (BB) Hy, 16552: (DD & EE) Hy, 16517.
1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
1915 (Mod. S-35)—Tim. Brgs.(G & H) Hy, 26056): (AA) 337-3320: (BB) 335-3320: (DD) 316-312.
1915 (R-15 or 25-1916T)—(F) Hy, 16675: (G) Hy, 26056: (H) 26083.
1915 (R-15 or 25)—(F) Hy, 16675: (G) Hy, 26059: (H) Hy, 16232.
1916 (Mod.T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
1917 (Mod. T)—(A) Tim, 339-333: (B) Tim, 235-2330: (F) Hy, 16681: (G & H) Hy, 26056: (J) 208RT: (K) 407RT: (AA) Tim, 336-333: (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.
1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CENTURY (Electric)—1914 (Mod. S-B, L-B)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

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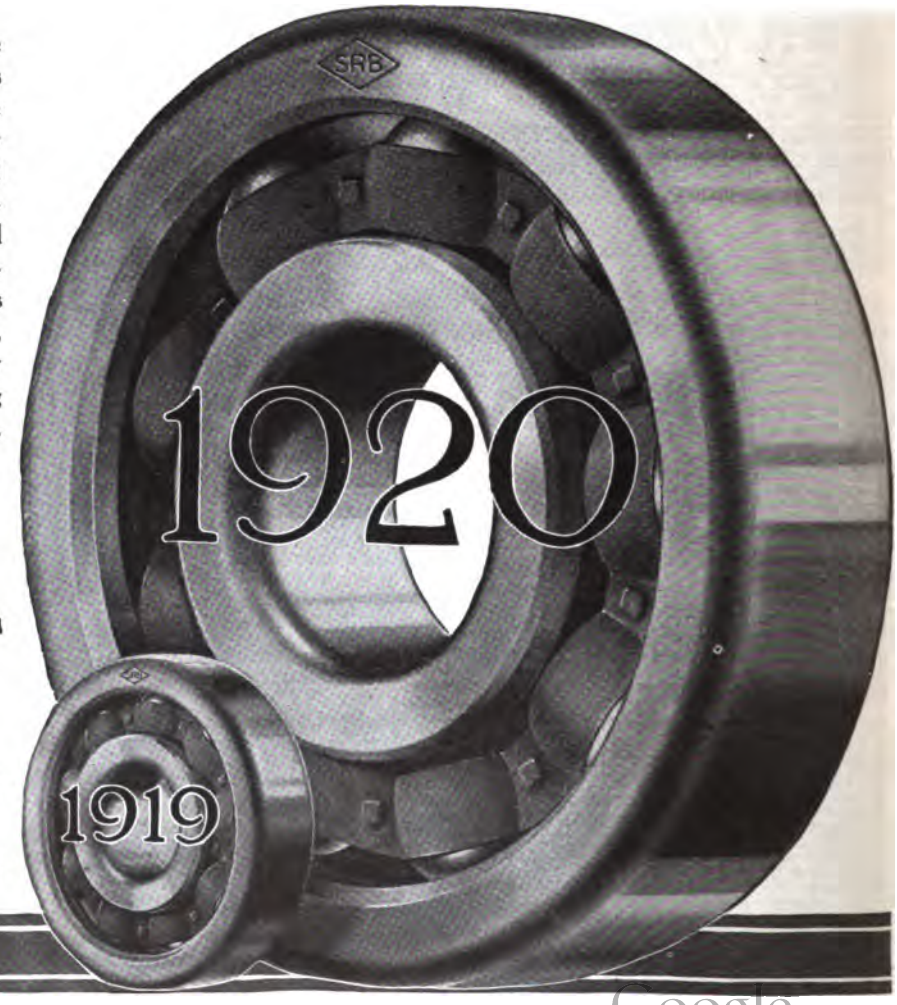


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S—1908-9 (Mod. D-E)—(T) 404; (U) 205; (V) 206.
d. F)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
); (X) 314.
1 (Mod. 30)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J & K) 307;
; (W) 410; (Y) 314; (AA & BB) 307; (CC) 205; (DD & EE) 306.
d. J)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
d. K)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306; (K) 408;
); (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
Mod. L)—(T) 404; (U) 205; (V) 206; (AA) 308; (BB, DD & EE) 307.
d. M)—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (J) 306
; (W) 410; (X) 314; (BB) 307; (CC) 205; (DD & EE) 306.
d. 10-36)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363;
) Tim, 375-3720; (J) Tim, 256-2520 (Tim, 317 used after first 2310-55" tread)
n, 418-412; (O) 205; (Q) 305; (T) 411; (U) 316; (W) 411; (Y) 316; (AA)
) & EE) 307; (CC) 205; (FF) 204; (GG) 301 & 302; (HH) 302.
d. 11-30)—(D) 309; (E) 209; (G & H) 309; (J) 408; (K) 306; (W) 410; (Y)
A & BB) 307; (DD & EE) 306.
d. 12-60)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375-3720;
n, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305; (T) 1411;
; (V) 219; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE) 307;
05; (FF) 204; (GG) 202; (HH) 302.
d. 16-30)—(A) Tim, 418; (B) Tim, 315; (D & E) Tim, 355-352 0; (G & H
75-3720; (J) Tim, 256; (K) Tim, 417; (W) 410; (Y) 314; (AA) 205; (BB)
307; (DD & EE) Bower, 306.
d. 16)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 355-3520; (G & H)
); (J) 256-2520; (K) 417-412.
d. 17)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
5-3720; (J) Tim, 317-312; (K) Tim, 418-412; (O) 205; (Q) 305; (T) 411;
; (V) 204; (W) 411; (Y) 316; (AA, BB, DD & EE) 307; Bower, 307A; (DD
Bower, 306A; (CC) 205; (FF) 200; (GG) 301 & 302; (HH) 302.
d. 18-36)—(A) Tim, 444-4320; (B) Tim, 315-312; (D, E & G) Tim, 375
H) Tim, 455-453; (J) Tim, 317-312; (K) Tim, 444-4320; (O) 205; (P) 305
; (U) 316; (V) 204; (W) 411; (X) 219; (Y) 316; (AA) 205; (BB, DD & EE)
wer, 307A; (CC) 205; (FF) 204; (GG) 202; (HH) 302.
Mod. 26-5 Pass.)—Tim. Brgs.; (A) 418-412; (B) 315-312; (D & E) 365-363;
) 375-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD) & EE) Hy, 16555.
Mod. 17 & 19-36)—(A) Tim, 418; (B) Tim, 315-312; (D & E) Tim, 365-363;
I) Tim, 375-3720; (J) Tim, 317; (K) Tim, 418-412; (O) 205; (Q) 305; (W)
f) 316; (AA) 205; (BB, DD & EE) 307; (CC) 205; (FF) 204; (GG) 301
(HH) 302.
d. 24, Master 6)—(A) Tim, 444-4320; (B) Tim, 316-312; (C) Tim, 3653B-
), E & G) Tim, 375-3720; (H) Tim, 455-453; (J) Tim, 317-312; (K) Tim;
): (Q) 1305: (AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555: (JJ),

Six)—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 365-363; (G & H)
5-3720; (AA & BB) Hy, 16601c; (DD & EE) Hy, 16555.
d. 29)—Tim, Brgs.; (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G)
0: (H) 455-453: (J) 337-3320: (K) 4367-4320: (AA) Hy, 16589: (BB) Hy,
(DD & EE) Hy, 16555.
d. 26-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-
) & E) 365-363: (G & H) 375-3720: (AA) Hy, 16498: (BB) Hy, 26601: (DD
Hy, 16555.
d. 32A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676
) Tim, 385-383: (J) Hy, 16551: (AA) Hy, 26485: (BB) Hy, 26677.
d. 32B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320:
) 375-3720: (J) 255-2520: (K) 417-412: (AA) Hy, 26485: (BB) Hy, 26677.
) 375-3720; (J) 255-2520; (K) 417-412.
d. 5-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim,
2A; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim,
); (E Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE)
06.
d. 26)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim,
; (G & H) Tim, 375-3720; (J) Hy, 16488; (AA) Gy, 16498; (BB) Hy, 26601;
EE) Hy, 16555.
Master Six)—(AA) Hy, 16589: (BB) Hy, 16588: (DD & EE) Hy, 16555.
d. 6-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288
) 355-3520: (J) 334-3320: (K) 258-2520: (AA) Hy, 17024: (BB) Hy, 16481:
y, 17799: (EE) Hy, 10506.
) 355-3520; (J) 334-3320; (K) 258-2520.
d. 35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H)
); (J) 257-2520; (K) 3381-3320.
9 (6-30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T-
G & H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) H
(BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
ge 6, 35B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim,
20; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P)
24; (AA) Hy, 16820; (BB) Hy, 16481; (DD) 17.99; (EE) Hy, 16506.
5 Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H)
5-3520: (J) Tim, 334-3320: (K) Tim, 258-2520: (AA) Hy, 17024: (BB) Hy,
(DD) Hy, 17799; (EE) Hy, 16506.
Pass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G X H)
5T-3720: (J) Tim, 255-2520: (K) Tim, 417-412. (AA) Hy, 17024: (BB) Hy,
DD) Hy, 17799; (EE) 16506.
—1913-14 (Mod. 14-15)—(A) 0407; (B) 0405; (D & E) 309; (F) 309;
) 0210; (I) 210; (J) 0207; (K) 0407; (O) 205; (AA & BB) 307; (CC) 304;
EE) 306.
d. 15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310;
I) 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304;
EE) 306.
d. 15)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H)
207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
d. 17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
(K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
d. 18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
(K) 407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305;
6.
d. 25)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210;
; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE)

ne as 1918, except Main Shaft Front uses 308 instead of 210.

uck)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh.
or SKF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA &
n, 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.
d. R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209;
m, 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.
d. T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB)
9; (DD & EE) Rh. 306A.
s (A 1 Ton)—(A) Bower 308N: (B) Bower, 307N.
s (B-2½ Ton)—(A) Bower, 312N: (B) Bower, 311N.
s (X-3 Ton)—(A) Bower, 313: (B) Bower, 312N: (D & E) Bow 317er,NDT.

T—1913 (Mod. C)—(F) 311; (G & H) 212; (K) 310; (AA) 310; (BB)
D & EE) 307.
307; (AA) 209; (BB) 307.
al Mail H2, Baby Grand H4)—(F) Hy, 16018: (G & H) Hy, 26062: (AA)
: (BB) Std. 717: (CC) SR 307.

CHEVROLET—Continued
1914 (Mod. C)—(D & E) 311; (G & H) DR212; (K) 310; (AA & BB) 310; (DD) 307; (FF) 1⅝x⅞1D.
1915 (Mods. H2, H2½)—(F) Hy, 16018 (G & H) Hy, 26062: (J) 0306: (K) 307: (AA) SR1209: (BB) SR1307; (CC) 307.
1915 (Light Six)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516'
1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.
1916 (Little Six)—(J & K) Hy, 2.3285" OD x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307. (AA) 210
1916 (Baby Grand Mod. H)—(F)—Hy, 16018: (G & H) Hy, 26062: (J) ND. 0307: (K) ND. 0306: (AA) 207: (BB) 209: (CC) 307.
1917-'8 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217, (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec, 7 Balls ⅜"; (AA) 207; (BB) 306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

CHICAGO (Electric)—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 315-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

CLARK—1910-11 (Mod. A-B, 30-40)—(F) Hy, 16033, (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1913 (30)—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) 16506.

CLASSIC—1917—(D & E) Bower, 208A.

COATES-GOSHEN—1909-10 (Mods. G & S)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 455-4520.

COEY FLYER—1915 (Bear Mod.)—(F) Hy, 16706: (G & H) Hy, 16247.
1916—(F) Hy, 16018: (G & H) Hy, 26063.

COLBY—1913-14 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337; 3320; (BB, DD & EE) 335-3320.
1913 (Pleas.)—(A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

COLE—1912 (Mod. ABC, CCD & DD)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 365-363; (G) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 305.
(Mod. 13-40, B-K-R-T)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D) Tim, 365-363; (E) Tim, 355-3520; (G & H) Tim, 375-3720; (J) Tim, 256-2520; (K) Tim, 415-412; (O) 0305; (AA) 212; (BB) 307; (DD) 306; (EE) 306.
(Mods. 13-50 & 13-60)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 459-452; (J) Tim, 439-4320; (K) Tim, 539-532; (O) 0305; (AA) 212; (BB) 307; (DD & EE) 306.
1914 (Ser. 9)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 209; (BB) 212; (DD & EE) 306.
1913 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 365-363; (G & H) 375-3720; (J) 255-2520; (K) 415-412.
1913-14 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (Cole Jr.)—Tim. Brgs.; (A) 337-3320; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
1916 (6-66)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.
1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type use 416-412 and 258-2520 on pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
(Mod. 870—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D & E) Bower, 312 NDT: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516: (FF) Hy, 16948.
1916 (2 Ton)—(AA) Hy, 26557: (BB) Hy, 26697 (DD X EE) Hy, 16698.
1916 (3 Ton)—(AA) Hy, 27889: (BB) Hy, 27896: (DD & EE) Hy, 16748.

COLUMBIA (of Hartford)—1908-09 (Mod. 48-45)—Tim. Brgs.: (A) 355-3520: (B) 316-312: (D & E) 355-3520: (G & H) 395-3920: (J) 337-3320: (K) 435-4320.
1910 (Mod. 48-4)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J & K) 337-3320.
1911-12 (Mod. 85-1-2)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 375-3720; (E) 355-3520; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1912 (Mod. 88)—Tim. Brgs.; (A) 435-4320; (B) 316-312; (D) 456-4520; (E) 375-3720; (G & H) 395-3920; (J) 337-3320; (K) 435-4320.
1916-17-18—(O) 205.
1918 (E. T. 2 Ton)—(D) Bower, 5353T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 16516.

COLUMBUS (Electric)—1912 (Gas Car)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1912 (12-20D)—Tim. Brgs.; (A & D) 2550-2520; (B & E) 2350-2320.
1913 (12-22)—(A & D) Tim, 1950-1920; (B & E) Tim, 1550-1520.
1914 (All Mods.)—(A & D) Tim, 2550-2520; (B & E) Tim, 2357-2320.

COMET—1918 (C-50)—(F) Hy, 16691: (G & H) Hy, 26227: (AA) Hy, 27797: (BB & EE) Hy, 26972: (FF) Hy, 26956.

COMMERCE—1916-17-18 (E-1 Ton)—(A) Bower, 308AL: (B) Bower, 305AL: (D Bower, 309: (E) Bower, 306N: Jackshaft Bower, 306N.
1914-15-16-17 (1,500 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056.

COMMERCIAL (Truck)—1912-13-14-15-16 (¼-½ Ton)—Tim. Brgs.; (A) 3364-3320 (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4620; (B) 4353-4320; (D) 6451-6420; (E) 5553-5520.
1912 (3½ Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6350-6320.
1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1913-14-15-16 (3½, 5 & 5½ Ton)—(A) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (Elec. ½ Ton)—Tim Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

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Gurney Ball Bearings simplify machine design because both radial and thrust loads are carried on a single bearing, on a single row of balls.

The ability of Gurney Ball Bearings to carry loads up to 40 tons, or speeds up to 40,000 R.P.M. (but not of necessity on the same bearing) has been amply demonstrated.

They do it by reason of certain inherent qualities, the greatest number of balls of maximum size, and raceways properly fitted to the character of the service required.

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# GURNEY
# BALL BEARINGS

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AD—(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
A 1½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-; (G & H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.
2½ Ton)—(A) Tim, 4558-4520; (B) Tim. 3360-3320; (D & E) Tim, 5553-5520; t H) Tim, 559C-552; (J & K) Tim, 539D-532; (N) SK.F. 2307; (Q) 209; (S) ; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) s Ball.

—1910 (Model 18)—(A) 307; (B) 305; (F) 407; (G & H) 309; (J & K) (AA) 307; (BB) 208; (DD & EE) 305.

F—1916-17 (Mods. F5, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 320; (DD & EE) 316-312.
(A-3½ Ton)—(D & E) Bower, 317NDT.
(B-2½ Ton)—(D & E) Bower, 314 NDT.
A-5 Ton)—(D & E) Bower, 319NDT.

IAN—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; 308, (J) 0307; (K) 0407; (AA) 305.
t. Car)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) (AA) 205.

O—1910—(F) Hy, 16032: (G & H) Hy, 28571: (AA) Hy, 27788: (BB) Hy, : (DD & EE) Hy, 16506.
—(F) Hy, 16032: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD ) Hy, 16506.
F) Hy, 26789: (G & H) Hy, 16595: (AA) Hy, 27794: (BB) 26733: (DD & EE) 6506.

-McDOWELL—1915 (Mod. 6-30)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann,

ORD—1911 (Mod. 30-35)—(G & H) Tim, 375-3720; (K) Tim, 435-4320. Mod. 12-30)—(G & H) Tim, 375-3720; (J) Tim, 435-4320; (AA) Tim, 336- (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.
Mod. 12-40)—Tim. Brgs.; (D) 456-4520; (E, G, H & AA) 375-3720; (BB) 435- (DD & EE) 316-312.
Mods. 13-30 & 13-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; , H & AA) 375-3720; (BB) 435-4320; (DD & EE) 316-312.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- (E) 5355-5320.
Mod. 13-45-6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 375-3720; 435-4320; (DD & EE) 316-312.
Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) -3720; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.
Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
½ & 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 12.
Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) 720; (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.
Mod. 30-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) 720; (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE) 12.

NT—1913 (5 Pass.)—(Q) 204; (AA) 209; (BB) 307; (DD & EE) 306.
Pass.)—(Q) 304; (AA) 307; (BB) 307; (DD & EE) 307.

Truck)—1913 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650- (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337- (BB, DD & EE) 335-3320.
Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356- (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375- (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
Mod. C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356- (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 320; (BB) 440-4320; (DD & EE) 415-412.
Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D & E) 5520; (G & H) 559-552; (J & K) 539-532; (AA) 439-4320; (BB) 440-4320; & EE) 415-412.
50 lbs.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; 55-2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.
½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) -3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE) 320.
½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553- (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336- (BB) 357-353; (DD & EE) 339-333.
½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) 5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; & EE) 339-333.

LKART—1913-14 (Mods. 42-50, 52-54, 62-64)—(D) 309; (E) 209.
0 to 57 Mod.)—(F) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 26056: (AA) 27788: (BB) Hy, 26728: DD & EE) Hy, 16506.
Mod. E-25)—(D & E) 208. (G & H) Hy. 26216 (AA) Hy. 26518 (BB) Hy. (DD & EE) Hy. 16517.
-55) (F) Hy. 16681 (G & H) Hy. 26056 (AA) Hy. 27788 (BB) Hy. 23723 (DD ) Hy. 16506.
Mod. C-30)—(G & H) Hy, 26216: (AA) Hy, 26518: (BB) Hy, 26737: (DD 5) Hy, 16517: (O) 306.
row-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q)

G & H)—Hy, 26216: (AA) Hy, 27797: (BB) Hy, 27899.

N—1913—(D) 310; (E) 210; (G) 211; (H) 211; (J) 0307; (K) 408; (AA) (BB) 307; (CC) 304; (DD & EE) 306.
A) 309; (B) 306; (D) 311; (E) 211; (G) 211; (H) 211; (J) 209; (K) 408; 308; (BB) 307; (CC) 304; (DD & EE) 306.

GHAM—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650- (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
leas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 920; (J) 336-3320; (K) 435-4320.
mb. J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
(Pleas. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
mb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375 (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
leas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375- (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) 409; (DD & EE) Ann, 307.
mb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann,

-17 (Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B- (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 208; 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (L 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1915 (L 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.
1915 (J ½, 1, 2, 3-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.
1916 (J-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.
1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.
1916-17 (J 3, 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320- (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335; 3320; (AA) 337-3320.
1916 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.
1917 (J-4 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.
1917 (J-5 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 2 7-2/4; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.
1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

CUTTING—1912-13 (Mod. 35)—(F) Hy, 16032: (G & H) Hy, 26056: (J) 307: (AA) 308: (BB) 307: (DD & EE) 306:
1912 (Mod. 55)—(G & H) Hy, 26056: (J) 307) (AA) 308: (BB) 307: (DD & EE) 306.
1913 (Mod. 55)—(A) 0408; (B) 0405; (F) 310; (G & H) 212; (J) 0309; (K) 407.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann 306.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914 (1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 310N: (E) Bower, 309N
1914 (1000 lbs.)—(F) Hy, 16792: (G & H) Hy, 26056.
1915-16 (1000 lbs.)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320, (G & H) 375T-3720; (J & K) 4365-4320.
1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.
1918-19 (Mod. CC4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

DAVIS—1911 (Mod. 35)—(F) Hy, 16705: (G & H) Hy, 16293: (J) 307 x 1½": (AA) 208: (BB) 307: (CC) 204: (DD & EE) 305.
1912-13-14-15 (Mods. 40C, 40E, 50 & 50A)—(F) 310: (G & H) Hy, 26056: (J) 308 x 1½": (AA) 209: (BB) 307: (CC) 304: (DD & EE) 306: (GG) ND03.
1912 (Mods. 40A, B, C)—(A & B) 310: (G & H) Hy, 26059: (AA) Rh. 307A: (CC) DR304: (DD & EE) Rh. 306A.
1914 (Mod. K, J)—(F) Hy, 16691: (G & H) Hy, 26264.
1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.
1915 (Mods. 38A, B)—(T) 410; (U) 310.
1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1½"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.
1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.
1916 (38C)—(F) Hy, 16691: (G & H) Hy, 26486: (DD & EE) Hy, 17799.
1918 (Mods. 6J, 6H)—(F) Hy, 16692: (G & H) Hy, 26486: (AA) 210: (BB) 307.

DAY-ELDER—1917-18 (J ¼ Ton)—(A) Bower, 308N: (B) Bower, 307N (D & E) Bower 311NDT.
1918 (Mods. A, B & D)—(A) Tim, 435-4320: (B) Tim, 3191-3120: Bower, 316T: (D & E) U. S. 311 on axles above 8373: No. 212 on axles 8002 to 8373: (G & H) Hayes 7060 on axles 8002 to 8173: U. S. 311 on axles above 8173: (J) Book N417 on axles 8002 to 8768: U. S. 407 used on axles above 8768: (K) Book N407 on axles 8002 to 8763: U. S. 407 above 8763: (AA) Hy, 17797: (BB) 307: (DD & EE) Hy, 16972.

U. S. 5314: (J & K) U. S. 5411: (AA) Hy, 17026: (BB) 308: (DD & EE) Hy, 16506: (FF) Hy, 16820.
1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF. 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.
1919 (Mod. A, B & D)—(AA) Hy, 27797.
1919 (C 2½-3 Ton)—(AA) Hy, 17026: (DD& EE) Hy, 16506: (FF) Hy, 16820.

DE KALB—1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520: (E) 4365-4320: (G & H) 3955-3920: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1916 (Mod. D-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 27789: (BB) Hy, 27896: (DD & EE) Hy, 16748.
1918 (E 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N: (B) Bower, 307N: (D) Bower, 4553T: (E) Bower, 3554T.
(H 2-Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower. 5553: (E) Bower, 4554. (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.
(H 2 Ton)—(A) Bower, 310N: (B) Bower, 308N: (D) Bower, 5553: (E) Bower, 4554.
1917-18-19 (Mod. 15 3-Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

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*(1917—2-U-V use 455-4520 on inner rear wheel.)

**DENBY—Continued**
1915-16-17 (1 Ton B & G)—(A) Tim, 4558-4520: (B) Tim, 3360-3320: (D) Bower 3672T: (E) Bower, 3362T: (G) Hy, 26084: (H) Hy, 26085.
1916-17 (2½ Ton K)—Tim. Brgs.: (A) 4558-4520: (B) 3360-3320: (C) 341B-3320: (D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.
1917 (2, Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.
1917 (12, 1-Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.
1917-18-19 (Mod. 13 2-Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553-: (E) Bower, 4554: (G & H) Hy, 26084-26085: (J & K) 407 & 307: (AA) 308: (BB) 307: (DD & EE) 305.
(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.
1919 (3½-5 Ton)—(F) Hy, 47893: (G & H) Hy, 26480: (K) Hy, 26669.

**DENMO**—1917-18 (10 1¼ Ton)—(D) Bower, 309N: (E) Bower, 306N (Jackshaft), 306N
1918 (12 ¾ Ton)—(D) Bower, 308N: (E) Bower, 306AL (Jackshaft), 306AL.

**DETROIT (Electric)**—1913 (Mods. 35, 36, 37, 39, 40 & 42)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) 210.
1914 (Mods. 46, 47, 48)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-; 363; (I) 709U; (L) 209; (M) 307.

**DETROITER**—1917 (Mod. 6-45)—Tim. Brgs.; (A) 257-2520; )B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; • (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

**DIAMOND ARROW**—1909-10—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.

**DIAMOND T**—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.
1914 (J 1½ Ton)—Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 335-3320.
1915 (J 1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E)

**DILE**—1915 (Mod. A)—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 205.

**DIXIE FLYER**—1917 (Flyer)—(D & E) Bower, 209AL: (G) Bower, 209A.

**DIXIE**—1916-17-18—(G & H) Hy, 26216.

**DISBROW**—1917 (Louis Disbrow)—(DD & EE) Hy, 17799.

**DOANE (Truck)**—1917 (2½-Ton)—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (6 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

**DODGE (All Years)**—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

**DORRIS**—1912 (Mod. 35)—Tim. Brgs.; (A) 337-3 20; (B) 315-312; (D & E) 365363 (G & H) 375-3720; (J) 256-2520; (K) 415-412; AA & BB) 335-3320; (DD & EE) 316-312.
1912 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913-14 (Mods. 35, 1-14)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (Lt. Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1913 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (1-Ton Del.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (1-A-4)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.
1915 (2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H)375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (1-8-6) 1917 (1-B-6-¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320.
1916-17 (I-B-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

**DORT**—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 162270 (J) Tim, 319-312; (K) Tim, 348-332; (AA) 207; (BB) 305.

**DREDNOT**—1914 (Mod. A-13)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (Mod. 9)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915 (Mod. G)—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**DREXEL**—1917 (Mod. R.)—(D & E) Bower, 208A.

**DRIGGS SEABURY**—1912-13 (4-5 Ton)—(D) Tim, 6451-6420; (E) Tim, 6354-6321.
1912-13-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 5554-5520; (E) 5355-5320.
1913-14 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4364-4320; (D) 6358-6321; (E) 5565-5520.
1912-13 (7-Ton)—Tim. Brgs.; (A) 6452-6420; (B) 5355-5320; (D) 6552-6521; (E) 6350-6321.

**DUPLEX**—1916 (Mod. C-B)—(AA & BB) Tim, 357-353; (DD & EE) 339-333.
(2 Ton)—(A & D) Bower, 3762T: (B & E) Bower, 3362T: (G & H) Bower, 458T: (J) Bower, 4359T: (K) Bower, 335T.
(3-Ton)—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4359T.
1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; () Bower 4359T; (O) 205; Jack Shaft Hy, 19200.
1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Rower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND. 205 Jack Shaft Hy, 19200.
1917 (Mod. EL)—(A & D) Rower, 311N; (B & E) Bower, 310N; (G & H) Bower. 456T; (J) Rower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jack Shaft Hy, 19200.
1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brgs. 2 Bowers 4355T, Jack Shaft Hy. 19200.
1918 (D 3½ Ton)—(A & D) Bower, 311N: (B & E) Bower, 310N: (G & H) Bower, 456T. (J) Bower, 4359T: (K) Bower, 335T: Jack Shaft, Bower, 310NDT

**DUROCAR**—1911 (Mod. D-30)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E, G & H) 375-3720; (J) 336-3320; (K) 435-4320.
1911 (Mod. L-N)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (Mod. 1-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

**EAGLE**—1917-18—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 26518: (BB) Hy, 26737.

**ECLIPSE**—1912 (A 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1912 (D 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5350-5320.
1912 (E 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6221; (E) 5355-5320.

**ECONOMY**—1917 (Mods. 4-36)—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.
1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

**EDWARDS-KNIGHT**—1913 (Mod. 25)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 3 5-3720; (H) 456-4520; (J) 5356-5320; (K) 4364-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

**ELCAR**—1914 (Pleas.)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915 (Mod. 4-40)—Tim. Brgs.; (A) 415-412; (B, DD & EE) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE) 316-312.
1916 (Mod. A-B)—(D & E) Hy, 16076: (G & H) Hy, 26216.
1917-18—(G & H) Hy, 26216.
1917-18—(D & E) Bower, 208A.

**ELGIN**—1916-17 (Farm Tractor)—(D) Tim, 4554-4520; (E) Tim, 3362-3320.
1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K) 307; [use 306 & 406 with short third member]; (O) 203; (AA) 207; (BB) 306.
1917 (Pleas.)—(F) Bower, 309ADT: (G & H) Bower, 209AL: (J) 0208: (K) 0407.
1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.
1918 (Mod. A)—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207; (BB) 306.

**ELK (Truck)**—1913 (Mod. B)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1913 (Mod. C)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Mod. E)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 395-3320; (K) 456-4520.

**ELKHART**—1916—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (BB) 305.
1917 (Mod. A)—(F) 309; (G & H) 210; (K) 307 x 1¼"; (O) 203; (AA) 207; (BB) 305.
1917—(J) 0208; (K) 0407.

**ELMORE**—1909 (Taxi)—(D & E) Hy, 26892: (G & H) Hy, 26893: (K) 308.
1909-11-12 (Mods. 25, 26, 27, 33, 34)—G & H) Hy, 26062: (K) 307.
1910-12 (Mod. 37-44)—(F) 408; (G & H) 212; (J & K) 308.
1911 (Mod. 46B)—(F) 311; (G & H) 212; (J) 309; (K) 306.
1914 (D & E) Hy, 16829: (G & H) Hy, 16826.

**E. M. F.**—1909-10-11 (30)—(D & E) Hy, 16082.
1912 (30)—(D, E, G & H) Hy, 16082.
1913 (30)—(G & H) Hy, 26056.

**EMERSON**—1917 (Four)—(D, E, G & H) Hy, 16076.

**EMPIRE**—1912—(D & E) Hy, 16018: (G & H) Hy, 26062: (K) 306.
1913—(D & E) Hy, 16018: (G & H) Hy, 26062: (O) 205: (AA & BB) 306: (CC) 304: (DD & EE) 305.
1914 (Mods. 31, 31-40)—(D & E) Hy, 16722: (G & H) Hy, 26062: (O) 205: (AA) 306: (BB) 307: (CC) 304: (DD & EE) 305. (Mods. 31, 31-40 Roadster)—(AA) 210: (BB) 307: (CC) 304: (DD & EE) 305.
1915 (Mod. 33)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (BB; 307.
1916 (Mod. 33-45)—(D & E) Hy, 16691: (G & H) Hy, 26062: (K) 307: (O) 205: (AA) 208: (BB) 307.
1917 (Mods. 45. 60)—(D & E) Bower, 209AL: (F) 209: (G & H) 0209: Bower 209A: (J) 207: (K) 406: (O) 205: (P) DR 206: (AA) 208: (BB) 307.
1916-17 (60-71)—(D & E) Hy, 16691: (G & H) Hy, 26486.
1917-18 (50-51)—(F) Hy, 16779: (G & H) Hy, 26252.
1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (AA) 209; (BB) 307.
1918—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A.

**ENGER**—1912-13 (Mod. E, F & J)—(E) 310; (G & H) 212; (J) 0309; (K) 307; (AA) 211; (BB) 307; (DD & EE) 306.
1915 (Mod. 6-50)—(F, G & H) Hy, 16779: (J) 0207: (K) 307: (Q) 205: (AA) 208: (BB) 307.
1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 208.
1917 (Mod. 6-50)—(D & E) Bower, 209AL: (G) Bower, 209A: (K) 307: (Q) 205: (AA) 208: (BB) 307.

**ERIE**—1916-17 (33-34)—(F) Hy, 16779: (G & H) Hy, 26252.

**ESSEX**—1918 (Pleas.)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520: (J) Upper 2785-2720: (K) Lower, 3381-3320: (AA) Hy, 17024: (BB) Hy, 16661: (DD & EE) Hy, 16473: (FF) Hy, 16820.

**ESSEX**—1917 (1½-Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

**EWING**—1910 (Cab)—(A) 306; (B) 308; (G & H) 211; (J) 307; (K) 308.

**F. A. L.**—1909-10—(F) Hy, 16118: (G & H) Hy, 16117.

**FARGO**—1916-17 (M 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T.
1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T: (E) Bower, 4554T: (G) Hy, 26084: (H) Hy, 26085.

**FEDERAL**—1911-12-13 (Mod. C & B)—Tim. Brgs.; (A) 3750-3720; (B) 3351-3320; (D) 4550-4520; (E) 4353-4320.
1914-15 (1, 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
1917 (1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.
1917 (1½, 2-Ton)—(BB) 308; (DD & EE) 307.

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1917 (Mod. O-P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (5-Ton X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6559-6320.
1918 (3½, 5-Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

FIAT—(Mod. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 30 (CC) 308; (DD) 406; (EE) 210; (GG) 213 & 305.

FIRESTONE COLUMBUS—1913 (Mod. 25)—(A) 308; (B) 306; (F) 211; (G & H 210; (K) 308.
1913 (Mod. 32)—(A) 309; (B) 306; (D) 311; (E, G & H) 211; (J) 209; (K) 408.

FISHER—1914-15 (4-36-A-B)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.

FORD—(1908 to 1909 Mod. T)—(Wheel End Right Hand) Hy, 16080: (Left Hand) Hy, 16079: (G) Hy, 16080: (G) Hy, 16079.

FORD (Truck)—1918 (1 Ton)—(F) Hy, 16211: (G & H) 0212.

FORDSON (Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & H) 218RT. 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; (P) 214RT. 50%; (T) 2" x 2¾"; (U) 2" x 1½"; (V) 2" x 2½"; (W) 2" x 3"; (X & Y) 2" x 3"; (AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. 50%; (EE) 405RT. 50%; (FF) 1½" x 1¼ Bronse; (GG) 2 No. 204RT. 100%; Belt Pulley, Inner 308RT.; Outer 406RT.

FORSCHLER—1916 (1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412

FOSTORIA—1916-17 (Mod. 17)—(J & K) 305; (AA) 207; (BB) 305.

FOUR WHEEL DRIVE—1916—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & EE) 307.
1917—(G & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.
1918—(G & H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG) 205.
1915-16-17-18 (B 3 Ton)—(A, B, D & E) Bower, 217N: (G & H) Bower, 313N: (J Bower, 309N: (K) Bower, 306AL.

FRANKLIN—1909-10 (Mod. D)—(A) Tim, 3357-3320: (B) Tim, 3151-3120.
1909-10 (Mod. H)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1911 (Mod. M)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 355-3520.
1911-12-13 (Mod. D & H)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 455-4520.
1912-13 (Mod. O ½-Ton)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 415-412.
1912-13 (G-Run.)—(A) Tim, 2550-2520; (B) Tim, 2357-2320.
1912-13 (K-6 Taxi)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1912-13, 14, 15, 16 (M 3, M 8, M Ser. 4-5-6)—(A) Tim, 2750-2720; (B) Tim, 2357-2320; (D & F) Tim, 415-412; (G & H) Tim, 355-3520; (J & K) Tim, 417-412; (AA, DD & EE) 307 Spec. 1" I. D.; (BB) 407.
1917-18-19 (Series 9)—(A) 307 RT; (B) 305 RT; (F) 407 RT; (G & H) 308 RT; (J) 207 RT; (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) 304; (DD & EE) 305; (KK) 204 RT; (LL) 204W-RT.

FULTON—1917-18 (F-2 1½ Ton)—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy 26219.

GABRIEL—1912 (Del.)—Tim. Brgs.; (A) 339-333; (B) 237-233; (D) 455-4520; (E) 358 354; (G & H) 376-373; (J) 415-412.
1914 (Mod. J)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.
1914 (Mod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1914 (Mod. J)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) 456-4520; (J) 4555-4520; (K) 440-4320.
1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
1916 (Mod. O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.
916-17 (Mod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 335-3320.
1917 (O 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 339-333.
1917 (M 1½-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333

GARFORD—1910 (6-Ton)—Tim. Brgs.; (A) 6358-6321; (B) 4365-4320; (D) 6552-6521; (E) 6352-6321.
1911 (Mod. F)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4320; (D) 6552-6521; (E) 6352-6321.
1911-13 (J 3-Ton)—Tim. Brgs.; (A) 6350-6321; (B) 4353-4320; (D) 6356-6320; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE) 335-3320.
1912-13 (H 1½-Ton)—Tim. Brgs.; (A) 457-4520; (B) 315-313; (D) 4554-4520; (E) 455-453.
1912-13 (D 5-Ton)—Tim. Brgs.: (A) 6350-6320; (B) 4350-4320; (D) 6553-6521; (E) 6353-6321.
1912 (4-15)—(G) 210; (H) 310; (J) 306; (K) 309; (AA & BB) 212; (DD) 307; (EE) 307.
1913-14 (Mod. J)—Tim. Brgs.; (A) 6354-6321; (B) 4361-4321; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1914 (G-15)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D & E) 375-3720; (G) 365-363; (H) 455-453.
1914 (Mod. L)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (AA) 337-3320; (BB) 440-4320; (DD & EE) 335-3320.
1916 (66-70)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.
1916 (Mod. 67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1916 (Mod. 67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916 (Mod. 68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
1916 (Mod. 69)—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.
1916 (Mod. 75)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
1917 (Mods. 68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6554-6521; (E) 6553-6521.
1917 (Mod. 66 1½-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.
1917 (70B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.
1917 (75 1-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917-18 (77-77B 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302.
1918 (75C 1-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
1918 (66-B 1½ Ton, 70-B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.
1918 (77C 3½-Ton)—Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Ann, 302SR.
1918 (68 5-Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 2168R: (I) HB. 1113; (O) 205SR; (P) 208DR; (AA & DD) 4098R; (BB) 308DR; (EE) 410SR; (GG) 302SR.

GARY—1918 (H 2 Ton)—(A) Bower, 310N: (B) Bower, 309N: (F) Bower, 314NDT.

GEM—1917 (A-4-30)—(D & E) Hy, 26227: (G & H) 16395.

GENERAL MOTORS—1911 (Mod. O)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320; (G & H) 395-3920; (J, K, AA, DD & EE) 4364-4320; (BB) 3159-3120.
1912-13 (H & HV)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5357-5320; (G & H) 3950-3920.
1912-13 (K-U)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5357-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3950-3920.
1913-14 (2-3 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320.
1914 (1¼-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320.
1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SK.F. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SK.F. 910; (AA & BB) 308; (DD & EE) 306.
1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.
1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.
1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333.
1915-16 (Mods. 31-41)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.
1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.
1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409 (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.
1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1918 (Mod. 101)—Tim. Brgs.; (A) 5550:5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.
1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SK 910; (AA) 305; (BB) 308; (DD & EE) 306.
1917 (31 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205 (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.
1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.
1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.
1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.
1917 (L 3½-Ton)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308 (DD & EE) 339-333.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691: (G & H) Hy, 26227.

GHENT—1918 (6-60)—(D & E) Hy, 16779: (G & H) Hy, 26056.

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD & EE) 4353-4320
1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.
1912-13 (700-lb.), 1915 (½ Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim 236-2320.
1911-12-13 (1 Ton)—Tim Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.
1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.
1911-12-13 (½ Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.
1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.
1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.
1916-17 (½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (1,000-lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.
1915-17 (5-6 Ton F.V., 6-Ton Daimler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

GLIDE—1912—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3756-3720; (G & H) 5553-5520; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3762-3720; (G & H) 5553-5520; (AA) 435-4320; (BB) 336-3320; (DD & EE) 4357-4320; (GG) 1150-1130.
1912-13 (Glide 45)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 3762-3720; (G & H) 5553-5520; (J) 439-4320; (AA) 4360-4320; (BB) 439-4320; (DD & EE) 4357-4320; (GG) 1150-1130.
1913—(A) 0407; (B) 0405; (F) 310; (G & H) 0211; (J) 0307; (K) 0408.
1914—(F) 310; (G & H) 0211; (J) 306; (K) 308; (Q) 0209; (AA) 308; (BB) 307; (DD & EE) 305.

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GLIDE—Continued
1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch No. 0204 with Plate Clutch; (DD & EE) 305.
1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305.
1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (O) 205; (BB) 308.

GLOBE—1916 (¼ Ton)—(G) Hy, 26219.
1916—12 1¼ Ton)—(G) Hy, 26084: (H) Hy, 26085.
1916-17-18 (1 Ton)—(F) Hy, 16670: (G & H) Hy, 26069.
1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26356.
1918 (C & CC 2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388.
1917-18 (1½-2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

GRAMM—1909-10-11-12 (Mod. V 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (G & H) 3554-3520; (J) 3654-3620; (K) 3360-3320; (AA, DD & EE) 3158-3120; (BB) 3360-3320. 1909-10 (Mod. V) uses Tim. 3158-3120 on Main Shaft Rear.
1909-10 (Mod. X)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (G & H) 3762-3720; (J) 3159-3120; (K) 4360-4320; (AA, BB, DD & EE) 4354-3420.
1910-11 (Mod. Y), 1912 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3554-3520; (J) 3158-3120; (K) 3360-3320; (AA, BB, DD & EE) 3158-3120. 1912 1-Ton uses Tim. 3360-3320 on Main Shaft Rear.
1911 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3351-3320; (G & H) 3762-3720; (AA, DD & EE) 3158-3120; (BB) 3360-3320.
1911-12 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (J & K) 4361-4320; (AA) 3454-3420; (BB) 4361-4320; (DD & EE) 3455-3420.
1911-12 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (J & K) 5350-5320; (AA, DD & EE) 3554-3520; (BB) 5350-5320.
1913 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3360-3320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE)3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3554-3520; (AA & BB) 3360-3320; (DD & EE) 3158-3120.
1913 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.
1913 (3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3762-3720; (AA) 3159-3120; (BB) 4365-4320; (DD & EE) 3454-3420.
1913 (5 Ton)—Tim. Brgs.; (A & D) 6451-6420; (B, C & E) 6350-6321; (G & H) 5552-5520; (AA) 3364-3320; (BB) 5354-5320; (DD & EE) 3554-3520.
1914 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4561-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1913 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G) 4553-4520; (H) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.
1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

GRAMM-BERNSTEIN—1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4230.
1913-14 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.
1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.
1915 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.
1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.
1919—(1½ Ton, Bevel or M & S Diff.)—(F) Hy, 16670: (G & H) Hy, 26069-26064: (K) Hy, 26665.

GRABOWSKY—1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.
1911-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 439-4320; (DD & EE) 415-412.
1911-12-13 (1½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

GRANT—1914 (Mod. 21)—(A) 0305: (B) 0304: (K) 305: (AA) Hy. 17016: (BB) 305.
1915 (Mod. M)—(A) 0305: (B) 0304: (AA) Hy, 17016: (BB) 0305.
1915-16 (Mods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.
1916-17-18—(D & E) Bower, 208A: (G & H) Hy, 26216.
1917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB) 306.
(Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H)-Hy. Radial 26216; (J) SR. 306; (K) DR. 307; (AA) 209; (BB) 306.

GRANT-LEES—1913 (Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

GRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 1/064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

GREAT EAGLE—1912-13 (10 Pass. Lim.)—Tim. Brgs.; (A) 419-412; (B) 316-312 (C) 3650-3620; (D, E & G) 375-3720; (H & K) 456-4520; (J) 336-3320 (AA & BB) 337-3320; (DD & EE) 335-3320.
1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257;

GREAT WESTERN—1913-14-15 (Mod. 40)—(F) 310: (G & H) Hy, 26056: (K) 308-(AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1915-16—(6-40)—(D & E) Hy, 16779: (G & H) Hy, 26252.

GRINNELL (Electric)—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

GROUT—1909—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 4354-4320; (G) 3762 3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320; (AA) 3554-3520; (BB) 3455 3420; (DD & EE) 3150-3120.
1910-11 (Mod. 45)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA & BB) 415-412; (DD & EE) 316-312

HACKETT—1917-18—(D & E) Hy, 16018: (G & H) Hy, 26063: (BB) 207: (CC) 305.

HAHN—1915-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553; 4520; (E) 3762-3720 (1916 [Mod. C] uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915-16-17 (Mod. E-D 1½-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB DD & EE) 335-3320.
1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.
1918 (¾ Ton)—(D) Bower, 306Z: (E) 306AL: (Jack Shaft) 306AL: (AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

HAL—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 205; (EE) 306: (DD) Hy, 16497: (EE) Hy, 16497.
1917—(Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.

HALL—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-333.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520; (AA, & BB) 357-353; (DD & EE) 339-333.
1917-18 (2 Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy, 16820.

HALLADAY—1910-11-12 (G-35)—(D & E) Hy, 16018: (G & H) Hy, 26062.

HANSON—1918—(AA) Hy, 27797: (DD & EE) Hy, 26972: (FF) Hy, 26956.

HARVARD—1916—(D & E) Hy, 16076: (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076: (G & H) Hy, 26269.

HARROUN—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (AA) 207; (BB) 306.

HARVEY—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT: Tim. Brgs.: (AA) 439-4320: (BB) 435-4320: (D & E) 415-412.
1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

HASSLER—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080: Left Hand, 16079 (G) Hy, 16080: (H) Hy, 16079.

HATFIELD—1917 (Mod. 6)—(D & E) Bower, 208A.

HAVERS—1912-13 (Mods. S-6-44-55)—(A & B) 0307: (F) 311: (G & H) Hy, 26056: (J) 0307: (K) 309 x 1½".

HAWKEYE—1918 (L-2 Ton)—(F) Hy, 26662: (G & H) Hy, 26388: (K) Hy, 26777.
1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT: (F) Hy, 16670: (G & H) Hy, 26069: (K) Hy, 26668.

HAYNES—1909 (Mod. W-8)—Tim. Brgs.; (A) 3457-3420; (B) 3151-3120; (J & K) 4361-4320; (W) 436-432.
1910 (Mod. 19)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1910 (Mod. Y)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1911 (Mod. 20)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1912 (Mod. 21)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H 375-3720; (J) 256-2520; (K) 415-412; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1913 (Mod. 22)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 375-3720; (BB) 335-3320; (DD & EE) 316-312.
1914 (26-27-28)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (F) Ann. 311; (G) 456-454; Ann, 1211; (H) 559-552; Ann, 211; (J) 439-4320; Ann, 1208; (K) 539-532; Ann, 308; (AA) 375-3720; (BB) 415-412; (DD & EE) 316-312.
(Lt. Six, 30-33, 34, 35, 36, 37)—(F) 0211; (G & H) 210; (J) 305; (K) 407; (P) 205; (Q) 1205; (AA) 209; (BB) 307; (DD & EE) 306.
1916-17 (6 & 12)—(A) 308: (B) 305: (F) 311: (G & H) 210 WRT: (J) 305: (K) 307: (Q) 205: (AA) 209: (BB) 307: (DD) 305: (EE) 306.
1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307; (K) 0308; (AA) 208; (BB) 306
1918-19—(A) Gur. 308D PRT: (B) 305RT: (F) 211R: (G & H) 210W RT: (J) 205: (K) 307.

HENDERSON—1913-14 (Mod. 4, 45)—(A) 0309: (B) 0307: (D & E) Hy, 26777: (G & H) Hy, 26056: (AA) 209: (BB) 307: (CC) 304: (DD & EE) 305.
1914 (46-54-56)—(D & E) Hy, 26777: (G & H) Hy, 26056: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

HENDERSON BROS.—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB) 339-333.
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 463-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

HENDRICKSON—1915-16-17 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-332 (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 539C-532.
1915-16-17 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

HERCULES (Truck)—1912 (5 Ton)—Tim. Brgs.; (G, H & J) 5552-5520; (AA) 5552-5520; (DD & EE) 5355-5320.

HERRESHOFF—1910 (Mod. 20)—Tim. Brgs.; (A) 1951-1920; (B) 1556-1530; (D) 317-312; (G) 355-3520; (H) 335-3320; (K) 317-312.
1913—(D & E) Hy, 16599: (G & H) Hy, 26598: (F) 309: (J) 306: (K) 307 x 1.225".

HERFF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T: (G & H) Hy, 26216: (DD & EE) Hy, 17799.

HEWITT—1911-12-13 (4 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5357-5320; (G & H) 5557-5520; (M) 3350-3320; (AA & BB) 5553-5520; (DD & EE) 5353-5320; (FF) 3350-3320.
1911-12-13 (5 & 7 Ton)—Tim. Brgs.; (A) 5552-5520; (B) 5351-5320; (D) 6450-6420; (E) 5551-5520; (G & H) 5557-5520; (L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.
1911-12-13 (10 Ton)—Tim. Brgs.; (A) 6450-6420; (B) 5551-5520; (D) 940-932; (E) 6554-6521; (G, H & L) 5557-5520; (M) 3360-3320; (AA) 5350-5320.

HOLLIER—1916—(F) 310: (G & H) 0310: Hy, 26226: (J) 0308: (K) 0308: (AA) 208: (DD) 206.

HOLMES—1919—(A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 209; (AA) Tim, 277-274: (BB) Tim, 339-333: (DD & EE) 306: (CC) 235.

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**—Continued**
**Mod. 45)**—(J) 0307; (K) 0407; (O) 0208; (AA) 1212; (BB) 307; (DD & EE)

**Mod. 34)**—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0207: (K) 0307: (O) (BB) 307.
**Mod. 68)**—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) (AA) 307.
**Olympic 40)**—(D & E) Hy, 16032 & 16792: (G & H) Hy, 26056: (J) ND 0207: ND 0407.
**48)**—(A) Bower, 308AL: (B) Bower, 305AL: (D & E) Hy, 16779: G & H) Hy,
**—49)**—(D & E) Hy, 16779: (G & H) Hy, 26056: (J) 0208: (K) 0407: (O) 205: 207.
**lod. 30)**—(T) 308; (U) 309; (AA) 207; (BB) 305; (CC) 306.
**lod. 32)**—(J) 205; (K) 305; (AA) 210; (BB) 307.
**lods. 50, 51 & 52)**—(AA) 308; (BB) 307.
**11)**—(D & E) Hy, 16779: (G & H) Hy, 26056: (AA) Hy, 27797: (BB) Hy, 27899: & EE) Hy, 26972: (FF) Hy, 26956.

**—1913-14-15-16 (1 Ton)**—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-(G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & 339-333.
**-15-16 (1½, 2 Ton)**—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 33.
**Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550. (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720. 439-4320; (BB) 437-4320; (DD X EE) 415-412.
**Ton)**—Tim. Brgs.; (A) 5550-5520; (B X E) 5351-5329; (C) 5354-5320; (D) 6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.
**Ton)**—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5 20; (D) 6550-(E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.
**Mod. A)**—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D X E) 365-

Ton)—Tim. Brgs.; (A X D) 3750-3720; (B X E) 3350-3320; **(G X H)** 3762 (J X K) 3362-3320; (AA) 337-3329; (BB, DD X EE) 335-3320.
Ton)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552; (E) 5755-5720; (G X H) 5756-5720; (J X K) 559C-552; (AA X BB) 337-3320. & EE) 335-3320.
½ & 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; **(G & H)** 3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-(E) 5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; **(K) 4554-4520;** & BB) 337-3320; (DD & EE) 335-3320.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-(E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; **(K) 454-4520;** 439-4320; (BB) 335-3320; (DD & EE) 415-412.
Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; **(D, G & H)** 72; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; **(DD & EE)** 12.
**1-Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-(G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & 335-3320.
**1½, 2-Ton)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; H) 559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

**D—(Mod. 6)**—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

**D CO., A.—1917**—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD & 305.

**—1910 (Mod. 20)**—(D & E) Hy, 16018: (G & H) Hy, 26063: (J) Tim, 316-316: Tim, 336-320.
**Mod. 33)**—(A) Bower, N307; (B) Bower, N305; (F) Hy, 16795; (G & H) Hy, (I) Weston Mott, 1271S: (J) Hy, 14812: (K) Tim, 3158-3120: (AA) 210: 205; (DD & EE) 306.
**Mod. 37)**—(A) Tim, 418-412; (B) Tim, 315-312; (D & E) Tim, 355-3520; (G & H) 375-3720; (J) Tim, 317-312; (K) Tim, 417-412; (AA) Bower, 210; (BB) Bower, (DD & EE) Bower, N306.
**Mod. 54)**—Tim. Brgs.; (A) 444-4320; (B) 315-312; (D, E & G) 375-3720; (H) 53; (J) 317-312; (K) 444-4320; (AA) Bower, 211; (BB, DD & EE) Bower, 308.
(Mod. 45)—Bower Brgs.: (A) 444T: (B) 315T: (D & E) 375T: (G) 375T: (H) Sp: (J) 317T: (K) 444T: (AA) 211N: (BB) 308N: (DD & EE) 306N.
**Mod. 47)**—Bower Brgs.: (AA) 210N: (BB) 307N: (DD & EE) 305N.
**Mod. 40)**—(A) Tim, 343-3320; (B) Tim, 258-2520; (D & E) Tim, 355-3520; Tim, 365-363; (H) Tim, 375T-3720; (J) Tim, 420-414 H.B.8308; (K) Tim, 315-(AA) 210; (BB) 307; (DD & EE) Bower, N305.
4-6 Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3653B-3620; (D & E) 720; (G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4330; (AA) Ann, 211; Ann, 308; (DD & EE) Ann, 306.
0-6 Cyl. C)—Tim. Brgs.; (A) 343-3320; (B) 258-2520; (D & E) 355-3520; (G) 63; (H) 375-3720; (J) 315-313; (K) 420-414.
4 6 Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E) 720; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211; Ann, 308; (DD & EE) 306.
(G-6-40)—Tim Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-(G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026; Bower, 307: Hy, 16684: (DD) Hy, 16506: (EE) Bower, N305: Hy, 16506: (FF) 16820.
Super 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330-Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417; (AA) Hy, 17026: (BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy,
Super 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-(G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy 6: (BB) Hy, 16684: (DD) Hy, 16506: (EE) Hy, 16506: (FF) Hy, 16820.

**BILE—1911 (Mod. C)**—Tim. Brgs.; (A) 951-920; (B) 550-520; (J) 260-(K) 321-312.
(K) 305 x 1.0153".
—Bower Brgs.: (A) 208N: (B) 305A: (D) 210N: (E) 210A: (G & H) Hy, 26991.
**Mod. H)**—(A) Bower, 208N: (B) Bower, 305A: (D & E) Bower, 210A.
**6-15 (All Mods.)**—(A) Tim, 277-274; (B) Tim, 237-233; (F) 210; (G & H) 26991: 0210: (J) 0306: (K) 0406.
**H T")**—(G & H) Hy, 26991: (BB) Hy, 16995: (DD) Hy, 16993: (EE) Hy, 16994.
**7 (Mod. N)**—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210; 306: (K) 1406: (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle): Hy, 16993: (EE) Hy, 16994.
**lod. H-HA)**—(AA) 305: (DD & EE) Hy, 16993 & 16994: (GG) ND 03.
**lod. N-K)**—(A) 305; (B) 208; (F) Mod. K210D Mod. N.310 RT; (G & H) 78: (J) 306D: (K) 406RT: (Q) 213H8: (AA & BB) 213: (DD) Hy, 16993: (EE) 16994.
(F) 0308: (G & H) 0210: (K) 407: (DD) Hy, 16993: (EE) Hy, 16994.
**9 (Mod. R)**—(D & E) Hy, 16691: (G & H) Hy. 26401.

**JRT—1917 (1½ Ton)**—Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE) 312.
**, 3½ & 5 Ton)**—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-

**1917 (W. F. 2, 7-Ton)**—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

**IMPERIAL—1909 (H.P.V. 30)**—Tim. Brgs.; (A) 3357-3320; (B) 3150-3120; (D) 4353-4320; (G) 3762-3720; (H) 3955-3920; (J) 3455-3420; (K) 3160-3120; (AA) 4353-4320; (BB, DD & EE) 3351-3320.
**1913 (Mod. 34)**—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407.
**1913 (Mod. 32)**—(A) 0308: (B) 0305: (D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407.
**1913 (Mod. 6)**—(A) 309; (B) 306; (F) 312; (G & H) 211; (J) 306; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
**1913 (Mod. 44)**—(A) 308; (B) 306; (F) 310; (G & H) 211; (J) 307; (K) 407; (AA) 211; (BB) 307; (DD & EE) 306.
**1914 (Mod. 32)**—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 0407: (AA & BB) 307: (DD & EE) 306.
**1914 (Mod. 34)**—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0307: (K) 0407: (AA & BB) 307: (DD & EE) 306.
**1914 (Mod. 5, 4, 6)**—(A) 309; (B) 306; (D) 312; (E) 2.2; (G) 211; (H) 211; (J) 208; (K); 309 (AA & BB) 308: (DD & EE) 306.
**1915 (Mod. 34)**—(D & E) Hy, 16792: (G & H) Hy, 26056: (J) 0207: (K) 307: (AA) 208; (BB) 207: (DD & EE) 305.
**1916 (All)**—(D & E) Hy, 16779: (G & H) Hy, 26252.

**INDIANA**—1914-15 (B 1½-Ton)—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 212; (O) 205: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1914-15 (F 3 Ton)—(A) 312: (B) 311: (D) 313: (E) 312: (G & H) 212: (AA) Hy, 27789 (BB) Hy, 27896: (DD & EE) Hy, 16748.
1914-15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 212; (O) 205.
1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 207; (O) 205.
1916-17 (L 5 Ton)—(A) 315: (B) 314: (F) 319: (G & H) 219: (J) 409: (K) 410: (AA) Hy, 57789: (BB) Hy, 57896: (DD & EE) Hy, 16748.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207; (DD & EE) Hy, 26972; (M) 3107D.
1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207: Hy, 27794: (BB) Hy. 26733: (DD & EE) Hy, 26972: (M) 3107D.
1917 (Mod. R 3½-Ton)—(A) 312; (B) 311; (E) 317; (G & H) 219; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 207; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF. 918.
1917 (Mod. L)—(A) 312; (B) 311; (E) 319; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) Hy, 57896; (DD & EE) Hy, 16748.
1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 26972.
1917 (Mod. S 1-Ton)—(A) 308; (B) 307; (D) 213; (E) 211; (F) 308; (G & H) 211; (J & K) 208; (M) 2111F; (O) 205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.
1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 408; (M) 3107D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) 339.
1918 (Mod. R 3½-Ton)—(A) 312; (B) 311; (F) 317; (G & H) 218; (I) SKF. 918; (J) 409; (K) 410; (M) Rh. 3110D; (O) 205; (Q) 308; (AA) Tim; 336; (BB) Tim, 357; (DD & EE) Tim, 339-333.
1918 (Mod. L 5-Ton)—(A) 312; (B) 311; (F) 319; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (Q) 308; (AA & BB) Tim, 439; (DD & EE) Tim, 415-412.
1918 (Mod. Q 1, 1½ Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (J) 407; (K) 216; (O) 205; (Q) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.
1918-19 (D-2 Ton, T-1 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516

**INTERNATIONAL HARVESTER—1910-11 (Roadster)**—(AA) 309; (DD & EE) 306; (GG) 202; (HH) 204.
1910-11 (Touring)—(T) 205; (U) 301; (V) 204; (FF) 203; (HH) 204.
1910-11 (Mod. J)—Tim. Brgs.; (D) 3455-5420; (G & H) 3762-3720; (J & K) 3455-3420; (AA) 3762-3720; (BB) 3455-3420; (DD & EE) 3150-3120.
1909-10 (Mod. F)—Tim. Brgs.; (D) 3455-3420; (G & H) 3762-3720; (J) 3455-3420.
1910-11 (J-110)—Tim. Brgs.; (G, H & AA) 3756-3720; (BB) 3450-3420.
1910-11 (Mod. K)—Tim. Brgs.; (D, J & K) 3455-3420; (G & H) 3762-3720.
1915-16 (N. E. 1,500 lbs.)—Tim. Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.
1916-17 (1,500-2,000 lbs.)—Tim. Brgs.: (A) 419-412: (B) 317-312: (D) Bower, 309N: Hy, 16667: (E) Bower, 306N: Hy, 16667: (Jack Shaft) Bower, 306NDT: (G & H) Hy, 16667: (AA) 337-3320: (BB) 335-3320: (DD & EE) 316-312.
1917-18-19 (K-1 ½, G-2 Ton)—(D & E) Hy, 26662: (G & H) Hy, 16667.
1918-19 (H-¾, F-1 Ton)—(D & E) Hy, 16667: (G & H) Hy, 16667.
1919 (3½ Ton)—(D) Hy, 56756: (E) Hy, 47893: (G & H) Hy, 27884.

**INTERNATIONAL (Truck)—1914 (S 2nd Ser.)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320.
1914 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
1914 (T 3½-Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.
1915 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (AB 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (AB 1½-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530.
1916 (AC 3½ Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.
1916 (AC 5½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 5355-5320.
1917 (AB 1 Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320.
1917 (AB 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AB 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.
1917 (AC 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-3621; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GG) 1550-1530.

**INTERSTATE—1909-10 (Mod. 25-30)**—(K) 307; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1911 (Mod. 35)—(A) 309; (B) 306; (D) 312; (E, G & H) 212; (J) 210; (K) 310-(AA & BB) 307; (DD & EE) 306.
(Mod. 40-41-42)—(A) 308; (B) 306; (D & E) 311; (F) 311; (G & H) 211; (J) 208; (K) 309; (O) 205; (Q) ND. 211 for cars No. 4301 to 4316; (R) DR. 306; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.

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**INTERSTATE—Continued**
(Mod. 45, 6 Cyl.)—(A) 309; (B) 306; (D) 310; (E) 210; (G) 211; (H) DR. 211; (J) 208; (K) DR. 309; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
(Mod. 50-51-52)—(A) 309; (B) 306; (D) 312; (E) 212; (G & H) 211; (J) 210; (K) 310; (Q) 211; (R) 306; (AA) 308; (BB) 307; (CC) 206; (DD & EE) 306.
1915-16 (Mod. T-TR)—(D & E) Hy, 16779: (G & H) Hy, 26252: (I) Hy, 16352: (AA) SR 206: Hy, 26518: (BB) SR 307: (DD & EE) 206.
1918 (T Series)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1917-18 (850 lbs. Del.)—(D & E) Hy, 16779: (G & H) Hy, 26252: (AA) Hy, 26518.
1916-17—(BB) 307; (DD & EE) 206.

**JACKSON—1912-13 (Mod. 60)—(A) 0408; (B) 0405; (F) 10; (G & H) 212; (J) 0309; (K) 307.**
1910-11 (40 & 41)—(D & E) Hy, 16032: (G & H) Hy, 26056: (K) 306: (AA) 308: (BB) 307.
1914 (Mod. 23-46)—(J) 0207; (K) 0407.
1914-15 (43-48)—(D) 310; (E) 210; (J) 0207; (K) 30407; (O)0305: (AA) 212; (BB) 307.
1914—(F) 312; (G & H) 212; (J) 311; (K) 308.

**JEFFERY—1914 (Six-17)—(D) 309; (E) 209; (J) 407; (K) 405; (T & U) N.D.DR. 305; (AA) 210; (BB) 407; (DD & EE) 306; (GG) ND. 03; (JJ) ND. 307.**
(Four-18)—(D) 309; (E) 209; (G & H) 211; (J) 208; (K) 308; (V) 302; (AA) 210; (BB) 407; (DD & EE) 210; (GG) 302.
1913-14 (Rambler)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 306.
1914 (Mod. 96)—(D) 309; (E) 209; (G & H) 309; (J) 405; (K) 407; (AA) 210; (BB) 208; (DD & EE) 306.
1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.
(6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.
1916-17 (4-72)—(O) 205.
1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

**JEFFERY QUAD—1914 (4WD 3,600 lbs.)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.**
1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (J) 355-3520; (K) 315-312.
1916 (1½ Ton)—(D & E) Hy, 26065: (G & H) Hy, 26057: (K) Hy, 26777.
1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.
1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-4520; (J) 419-412; (K) 3196-3120.

**JENKINS—1910 (Pleas.)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.**

**JEWELL (Croxton & Keeton M. C. Co.)—1910 (Pleas.)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.**

**JONES—1916-17-18 (6)—(D & E) Hy, 16691: (G & H) Hy, 26052: (AA) Hy, 27.9.; (BB) Hy, 27899: (DD & EE) 26972: (FF) Hy, 26950.**
1918 (1 Ton)—(H) Hy, 26219: (AA) Hy, 27791: (DD) Hy, 17014: (EE) Hy, 16506.
1918 (2 Ton)—(G) Hy, 26084: (H) Hy, 26085: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.

**JORDAN—1917 (Mod. B)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1 0 ; (BB) ND. 12 7.**

**KEARNS—1918 (D ½ Ton)—(D & E) Bower, 2084.**

**KEETON—1910 (Mod. K)—(F) 405; (G & H) 212; (K) 308: (BB) 307; (CC) 307; (DD & EE) 306.**
1913 (Mod. E)—(AA & BB) 308; (CC) 305; (DD & EE) 306.
1914 (Carnation)—(J) 0308; (BB) 307.
1914—(J) 0308; (K) 308; (AA & BB) 308: (CC) 305: (DD & EE) 306.

**KELLY-SPRINGFIELD—1909—(J 2-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 4358-4320.**
1909-10-11 (D 30)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320.
1910-11—(E-D 35)—Tim. Brgs.; (A & D) 4550-4520; (B) 4353-4320; (C) 4358-4320; (E) 4361-4320.
1911—(Mod. H)—Tim. Brgs.; (A & B) 3750-3720; (B & E) 3350-3320.
1912 (2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-4320.
(K 30)—Tim. Brgs.; (A) 5550;5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 3955-3920; (GG) Ann, 205.
(K 31)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; (J) Hy, 16032; (N) Dr. Shaft, Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) GI-128 Covert; (DD & EE) Hy, 16516; (FF) GI-106-1 Covert; (GG) 1320 & 2360 SKF.
(K 32)—(A) Bower, 5351T; (B) Bower, 3360T; (E) Bower 314N; (G & H) Tim, 559-552; J & K) Tim, 559-552; (N) Dr. Shaft Hy, 26827; (AA) Hy, 27794; (BB) Hy, 26733; (CC) G.L. 128 Covert; (DD & EE) Hy, 16516; (GG) 320 and 2360 SKF.
(K 35)—(A) Tim, 4550-4520; (C) Tim, 4361-4320; (C) Tim 443-4320; (D) Tim, 5550-5520; (E) Tim, 5355-5320; (G & H) Hy, 26056; (J) Hy, 16478; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 320 & 2360 SKF.
(D 35)—(G & H) 1113; (J) 303; (K) 407; (AA) 306; (BB) 309; (DD) 307.
1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 635a-6321; (G & H) 3955-3920.
(K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-4320; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 320 & 2360 SKF.
(K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16970; (AA) Hy, 57889; (BB) Hy, 57890; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) F-106A Covert.
(K 50 & 60)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6554-6521; (E) Tim, 6359-6321; (G & H) Tim, 3955-3920; (J) Tim, 5354-5320; (N) Dr. Shaft Hy, 16979; (AA) Hy, 56498; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.
1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056: Hoist Brg., Hy, 16698.
1917-18 (K-32 1½ Ton)—(F) Bower, 314NDT.
1917-18 (K-36 2½ Ton)—(F) Bower, 316NDT.

**KIMBALL—1910 (20 Light)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 3357-3320; (E) 3151-3120.**
1910 (30 Heavy)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358-3320; (E) 3154-3120.
1911 (Mod. 30)—Tim Brgs.; (A) 337-3320; (B) 315-312; (D) 3358-3320; (E) 3154-3120.

**KING—1912 (35-36)—(F) 310; (J) 307; (K) 407; (BB) 306.**
1913 (Mod. 38)—(D) 308; (E) 306; (F) 310; (G & H) 211; (K) Special 407 x 1¼"; (AA) 1308; (BB) 307; (CC) 304; (DD & EE) 305.
1914 (Mod. A-B)—(F) 310: Hy, 16699: (G) 210: Hy, 16272: (J) 0307: (K) 307.
1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; (J) ND 0306: (K) ND 0406: (O) 205: (AA) Hy, 17024 (BB) Hy, 16562: (DD & EE) Hy, 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (O) 205; (AA) Hy, 17024, SR 308: (BB) Hy, 16562, SR 307: (CC) 304: (DD & EE) Hy, 16506.
1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; Gurney, 210W: (J) ND 0306: (K) 406: (O) 205: (AA) Hy, 17024: (BB) Hy, 16562: (DD & EE) Hy, 16506.
1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J) DR 306: (K) 406 Radial: (O) 1205: (AA) Hy, 17024: (BB) Hy, 16684: (CC) 445 & 492.
1918-19 (Mod. F)—(AA) Hy, 17024.

**KISSEL—1909-10 (Mod. F-11-12-30, 12-40)—Tim. Brgs.; (A) 2750-2720; (B) 2650-2620; (D & E) 3750-3720; (G & H) 3760-3720; (J & K) 3152-3120.**
1911-12-13 (3-4-5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.
1912-13 (1,500 lbs. 12-50)—Tim. Brgs.; (A) 2756-2720; (B) 2650-2620; (D, E & G) 385-383; (H) 456-4520; (J & K) 3152-3120.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1912-13 (12-60, D13, F13-14, 1 Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 385-383; (H) 456-4520; (J & K) 3152-3120.
1914 (¾-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 6356-6321; (E) 5355-5320.
1914 (3½ & 6)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 477-473.
1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim, 2760-2720; (B) Tim, 2650-2620; (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; (AA) 306; (CC) 307.
1914-15 (Mod. 40-60)—(AA) 308; (BB) 307; (CC) 304; (DD & EE) 306.
1914 (Mod. 48)—(AA & BB) 307; (CC) 205; (DD & EE) 306.
1915—(O) 205; (AA) 211; (BB) 307.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 205; (AA) 210; (BB) 307; (DD & EE) Hy, 17799.
1917 (¾ Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; (AA) 210; (BB & CC) 307.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
(1917-18 (1½ Ton)—(A) Bower, 308: (B) Bower, 307: (DD & EE) Hy, 17799.
1917-18 (3½ Ton)—(F) Bower, 317NDT.
1917-18 (6-42-Double 6)—(DD & EE) Hy, 17799.
1919 (100 pt. six)—(DD & EE) Hy, 17012.

**KLEIBER—1916 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.**
1916 (1½ 2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916 (2½ Ton) Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6551-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (AA & BB) 440-4320; (DD & EE) 415-412.
1917 (Mod. A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.
1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6553-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.
1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5550-5520- (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

**KLINE KAR-[illegible]-1 (6-40, 6-50)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.**
1910-11-12 (2,000 lbs.)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D) 3358-3320; (E) 3154-3120.
1912 (Mod. 4-30)—(D & E) Hy, 16742: (G & H) Hy, 26057: (F) 310: (J) 307: Hy, 26750: (K) 407: Hy, 16091.
1912 (Mod. 4-40)—(A) 308; (B) 306; (F) 311; (G & H) 210; (J) 208; (K) 308.
1913 (Mod. 6-50)—(A) 309; (B) 306: (E) 211; (F) 311; (G & H) 211; (J) 209; (K) 408.
1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.
1917 (Mod. 6-38F)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209: (G) Bower, 209A: (H) 209: (J) 207: (K) 307 (O) 205: (AA) 210: (CC) 307: (DD) 206: (EE) 306.
1918 (Mod. 6-38G-A)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.
1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307: (DD) 206; (EE) 306.

**KNICKERBOCKER—1911-12-13 (Mods. 12-3, 13-3, 12-5, 13-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (1911-12-13 [Mods. 12-3 & 13-3 use 6356-6321 and 5355-5320 on Inner and Outer Rear Wheel respectively).**

**KNOX—1910-11-12—(D) 311; (E) 211; (J & K) D.R. 308; (AA & BB) D.W.F. 308; (DD) D.W.F. 306; (EE) D.W.F. 307.**
1912 (R-15-16)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R-17)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R-18)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6351-6321; (G, H & J) 3955-3920; (K) 3159-3122; (AA, BB, DD & EE) 3756-3720.
1912 (R & S)—(A) Tim, 336-3320; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) 311; (E) 211; (G & H) 311; (I) HB. 109; (J) 309; (K) 311; (M) HB. 1109; (AA) 309; (BB) 306; (DD & EE) 307.
1913 (R & S)—(D) 311; (E) 211; (G & H) 311; (J) 209; (K) 311.
(Mod. 32, Type A)—(J) D.R. 308; (K) D.R. 412.
1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5320.
1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3320; (C) Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D.R. 317; (H) S.R.O. 365D or D.R. 215; (I) SKF. 915; (J) 1307; (K) 313; (AA) S.R.O. 363D or N.D. 212; (BB) S.R.O. 306 or D.R. 307; (CC) S.R.O. 312D & 306 or D.R. 313 & 307; (DD) S.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GG) A2C4
1914 (2 Ton)—(G, H & K) 312; (J) 306; (AA & BB) 309; (CC) 306; (DD & EE) 307.
1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 455-4520; (B) 3360-3320; (C) 436-4320; (D) 6550-6521; (E) 6354-6321.

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—1917-18 (K 1¼ Ton)—(D) Bower, 309N: (E) Bower, 306N: (Jack Shaft) 306N.
3 Ton)—(D) Bower, 311N: (E) Bower, 311N.
915 (Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 3) 375-3720; (G) 559C-552; (H) 456C-454; (J & K)539C-532; (AA & BB) 0; (DD & EE) 316-312.
d. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & 3-312.
d. H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 20; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; EE) 339-333.
d. G, H, & T)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
d. L 90-30)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & 3-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435-DD & EE) 415-412.
d. 35)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE)
d. 60)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 20; (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; EE) 339-333.
3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 21; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; 35-4320; (DD & EE) 415-412.
2-13 (Mod. K)—(D & E) Hy, 16018: (G & H) Hy, 26062: (F) 309: (W & Y) A) 308: (BB) 306.
Mods. L-M)—(D & E) Hy, 16018: (G & H) Hy, 26063: (O) 306: (W & Y) A) 308: (BB) 306.
—1910 (17, 21, 26)—(D & E) Hy, 16989: (G & H) Hy, 16963.
917 (48-68-66-99C & 90)—(D & E) Hy, 18205: (G & H) Hy, 18200.
-1918 (2½ Ton)—(F) Bower, 314NDT.
½ Ton)—(F) Bower, 317NDT.
on)—(F) Bower, 319NDT.
8 (Mod. F 1½ Ton)—(A) Bower, 308N: (B) Bower, 307N.
d. C 3½ Ton)—(F) Bower, 317NDT: (AA) Hy, 26557: (BB) Hy, 26697: EE) Hy, 16698.
½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
-1912 (½ & 1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320 -3320; (G & H) 336-3320.
3½ Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320; (C) 443-& H) 375-3720.
½-Ton)—Tim. Brgs.; (A & D) 3358-3320; (B & E) 3156-3120; (G & H) 0; (K) 355-3520.
-Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (C) 341-3320; & K) 370-3720.
-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320 & K) 375-3720.
3½-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-& H) 476-473; (K) 456-4520.
5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 21; (E) 6353-6321; (G & H) 5552-5520; (K) 476-473.
(Homer)—(Mod. D)—(D) 307; (T & U) 205; (AA & CC) 307; (GG)
-1915-16-17 (Tractor)—(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 20.
912-13-14—(A) 308; (B) 306; (F) 311; (G) 212; (H) 212; (AA) 210; (BB) D & EE) 307.
ies 33)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.
14—(AA) 307; (CC) 304; (DD & EE) 305.
ris 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; (J) 305; (K) 407; (O) A & BB) 0306; (CC) 0204; (DD & EE) 0305.
ris)—(O) 204; (AA & BB) 306; (CC) 304; (DD & EE) 305.
uck)—1912 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-D) 6550-6521; (E) 6350-6321.
d. 21)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-
d. 51)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6350-
)N—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.
-17, 6-OO-17)—(A) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: ): (B) Bower, 209A: (H) Gurney, 209RT: (J) Gurney Duplex, 207: (K) Gurney 7: (O) 1205: (AA) ND 208: (BB) ND 307.
-18)—(A) 305; (B) 308.
) Bower, 307N: (B) Bower, 305AL: (D & E) Bower, 209AL: (G) Bower, 209A d. R-19)—(DD & EE) Hy, 17012.
)N-HOWARD—1909-10 (A, A-40)—Tim. Brgs.; (A) 3357-3320; (B) 3151-D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 3554-BB) 3455-3420; (DD & EE) 3150-3120.
d. F)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) 0; (J) 256-2520; (K) 337-3320.
1912-13 (E, F, 12-D)—Tim. Brgs.; (A) 415-412; (B) 316-312 [1912 Mod. F 5-363 Tim on Inner and Outer Rear Wheel]; (D & E) 355-3530; (G & H) 0; (J) 256-2520; (K) 415-412.
5-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; n, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) B) 208; (CCC) 204; (DD & EE) 306.
)—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & 7; (CC) 304; (DD) 305; (EE) 306.
)—(O) 205; (AA) 208; (BB) 307.
)—(O) 205; (AA & BB) 307; (CC) 304: (DD) 305; (EE) 306.
-1916—(Q) 205; (AA) 308; (BB) 307.
d. 10A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288-) 355-3520; (J) 334-3320; (K) 258-2520.
d. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; ), 257-2520; (K) Tim, 3381-3320; (AA) 205; (BB) 208.
-1911-13 (24 Pleas.)—(A & D) Tim, 1951-1930; (B & E) Tim, 1550-1530.
Mod. 29)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 2750-2721; (E) 30.
000 lbs. L-20-1 Ton)—(F) Hy, 16681: (G & H) Hy, 26056: (AA) Hy, 26977; y, 27899: (DD & EE) Hy, 26972: (FF) Hy, 26956.
(Mod. 40)—(A) 308; (B) 305; (D) 310; (E) 210; (G & H) 0211; (J) K) 0408.
STEWART—1912-13-15 (Lt. ¾ Ton, B, C & D)—Tim. Brg -A19;. )(4 ) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320 -4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
Mods. F, 1½ & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C ); (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; D & EE) 335-3320.
& D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.
1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (H 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720: (J & K) 4365-4320: (AA) 337-3320: (AA) Hy, 26518: (BB) Hy, 27899: (DD & EE) 316-312: Hy, 26972: (FF) Hy, 26956.
1916 (Mod. W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532, (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

LITTLE—1912 ("6")—(D & E) Hy, 16033: (G & H) Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1914 (Little 4)—(J) 307: (AA) 209: (BB) 307.

LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.
1915 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann. 211; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & C1502.
1916 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 5553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (Mod. 1)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552: (K) 6359-6320: (AA) 222: (BB) 309: (CC) 212: (DD & EE) 308: (GG) Oakes X1610, 14 balls.
1917 (Mod. 15, ¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333; (DD & EE) Hy, 17799.
1917 (Mod. 16, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (G & H) 559C-552: (J & K) 539C-532: (AA) 337-3320: Hy, 17026 (BB) 335-3320: Hy, 16684: (DD & EE) 316-312: Hy, 16506.
1918 (H 1½ Ton)—(D) Bower, 4553T: (E) Bower, 3554T.

LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
1909 (Mod. 1-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D)311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1909-10-11-12 (Pleas.)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
1912-13-14 (5 Tons)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
1913-14-15-16 (M-3-4, R-2-3, L-5)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
1915 (M-5, R-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 411: (AA) 209;(BB) 308; (DD & EE) 307; (GG) 2-303.
1915-16-17 (3 & 4 Ton B-BB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 110; (M) 113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
1916 (M-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) 3360-3320.
1916 (R-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 308; (DD & EE) 307; (GG) 303.
1917 (M-7, R-7)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (I) 813; (J) D.R.311; (K) 412; (N) 304; (O) 307; (P) 210; (AA) 211; (BB) 308; (CC) 211; (DD & EE) 307; (GG) DR.303.
(Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
(Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6354-6320; (AA) 411; (BB) 1113.
(Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim,6550-6521; (E) Tim, 6453-6420; (AA) 411; (BB) 1113.
(Mod. E-1, 2, 3, 4)—(A & D) 307; (B & E) 305.

LONGEST BROS.—1911 (3 Tons)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5350-5320; (G & H) 3955-3920; (AA & BB) 395-3920; (DD & EE) 336-3320.

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LOZIER—1909-10 (Mod. J)—(A) Tim, 3357-3320; (B) 3151-3120.
1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.
1913 (Mod. 72)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (AA) 308; (BB) 310; (DD) 306; (EE) 403; (GG) 201 & 201.
1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320 N.D. 308: (K) Tim, 539-532, 408: (Q) 305: (AA) Tim, 385-383: (BB) Tim, 339-3320: (CC) 305: (DD & EE) 307: (GG) 201 & 201.
1915 (4-34)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
1915 (Mod. 77)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 307; (K)407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201
1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

LUVERNE—1913—(F) 311: (G & H) Hy, 26059: (J) 0307: (K) 309 x 1½".

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**STEARNS-KNIGHT—Continued**
1913 (4-Cyl. SK)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 385-383; (E & G) 375-3720; (H) 456-4520.
1913 (6-Cyl. SK)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.
1914 (SK 4)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Ann, 306.
1914 (SK. 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 305; (AA) 310; (BB) Ann, 3090; (DD & EE) 306
1915 (SK. 4)—(A) Tim, 419-412; (B) Tim, 316-312; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) 539-532; (J & K) 308; (O) 304; (AA) 210; (BB) 308; (CC) 304; (DD & EE) 306.
1915 (SK. 6)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) Tim, 539-532; (J) 308; (K) 309; (O) 304; (AA) 310; (BB) 309; (CC) 305; (DD & EE) 306.
1916-17 (4)—(F) Hy, 26777: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 209DR: (AA) 210: (BB) 307.
1916 (8)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972: (J) 308DR.
1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520.
1917 (SKL-432, SK-8-33)—(F) Hy, 17074: (G & H) Hy, 27032: (DD & EE) Hy, 17799: (FF) Hy, 26972.
1918 (SKL-8, SKL-4)—(F) Hy, 17074: (G & H) Hy, 26474: (DD & EE) Hy, 17799: (FF) Hy, 26972.

**STEGMAN—1915 (1 Ton)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4365-4320.
1915 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 4365-4320.
1915 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320.
1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.
1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

**STEPHENS (Six)**—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

**ST. LOUIS—1910 (6-Cyl.)**—Tim. Brgs.; (A) 3358-3320; (B) 3154-3120; (C) 3654-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

**STERNBERG & AMS STERLING—1911 (1, 2-Ton)**—(A & D) Tim, 4550-4520; (B & E) Tim, 4361-4320.
1912 (2, 3-Ton)—Tim. Brgs.; (A & D) 4550-4520; (B) 440-4320; (C) 443-4320; (E) 4361-4320.
1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320.
1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1914-15 (6, 7-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.
1916 (2, 3½-Ton)—Sterling numbers 3003 to 3102; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257.
1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209.
1917 (2½, 3½-Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257;
1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.
1917 (5 Ton)—(O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320, (CC) Tim, 335 cone, (DD & EE) Tim, 415-412.
1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

**STEVENS DURYEA—1909 (5, 8, 9, A)**—Tim. Brgs.; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.
1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-353; (B) 305-303.
1910 (Mod. S)—(A) 308; (B) 404; (D) 210; (E) 311; (J) 309; (K) 311; (O) 305; (AA) 307; (BB) 308; (DD & EE) 306.
1915 (6)—(A) 309; (B) 405; (D) 310; (E) 311; (J) 309; (K) 311; (AA) 308; (DD & EE) 306; (GG) 2 No. 303; (HH) 303.

**STEWART IRON WORKS—1913 (1 Ton)**—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320.

**STEWART—(Mod. 4)**—(G, H, J & K) Hy; (O) 205; (AA & BB) 307; (DD & EE) 306.
1912-14 (Ser. 1)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-452; (H) 539-532; (J) 439-4320; (K) 539-532; (O) 337-3320; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1913 (Delivery)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
1914 (Ser. 2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 277-274; (BB) 339-333.
1914 (Lt. Del.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720: Hy, 16670: (G) 456-454: Hy, 26069: (H) 559-552: Hy, 26069: (J) 439-4320: (K) 539-5320: Hv, 26668.
1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

**STODDARD DAYTON—1909 (Mod. H)**—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320 (D & E) 3364-3321; (G & H) 3364-3320; (J & K) 2656-2620; (AA) 2760-2721; (BB) 2654-2620; (DD & EE) 2355-2320.
1909 (A-C)—Tim. Brgs.; (A) 2551-2520; (B) 2352-2320; (D & E) 3364-3321; (G & H) 3364-3320; (J) 2656-2620; (K) 3157-3120; (AA) 3762-3720; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 550-520.
1909 (Mod. F-K)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K' AA & BB) 3762-3720; (J) 3159-3120; (GG) 550-520.
1910 (F-K)—Tim. Brgs.; (A) 3364-3320; (B) 3151-3120; (D, E, G, H, K, AA 3762-3720; (J) 3458-3420; (DD & EE) 2654-2620.
1910 (A-C)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H, K & A 3720; (J) 3159-3120; (BB) 3364-3320; (DD & EE) 2356-2320; (GG) 550-
1910 (H-B)—Tim. Brgs.; (A) 2551-2520; (B) 2355-2320; (D, E, G & H) 33 (J) 2656-2620; (K) 3762-3720; (AA) 2760-2721; (BB) 2654-2621; (DD & E 2320.
1910 (Taxicab)—Tim. Brgs.; (A) 3351-3320; (B) 3151-3120; (D, E, G, H & A 3720; (BB) 3354-3320; (DD & EE) 2356-2320.
1911 (A.C.S.)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E, G, H & K) T 3720; (J) Tim, 317-312; (AA) 209; (BB) 308; (DD & EE) 305.
1911 (11-F-K)—(A) Tim, 336-3320; (B) Tim, 317-312; (D, E & J) Tim, 3 (G, H & K) Tim, 456-4520; (AA) 210; (BB) 309; (DD & EE) 305.
1911-12 (H.B.T.)—(A) Tim, 256-2520; (B) Tim, 236-2520: (F) 16032: (G & 28571: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1911-12 (R.L.M.)—(A) Tim, 256-2520: (B) Tim, 236-2320: (F) Hy, 16033: ( Hy, 26056: (AA) Hy, 27788: (BB) Hy, 26728: (DD & EE) Hy, 16506.
1912 (30-38)—(D) 309: (E) 209: (G & H) Hy, 26056: (AA) Hy, 27794: ( 26733: (DD & EE) Hy, 16516.
1912 (S.D-48)—Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375
1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 4 (J) 337-3320.
1912-13 (H 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4 5563-5520; (E) 4365-4320; (G, H & AA) 3762-3720; (J) 417-412; (K) 35 (BB) 417-412; (DD & EE) 3360-3320.
1912-13 (K 3-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5 6356-6321: (E) 5355-5320; (G, H & AA) 3955-3920; (J & BB) 3762-3720; 920 (DD & EE) 3459-3420.
1912-13 (M 5-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5325-5320; (C) 5354-5 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; 920; (DD & EE) 3459-3420.

**STUDEBAKER—1910-11-12 (EMF 30 HP.)**—(J) Tim, 3352-3320; 1910-11 Flanders)—(J) Tim, 316-312; 1913 (20 Flanders)—(J) Tim, 416-412; 191 30)—(J) Tim, 441-4320.
1913 (AY, EMF)—(AA) 308.
1913 (Mod. 35)—(A) Tim, 3196-3120: (B) Tim, 2380-2320: (G & H) Hy, 2605
1914 (24)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 65 (E) 6354-6321.
1914 (25-9623-9624A)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; 3320.
1914 (27-9620-1, 9624-A-1)—Tim. Brgs.; (A) 4550-4520: (B) 4361-4320; (C) 4 (D) 5550-5520; (E) 5351-5320.
1914 (26-9681A, 9624A-1)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4 443-4320.
1914-15 (E-3 6-Cyl. & Del.)—Tim. Brgs.; (A) 3196-3120; (B) 2380-2330; 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1914-15 (SC. 25-4 Cyl.)—Tim. Brgs.; (A) 2690-2630; (B) 751-730; (D & 354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916 (Jitney 1 Ton, ½ Ton)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; 462-453; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (Jitney Bus)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D, E, 3955-3920; (J) 421-414; (AA) 256-2530; (BB) 365-363.
1916-17 (426 Pl. 17 & 18 Ser.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; 365-363; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

**STUTZ—1913 (Mod. B)**—(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 3 304; (DD & EE) 306.
1912-13-15—(A) Tim, 337-3320 B:() Tim, 236-2320: (F) Hy, 18255.
1914 (All Mods.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 3320; (BB, DD & EE) 335-3320; (CC) 257.
(Mod. A & B)—(F) 407; (J) 209 DR.; (K) 307 DR.; (AA) 306 DR.; (CC) 304.
1916—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (AA) (BB) US. 307; (CC) US. 302.
1917 (A-E)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620.
1916-17 (Mod. R)—(F) 408; (G & H) 310; (K) 307; (AA) 305; (BB) 31 307; (DD & EE) 306; (GG) 302.

**SULLIVAN—1916 (Mod. E)**—Tim. Brgs.; (AA) 344-333; (BB) 339-333; (CC) (DD & EE) 319-313.
1917 (Mod. E)—Tim. Brgs.; 520 Front Axle; (D & E) 5553-5520; 559C-552; (J & K) 3459-532; (O) 205; (AA) 337-3320; (BB) 335-3320; cone; (DD & EE) 316-312.
1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs; (D & E) Tim, 6551.
1915-16-17 (1½ Ton)—(G & H) Hy, 26057: (AA) Hy, 27794: (BB) Hy, 26733 EE) Hy, 16516.
1918-19 (1½ Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur, 205.
1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 20

**SUN—1916 (16)**—(F) 209; (G) 0209; (H) 209; (J) 207; (K) 307; (O) 20 209: Hy, 27797: (BB) 307: Hy, 27899: (D & E) Hy, 26972: (FF) Hy, 26 (D & E) Bower, 209AL.
1917 (17)—(D & E) Bower, 209AL: (F) 309: (BB) 307: (CC) 210: (DD) 30 306.

**TAIT BROS.—1917 (A 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 3 (BB) 335-3320; (DD & EE) 316-312.
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**THOMAS, E. R.—1910-11 (M-MX-R)**—Tim. Brgs.; (A) 337-3320; (B) 315-31 & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (GG) Ann, 205
1909 (Mod. L)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (M-R)—Tim. Brgs.; (A) 3357-3320; (B) 3151-3120; (D, E & G) 375-3 395-3920 (J) 336-3320; (K) 435-4320.
1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.
1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3654-3620: (D Tim, 375-3720; (H) Tim, 456-4520; (I) HB. 110-F; (J) Tim, 336-3320, A (K) Tim, 435-4320, Ann, 212; (O) Tim, 395-3920, Ann, 206; (AA) 307; (I (DD & EE) 406; (GG) 203.
1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 4 (K) 539-532.

**TIT—1918-19 (Transport-Heavy Duty 3½-5 Ton)**—(E) Bower, 318NDT: (F : (G & H) Hy, 26480: (K) Hy, 26669.

**THOMAS AUTO TRUCK—1917 (40)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

**TIFFIN—1917 (M-W 2-Ton)**—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; 5553-5520: (G & H) 559C-552: (J & K) 539C-532: (AA) Hy, 26557: (BB) Hy (DD & EE) Hy, 16698.
1917 (M-C 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4 5550-5520: (E) 5355-5320: (G & H) 375-3720: (J) 256-2520: (K) 415-412: 26557: (BB) Hy, 26697: (DD & EE) Hy, 16698.

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—1914 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) m, No. 307 x 1¼".
306; (K) 406; (BB) 307.

17 (½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; 3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
on)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 0; (G & H) 559C-552; (J & K) 539C-532.
Ton)—(GG) Hy, 29097.

1918 (2 Ton)—(G) Hy, 26219: (AA) Hy, 27797: (DD & EE) Hy, 26972: , 26956.
l. A)—(A) Tim, 3381-3320: (B) Tim, 2382-2320: (D) Bower, 309M: (E) 07M: (G) Hy, 26219: (H) 208: (J) 306: (K) 406: (N) Hy, 18297: (W) ID x 2.875" long: (X) 2.218" ID x 2.500" long: (Y) 2.250" ID x 3.000" long , 17797: (BB) ND Spec. 307: (CC) Hy, 16957: (DD & EE) Hy, 16972: (FF) 6: (KK & LL) 1.8437" OD x 1.125" ID x 0.6875" long.

1912 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; 6321: (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J & AA) 336-3320; B) 415-412; (CC) 257 cone; (DD & EE) 316-312.
on)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550- 6354-6321; (J) 375-3720; (K) 395-3920.
on)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563- 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

T TRACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B- Hy, 26662: (G & H) Hy, 26388: (AA) 337-3320: (BB, DD & EE) 335-3320: cone: (GG) Hy. 29097.

18 (Mod. T-A-B) (G & H) Hy. 29216:

309; (G & H) 0209; (K) 0307; (Q) 205: (AA) 209; (BB) 307.

OTORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 320: (D) Bower, 319NDT: (D, G & H) 780-772: (E) 6552-6521: (J & K) 0.

K—1910-11-12 (Mod. A-B-C)—Tim. Brgs.; (A & D) 4558-4520; (B & E) 0.
-16-17 (Mod. D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443- 6356-6321; (E) 5355-5320.
Type 11)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 1; (E) 5355-5320.
E)—Tim. Brgs.; (A) 4558-4520; (B) 3350-3320; (D) 5563-5520; (D) 5563- 4555-4520.
-16 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; -4520.
y AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; ; (GG) 304.
y A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; ; (BB) 309; (DD) 307; (EE) 308; (GG) 304.
l. B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BB) 410; (DD) 407; (GG) 304.

. SERVICE (Truck)—1911-12-13-14—Tim. Brgs.; (A) 5550-5520; (B) 0: (D) 6451-6420; (E) 6354-6320; (G & H) 3955-3920; (AA) 337-3320; (CC) ; (DD & EE) 416-412.
ck)—Tim. Brgs.; (A) 5551-5520; (B) 4363-4320; (D) 6352-6321; (E) 5354-

. D)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5320; (D) 5556-5520; (G & H) 0; (AA) 337-3320; (CC) 275-2720; (DD & EE) 416-413.
: 1-Ton)—(A) Tim, 4554-4520; (B) Tim, 3352-3320.
Ton)—(AA) Hy, 17026: (BB) Hy, 16684: (DD & EE) Hy, 16506: (FF) Hy,

, 9-10-11)—(A) Tim, 415-412; (B) Tim, 316-312; (G) Tim, 375-3720; (H) 4520; (J) Tim, 317-312; (K) Tim, 440-4320; (AA) 209; (CC) 305; (DD &

lod. D)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 355-3530; (G & H) ; (J) 256-2520; (K) 337-3320; (AA & BB) 335-3320; (DD & EE) 334-3320, 312 on some cars.
-Ton 22)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 0; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) ; (DD & EE) 334-3320 (1913 Mod. uses Tim, 335-3320 on Countershaft).
-O 5 Pass.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; ) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE)

-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375- ) 456-4520; (J) 317-312; (K) 440-4320; (AA) 337-3320; (BB) 335-3320.
, 4, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 1; (E) 6354-6321; (G & H) 395-3920; (J) 337-3320; (K) 440-4320; (AA) ; (BB) 440-4320; (DD & EE) 415-412.
12-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375- ) 456-4520; (J) 317-312; (K) 440-4320.
15)—(A) Tim, 337-3320; (B) Tim, 236-2330; (G & H) Tim, 375-3720; (J) -2520; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
12)—(F) Hy, 16691: (G & H) Hy, 26486: (J) ND 306: (K) 406: (O) 205: ) 209: (BB) 307.
s.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 0; (J) 256-252 (K) 417-412.
. U)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) (J & K) 539-532.
Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550- 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB)

-(BB) 307; (DD & EE) 306.
-(AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.
406; (K) 306; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
-Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; -5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440- C) 335 cone; (DD & EE) 415-412.
. K)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) ; (J & K) 539C-532; (AA) 439-4320; (BB) 440-432 ; (CC) 335 cone; (DD & 412.
Ton)—Tim. Brgs.; (G & H) 395-3920; (J) 337-33 0; (K) 440-4320.
½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3 20; (D & E) 5553-5520; 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; E) 319-313.
-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552- 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & 5755-5720: (G & H) 5756-5720: (J & K) 559C-552: (AA) 439-4320: (DD & 412.
-(A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) 5T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) & EE) 305.
-Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) ; (J) 334-3320; (K) 258-2820; (O) 205.

1918 (38)—(O) 205; (AA) 209: (BB) 307.
1918 (39)—(O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

VIALL—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

VIM—1917 (1,000 lbs.)—(F) Hy, 16691: (G & H) Hy, 26227: (J) Tim, 319-312: (K) Tim, 348-3320: (AA) Hy, 17798.

VICTOR—1912 (Sunset 30—)(D & E) Tim, 355-3520.
1912 (1,500 lbs.)—Tim. Brgs.; (A) 415-412; (B) 316-312; )D) 3750-3720; (E) 3350-3320.
1912 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3762-3720; (EE, DD & EE) 3351-3320.
1912 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435 4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420
1912 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920 (J) 336-3320; (K) 435-4320; (AA) 3955-3920; (BB) 3762-3720; (DD & EE) 3459-3420.
1912-13 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4353-4320.
1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (3 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 5550-5520; (E) 5351-5320.
1913 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321.

VOLTZ BROS.—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.

WARREN—1910-12-13 (Mod. 36)—(K) 307.
1912 (12-40)—(A) Tim, 316-312; (B) Tim, 337-3320; (F) 310; (G & H) 212; (J) 030 (K) 307; (AA) 308; (BB) 307; (DD & EE) 306.
1913 (30-40-50)—(A) 0409; (B) 0406; (F) 312; (G & H) 212; (J) 408; (K) 310.
1913 (6-Cyl.)—(D) 311; (E) 211; (G & H) 212; (J) 0309; (K) 407; (AA) Tim, 358-354; (BB) Tim, 339-333; (DD & EE) Tim, 319-313.

WARD—1911-12-13-14 (Small E-1)—Tim. Brgs.; (A) 3364-3320; (B) 2654-2620; (D & E) 3955-3920.
1912 (1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 5355-5320; (E) 4365-4320.
1913-14-15-17 (E-D)—Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E) 6552-6521
1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.
1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.
1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E) 4554-4520.
1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.
1917 (E-A)—Tim. Brgs.; (A & E) 3554-3520; (B) 3362-3320; (D) 4554-4520.
1917 (E-B)—Tim. Brgs.; (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5520.
1917 (E-C)—Tim. Brgs.; (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6420.
1917 (E-O)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.

WATSON—1917 (5-Ton Tractor)—Tim. Brgs.: (A) 4550-4520: (B) 4361-4320: (D) 6552-6521: (C) 443B-4320: (E) 5755-5720: (G & H) 5756-5720: (J) 559C-552: (K) 6359C-6320: (AA) 439-4320: (BB) 435-5320: (DD & EE) 415-412.

WAUKESHA—1909 (Pleas.)—Tim. Brgs.; (A) 1951-1920; (B) 1550-1520; (D, E & K) 317-312; (G & H) 355-3520.

WAVERLY—1910-11-13-14 (79-80-85-86)—Tim. Brgs.; (A) 337-333; (B) 335-3320; (D) 439-434; (E) 443-434.
1911-12-13-14 (79-B-A-86)—Tim. Brgs.; (A) 3760-3720; (B) 3158-3120; (D) 3762-3720; (E) 4365-4320.
1913-14 (3½, 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321, 5-Ton uses 6550-6521; (E) 5355-5320, 5-Ton uses 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520, 5-Ton uses 435-4320.
1913-14 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913-14-15 (13-83-96-90)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 375-3720; (E) 355-3520.
1913-15 (83-97-99-109)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 395-3920; (E) 375-3720.
1912-13-14 (83-96)—Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 276-2720.
1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

WELSH—1910—(A) 309; (B) 307; (D) 311; (E) 211; (G & H) 212; (J) 308; (K) 310.

WESTCOTT—1910 (Mod. F & H)—Tim. Brgs.; (A) 2550-2520; (B) 2350-2320; (D) 415-412; (G & H) 375-3720; (J) 256-2520; (K) 337-3320.
1911 (RSU)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.
1912-13-14 (4, 5-Pass. Touring)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
1914 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.
1915 (U-50)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB) ND. 307.
1916 (Large 6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720: (J) 255-2530: (K) 417-412: (AA) 277-274: (BB) 339-333: (DD & EE) Hy, 17799.
1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.
(Mod. 41-42 43-6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (J) 255-2530; (K) 417-412; (O) Fafnir, 205A; (AA) 210; (BB) 307; (DD & EE) 206.
1918 (Ser. 18)—(O) 205: (AA & BB) 306: (DD & EE) Hy, 17799.

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WHITE—(Mod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (Y) 412.
(T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407; (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
(GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
(GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.
(Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.
(Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

WHITE HICKORY—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Roller 1023: (KK & LL) BK 23, Ball Brgs.

WHITNEY—1919 (9-18)—(S) Hy, 17174-3974; (AA)]Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

WICHITA—1914 (Mod. H)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320 (D) 6356-6321; (E) 5355-5320.
1914 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520: (G & H) 559-552: (J & K) 539-532: (AA) Hy, 27794: (BB) Hy, 26733: (DD & EE) Hy, 16516.
1917-18 (O 3½ Ton)—(D) Bower, 317NDT SF.
1917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

WILCOX TRUX—1909 (D 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 3762-3720.
1910 (G 3-Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320; (C) 5354-5320; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
1911-12 (35-37)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D) 415-412; (G & H) 375; 3720; (J) 256-2520; (K) 415-412.
1911-12-13-14 (K 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320; (G & H) 375-3720; (AA, BB, DD & EE) 335-3320.
1911-12-13 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G) 375-3720; (H) 395-3920; (AA, BB, DD & EE) 337-3320.
1913 (N 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4366-4320; (G & H) 375-3720: (AA, BB, DD & EE) 335-3320.
1913-14-15 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.
1913-14-15 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720 BB, DD & EE) 335-3320.
1916-17 (P 3½-Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
1916-17 (R 1½-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
1916-17 (Q 2-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.
1917 (V-¾, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.
1917-18 (P 3½ Ton)—(D) Bower, 317 NDT SF.
1918 (E 5 Ton)—(D) Bower, 319NDT SF.

WILLYS, KNIGHT & OVERLAND—1912 (Mod. 60)—(A) Tim, 317-312; ( Tim, 235-2320; (F) Hy, 14047; (G & H) Hy, 16056; (J & K) Tim, 419-412; (A ) Tim, 415-412; (BB) Tim, 419-412; (DD & EE) 1305.
1913 (69)—(A) Tim, 256-2520; (B) Tim, 236-2320, also 235-2320; (AA) 208; (BB) 307; (DD & EE) 305.
1913 (71)—(A) Tim, 335-3320; (B) 235-2320; (D & E) Tim, 365-363; (G & H) Tim, Tim, 375-3720; (K) Tim, 415-412; (AA) 209; (BB) 307; (DD & EE) 306.
1914 (65-A)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4552-4520; (E) 4359-4320.
1914 (79)—(A) Tim, 256-2520: (B) 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA 208: (BB) 307: (DD & EE) 305
1915 (81)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1915 (80)—(A) Tim, 256-2520: (B) Tim, 235-2320: (F) Hy, 16779: (G & H) Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.
1915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.
1916 (75)—(F) 308: (G & H) 0208: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
1916 (83-83B)—(A) Tim, 256-2520: (B) Tim, 1751-1730: (F) 1310: Hy, 16779: (G & H) Tim, 365-353: Hy, 26056: (AA) 208: (BB) 307: (DD & EE) 305.
1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.
1916-17 (Country Club 90R-75-76)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309: (G & H) Tim 277-274 N D 0208: (BB) 306: (DD & EE) Hy, 26972.
1916 (Willys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; (DD & EE) 305; (GG) ND. 04.
1917 (88-4)—(F) 312; (K) 408 DR.; (AA) 210; (BB) 208.
1917 (75B)—(F) 309; (G & H) 0209; (AA) 209; (BB) 307.
1917 (85 C-T)—(F) 310; (AA) 208; (BB) 307.
1917 (Willys 6, 85, 87, 89)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-353; (J & K) ND. 0212; (AA) 210; (BB) 407.
1917 (Willys-Knight 84, 86, 88)—Tim. Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365-363: (G & H) 385-383 (Mod. 88-6 uses 375-3720): (AA) Ann. 210: (BB) 40?: (DD & EE) Hy, 16962.
1917 (90T)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
1918 (85-4)—(F) 310; (K) 307; (AA) 208; (BB) 307.
1918 (89-6)—(F) 311; (K) 407; (AA) 208; (BB) 210.
1918 (88-8)—(K) 408DR: (AA) 210: (BB) 408: (DD & EE) Hy, 16962.
1918 (90T)—(F) 309: (K) 306: (AA) 208: (BB) 306: (DD & EE) Hy, 26972.
1918 (Willys 6-89)—(DD & EE) Hy, 16828.

WILLYS UTILITY—1913-15 (65 1½-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

WILSON—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)—(AA) Hy, 27794: (BB) Hy, 26733: (DD ½ EE) Hy, 16516: (FF) Hy, 16948.
1918 (1 Ton)—(AA) Hy, 17026: (DD & EE) Hy, 16506: (FF) Hy, 16820.

*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 2677 Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; ( 336-3320; (DD & EE) 339-333 [Mod. 47 uses (AA) 307, (BB) 211, (CC) 2 EE) 306]; (GG) Hy,. 29097.
1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) H (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 20 1308; (BB) 212; (CC) 308; (DD & EE) 336; (GG) Hy, 29097.
1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) H (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 3 213; (CC) 309; (DD & EE) 307; GG) Hy, 29097.
1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410: (O) 20 1310; (BB) 215; (CC) 310: (DD & EE) 308; (GG) Oakes, ME3.
1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) H (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310; (O) 13 Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy.
1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) H (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME
1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 20 Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oak
1918 (128-148)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; ( 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes,
1918 (468)—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 410; (G & 26480; (I) SKF. 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF. 2310 Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) (DD & EE) Tim, 339; (GG) Oakes, ME-3.

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; 2720; (D) 4553-4520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-
1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 344-333 ND 305; (BB) 339-333 Ann. 307; (CC) Ann, 305; (DD & EE) (GG) Ann, ND. 04.
(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD & EE) 307.
(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD
1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. DR. 308; (AA) 337-3320, DR 305; (BB) 339-333, Ann. 308; (CC) Tim, (DD & EE) 319-313, DR. 307; (GG) ND. 04.
1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; 3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-
1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
1917 (Large 6-ST)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; 4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) (BB) 339-333.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; 4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
1914-17 (4, 4½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-333 EE) 415-412.
1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (R 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; 6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) (AA, DD & EE) 4364-4320; (BB) 4553-4520.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; 3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; cone; (DD & EE) 316-312.
1917 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; 5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) (CC) 257 cone.
1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; cone.
1918 (W-D-1-18, 2-18)—Same as 1917 one ton mod.
1919 (WD 1-19, WD 2-19)—Same as 1917 two ton mod.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219.
1919—(1½ Ton)—(G) Hy, 26219: (GG) Hy, 29097.

WOODS MOBILETTE—1911 (Touring U-1)—Tim. Brgs.; (A & D) 435-4320; 417-412.
1911 (U 5-Pass.)—Tim. Brgs.; (A) 357-353; (B) 319-313; (D & E) 385-383.
1912-13 (1216, 1316, 1318)—(A) 308; (B) 305; (D) 310; (E) 209; (G & H) 3
1914 (1317, 19-20, 21-23)—(A) 307; (B) 305; (D & E) BB.45; (G) 210; (H)
1914 (1501-3-4-5-22-25)—(A) 307; (B) 305; (D & E) BB. 45; (G) A. 50; (H) (Mod. 1600)—(A) 307; (B) 305; (D & E) Tim, 439.
1910-12 (10-12, 10-14)—(A) 307; (B) 305; (D) 307; (E) 305; (G & H) 308.
1916—(F) Hy, 18272.

WOODS DUAL POWER—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2

YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 4 (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C
1916 (1½ Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3760-3320; (D & E) 5 (G & H) 559C-552; (J & K) 539C-532.
1916 (2 Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; 559C-552; (J & K) 539C-532.

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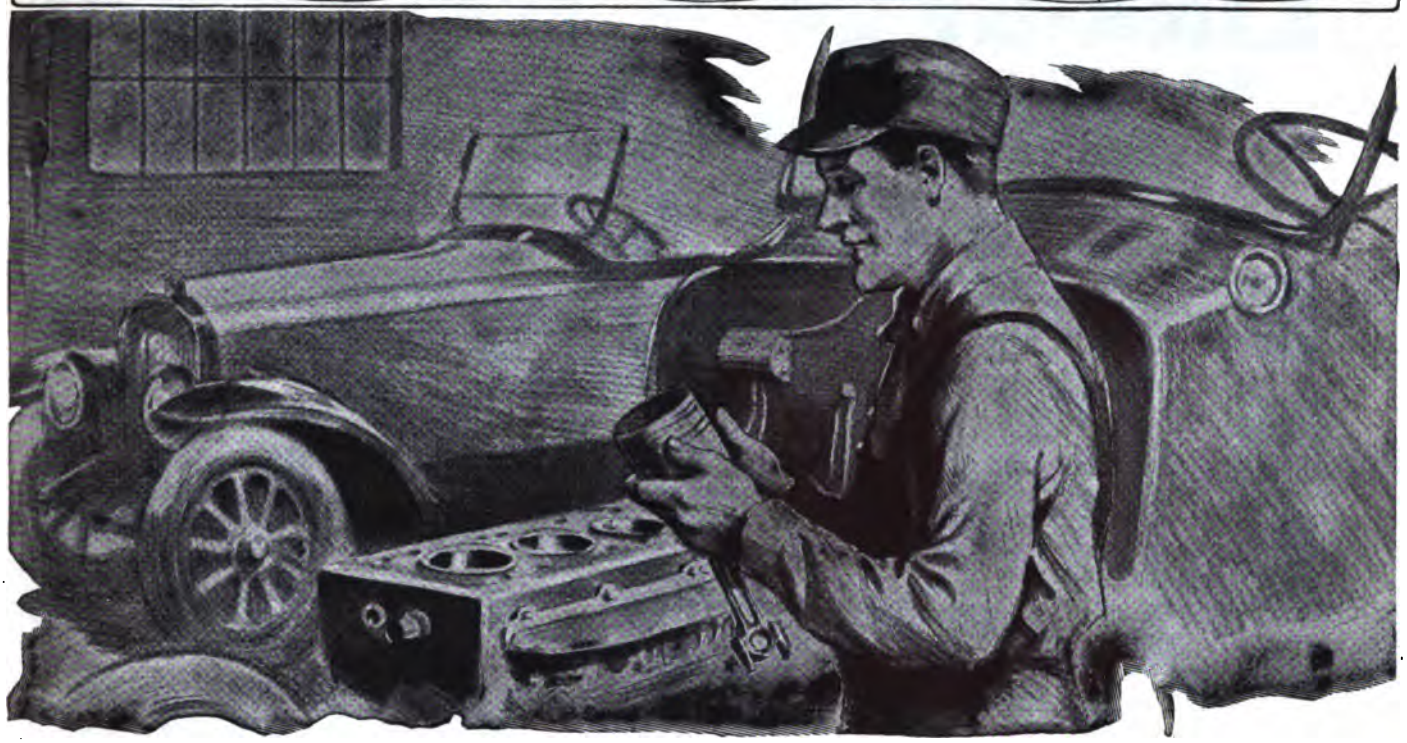

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**As an expert mechanic—you know that carbon causes 98% of all engine trouble. You know also—that carbon is caused by leaky piston rings—which pump oil into the cylinders, where it does not belong. Lubricating oil does not explode—it burns—and forms carbon deposits. Carbon is an abrasive—like emery. If it is allowed to accumulate—it pits the valves and valve seats, produces abnormal wear of cylinders, pistons, piston rings and all engine bearings—causes faulty ignition, loss of compression and power—waste of gas and oil. In time it ruins the entire motor or makes regrinding and general overhauling absolutely necessary.**

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## *Approved by the World's Greatest Automotive Engineers*

**You can safely recommend BURD High Compression Piston Rings to your customers. They were selected for use in the Aviation Service—by the world's greatest automotive engineers—after the most rigid competitive tests. 16,000 Commissioned American Aviators, 5,000 Canadians and thousands of French and British Aviators learned to fly in planes equipped with BURD Piston Rings during the war, where efficiency was vital—because life was at stake.**

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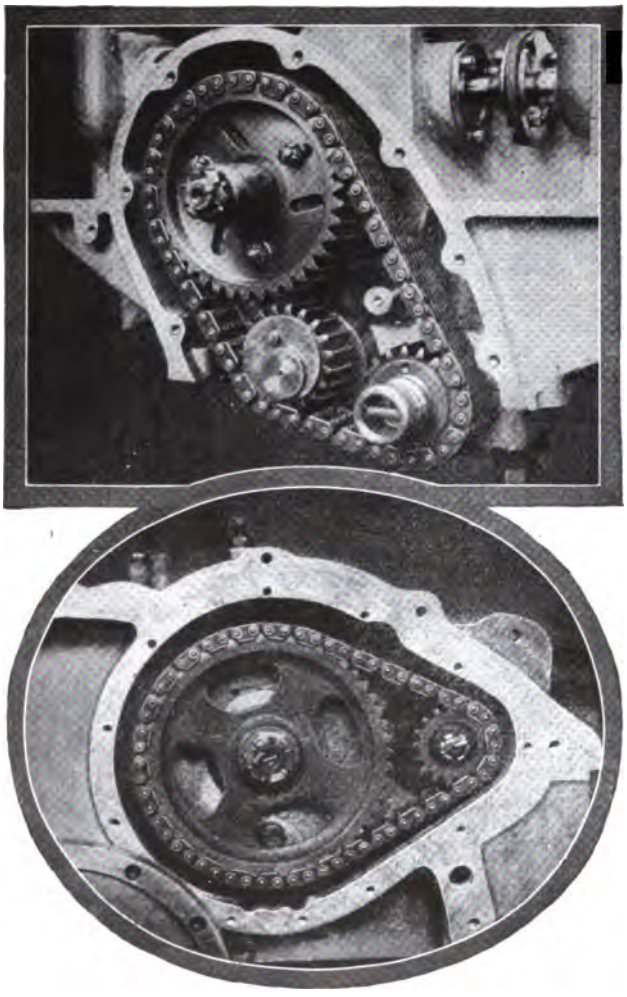



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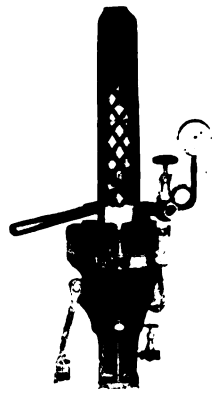

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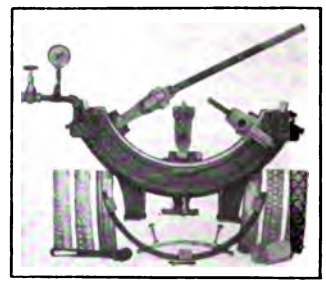

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There are four body styles: Five passenger touring car, $1495; three passenger roadster, $1495; four passenger coupe, $2450, and a five passenger, four-door, sedan, $2450; all prices f. o. b. Cleveland.

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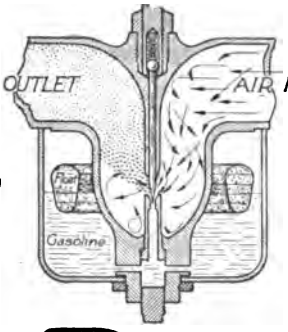


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A THOROUGH examination of the Van Briggle principle of Carburetion will show that it follows simple, natural laws in its functioning, and contains nothing mysterious or complex. ¶ To illustrate its simplicity, examine the cross-section above. Note the path of the inrushing air. You see that it strikes directly upon the lip of the nozzle on the inlet side.

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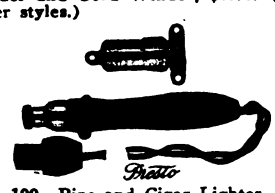


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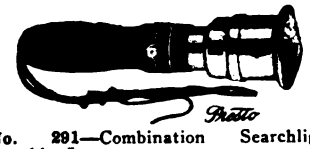


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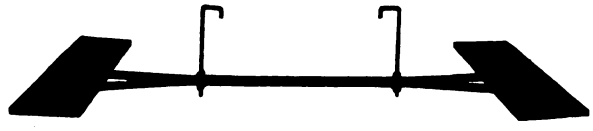
**338-352 No. Kedzie Ave., Chicago**

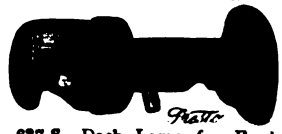
**Eastern Branch: 16-24 West 61st Street, New York City**



**PRESTO Body Brace and Running Board Support for Ford Cars**

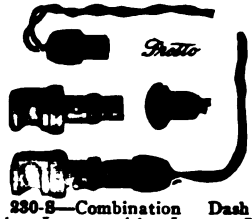
The Presto Brace—the only one of its kind—sells like a shot, and knows no competition, because it is "strong as a bull" and we furnish two boards, each 3 feet long, with each brace. Stops vibration, avoids sagging of running-boards, and prevents them breaking away from the fenders. Strictly a quality article, that your customers will thank you for selling them.

**This cabinet is used by garages and dealers in which to keep their electrical Edi-Swan fittings for the lighting equipment of the automobile.**




**No. 637-S**—Dash Lamp for Fords and all other cars with switch (15 styles).

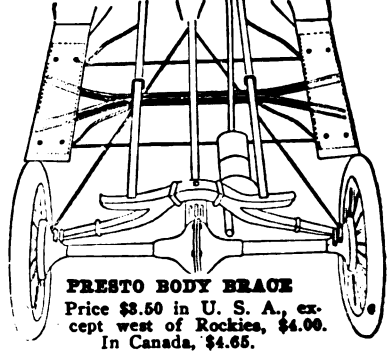
**No. 647-S**—"Bull Pup" Dash Lamp.




**No. 230-S**—Combination Dash and Trouble Lamp with Lever Switch. (Made in six styles.)

**No. 135** — Double End Focussing Socket for Ford headlights.

**No. 134** — Socket for Converting Oil Lamps to Electric.



**PRESTO BODY BRACE**

**Price $3.50 in U. S. A., except west of Rockies, $4.00. In Canada, $4.65.**

**"Presto" line includes over 70 styles of connectors, plugs, lamp sockets, extensions, switches and converters.**

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# SERVICE STATION AND GARAGE
# ELECTRICAL EQUIPMENT

## SHURO CELL TESTER

Locates accurately and quickly trouble in each individual cell without removing battery from any car. Can be held in any position. Shuro is constructed with a combination meter and a light which will enable the novice as well as the expert to take an accurate reading. Whenever trouble exists this instrument operates in such a way that owners realize that the battery should be cared for immediately by recharging, repairing or replacement.

**HOW SHURO WORKS**

First: It draws approximately the same amount of current from one cell at a time as the cell would normally be required to furnish when operating the self-starter.

Second: It registers both the amount of current and cell voltage at the same time, by a single indicator rotating over a double scale.

Third: Either terminal of SHURO is Positive or Negative.

Fourth: A low voltage pilot light visualizes the condition of each cell to the non-technical battery owner. This instrument is sturdily built of gray fibre board and steel, the lamp and the meter are amply protected and will stand rough usage.

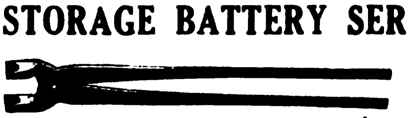
**H. B. No. 355 Price, complete, $17.00**
**H. B. No. 356 Price, without voltmeter, $8.50**

## STEEL WIRE SCRATCH BRUSHES

**H. B. No. 353X 1784.** 2 rows, length of wire 1⅛ inches, length of brush part 5¼ inches. **Price, 40c**

**H. B. No. 354X 1781.** 4 rows, length of wire 1⅛ inches, length of brush part, 5¼ inches. **Price, 50c**

## STORAGE BATTERY SERVICE TOOLS



**For removing the terminals on Storage Batteries**

**17½ Inches**

This tong eliminates the necessity of pounding on the terminal heads to remove the taper connections.

The method of operating is to back the binding nut out about two threads and apply the tong, the forked jaw over the cable end of the taper plug and the flat or cupped jaw on the binding nut. In this position the taper plug can be easily pressed out no matter how badly corroded.

**H. B. No. 348. Price ........................................ $1.65**

## SHONTZ BATTERY CLIPS

H. B. No. 377. 35 Ampere. Spread of Jaws 1½ in.

For use as a quick and ready means of connecting Storage Batteries for Charging. Lead-plated to resist acid fumes.

Enable you to charge lighting and starter batteries without disconnecting them or removing them from the car.

Don't stop to clean dirty terminals—the teeth bite through the corrosion and make a good contact.

| Net Prices | | Shipping Weight | |
|---|---|---|---|
| Less than 10, each | $0.20 | Each | 2 oz. |
| Box of 10, each | .15 | Each | 20 oz. |
| Box of 100, each | .12½ | Each | 13 lbs. |

## SHONTZ UNIVERSAL REPLACEMENT TERMINALS

Universal replacement Battery Terminals simplify the temporary installation of batteries on cars using different types and arrangements of terminals.

These replacement terminals clamp on the terminal posts of the battery in any position. Made of Brass and are Lead-plated. Can also be used with yoke terminals.

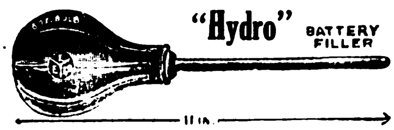
Terminals used with stud type terminal links will bolt readily to flat surfaces on the top of the replacement terminal links.

For replacing batteries having cables permanently attached, adapters are used with replacement terminals, consisting of the proper length of cable soldered into large taper plugs.

RENTAL BATTERIES equipped with these universal replacements can be readily connected to any type of terminals which may be on the car wiring, making a neat and satisfactory connection without loss of time.

**H. B. No. 342. Price, Positive—Negative, each .................. List, $1.15**

## "Hydro" BATTERY FILLER



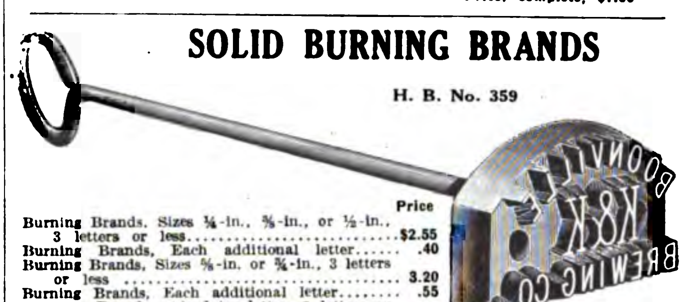

This **Battery Filler** is a well known device, in big demand among Garages, and is used for handling distilled water. It is very handy for re-filling Storage Batteries. The length of this instrument over all is 11 inches—weight ½-lb.

The bulb has a capacity of 8 ozs. and is made of very heavy Black Rubber. The stem is made of Hard Rubber.

**H. B. No. 365**
**Price, complete, $1.00**

## SOLID BURNING BRANDS

H. B. No. 359



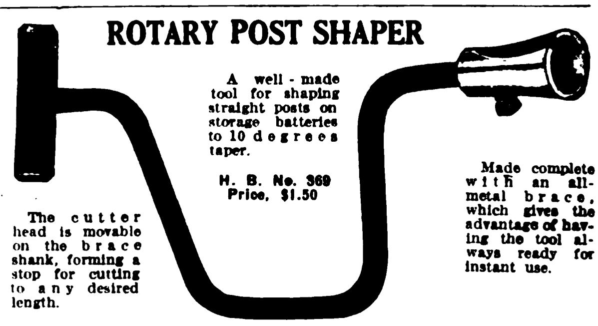

| | Price |
|---|---|
| Burning Brands, Sizes ¼-in., ⅜-in., or ½-in., 3 letters or less | $2.55 |
| Burning Brands, Each additional letter | .40 |
| Burning Brands, Sizes ⅝-in. or ¾-in., 3 letters or less | 3.20 |
| Burning Brands, Each additional letter | .55 |
| Burining Brands, side 1-in. letter, 3 letters or less | 3.85 |
| Burning Brands, Each additional letter | .65 |
| Punctuation Marks, each | .20 |

These brands are solid and consequently give no trouble from the letters getting loose or falling out, and can also be made in two or more lines; with curved lines 25 per cent. extra.

**For Copper Brands Add 60 Per Cent.**

Prices quoted on brands in larger sizes or special designs.

## ROTARY POST SHAPER



A well-made tool for shaping straight posts on storage batteries to 10 degrees taper.

**H. B. No. 369**
**Price, $1.50**

The cutter head is movable on the brace shank, forming a stop for cutting to any desired length.

Made complete with an all-metal brace, which gives the advantage of having the tool always ready for instant use.

## SHONTZ BATTERY POST BUILDERS

Made of steel for building up POSITIVE or NEGATIVE, TAPERED or STRAIGHT posts. When ordering do not fail to mention the kind wanted.

**H. B. No. 335. Price, Each .................. $0.50**

**SEND FOR CATALOG**

**Illustrated and descriptive, with prices of everything needed in a garage or Battery Service Station or Repair Shop. Send for it today.**

**H. B. SHONTZ CO. Room 300 157 W. 54th ST., NEW YORK**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Quick bearing adjustments mean conservation of time, money, labor. Engine efficiency is increased and costs for repairs reduced with Laminated Shims. Wise dealers, repairmen, and manufacturers invariably prefer LAMINATED SHIMS.

**LAMINATED SHIM COMPANY**
**533 Canal Street, New York**
Detroit: Dime Bank Building
St. Louis: Mazura Manufacturing Company

**TRIPLEXD**
XX GASOLINE HOSE XXX
**The Guaranteed Hose**

YOU are guaranteed at least one year's service* from every length of TRIPLEXD you buy. With no other gasoline hose at any price are you sure of this. When you specify TRIPLEXD—we see you get the service you pay for.

METAL HOSE & TUBING CO
INCORPORATED
258 Tillary St.
BROOKLYN, N. Y.

*The Triple X construction makes possible the TRIPLEXD guarantee. Three plies—metal, fabric and rubber—bound into one.*

**The average service life of TRIPLEXD Hose is over two years.*

**SEND FOR OUR NEW DEALER SELLING HELPS**

TIRE-DOH

*MANUFACTURED BY*
**ATLAS AUTO SUPPLY CO., Chicago, U.S.A.**

**JOHNSON'S FREEZE-PROOF**

We guarantee that Johnson's Freeze-Proof has no more effect than water on the metals of the radiator or on rubber. It has been used satisfactorily by more than 200,000 motorists. We have under observation cars in which it has been used for five consecutive seasons. One package will protect a Ford to 5° below zero, two packages to 50° below zero. For larger cars to protect to a lower temperature, see scale on package.

**For Sale by All Jobbers**
**S. C. JOHNSON & SON**
**Dept. M. R., RACINE, WIS.**

**We Are Specializing on Motor and Farm Tractor Parts**

**Soft Gray-Iron and Semi-Steel Quality Castings**

**Capacity 300 Tons Daily**

**Complete Chemical Laboratory**

**Complete Pattern Shop**

**The Interstate Foundry Company** **Founded 1900** **Dept. T, Cleveland, Ohio**


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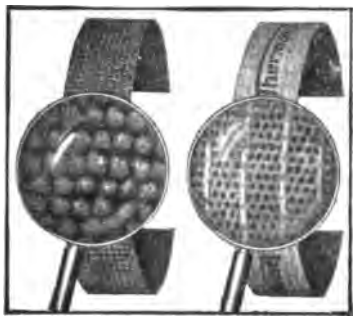
# The biggest year in the brake lining business



**Ordinary Woven Lining**

*Notice the loosely woven texture.*

*Wears down quickly and unevenly.*

*Loses its gripping power as it wears.*

**Thermoid Hydraulic Compressed Brake Lining**

*Notice the compact texture. Wears down slowly. Gives uniform gripping surface until worn wafer thin.*

### *How much of the 53,000,000 feet of brake lining needed for 1919 did you sell?*

IN 1918 there was one automobile for every 18 persons in America.

In 1919 there were over 6,000,000 cars and trucks which had been in service for over one year.

1920 promises to be the biggest year in the history of the automobile industry.

If 53,000,000 feet of brake lining were needed in 1919—dealers can appreciate the phenomenal sales that 1920 will offer.

### *The national brake inspection movement*

With the increase of motor vehicles and the increasing traffic and safety problems that are confronting the country, the necessity of brake legislation is emphasized.

Police chiefs in towns of 2500 population and over, are supporting the movement for efficient brakes.

Newspapers everywhere are urging motorists to be sure of their brakes. The Thermoid Chart of Stopping Distances, now the Police Traffic Regulation Chart, is being given widespread notice by police chiefs as well as by automobile officials.

### *Dealers should capitalize this movement*

Good brakes are dependent upon the most efficient brake lining—car owners appreciating the imperative need of safe brakes are bound to have their brakes inspected—and relined if necessary.

There is a big business ahead for all Thermoid dealers, because Thermoid is the one brake lining that is tied up to the brake inspection movement. It is the one and only brake lining that assures satisfaction to both dealer and customer.

Get your share of this profitable trade. Thermoid is the best known and fastest selling brake lining there is. It will build permanent good-will for you by giving your customers lasting service.

### *The famous Thermoid guarantee*

Every foot of Thermoid Brake Lining is backed by our *guarantee: Thermoid will make good—or* WE WILL.

**Thermoid Rubber Company**

***Makers of "Thermoid-Hardy Universal Joints" and "Thermoid Crolide Compound Tires."***

**Factory and Main Offices: Trenton, N. J.**

**New York, Chicago, San Francisco, Detroit, Atlanta, Cleveland, Philadelphia, Pittsburgh, Boston, London, Paris, Turin.**

**Canadian Distributors**

**The Canadian Fairbanks-Morse Company, Limited, Montreal.**

**Branches in all principal Canadian cities.**

# Thermoid Brake Lining

## *Hydraulic Compressed*

***Makers of "Thermoid-Hardy Universal Joints" and "Thermoid Crolide Compound Tires."***

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DU PONT AMERICAN INDUSTRIES

DU PONT FABRIKOID
REG U S PAT OFF
Motor Quality

# Here is Real Upholstery

Motor Fabrikoid is just right for recovering worn cushions. It tailors well and assures a smart looking, long lasting job that will please the customer.

Motor Fabrikoid has the soft texture, the rich beauty and the real strength needed. It is water, dust and stain proof, rugged and amply guaranteed.

It is the nationally advertised leather substitute and is well known to your trade. *Write for samples and prices.*

**Du Pont Fabrikoid Company**
**Wilmington, Delaware**

DU PONT

# "New Headlight Efficiency"

## LEE KNIGHT LENS

Give more light on the road—
Cost no more—highest quality—
Legal in all States.
Longest distance lens made.
Classy pair guaranteed.
Every car equipment.

*Attractive discounts*

**Lee Knight Lens Co., Rochester, N. Y.**

# Factory Blemished and Surplus Stocks

# TIRES

An assortment from Akron's most reputable manufacturers to select from. Write us.

***Special dealers propositions open.***

**The Rubber City Clearing House Co.**
**AKRON, OHIO.**

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# Make Your Ford a Ton Truck for $8

Your Ford used as passenger car or truck—can't be loaded with more than 800 pounds without inviting disaster.

That's because the load is all supported at just one point on the spring. Overloading pounds the axle bearings, shears off center bolts, makes fenders rub on tires and damage them — in fact ruins the car in short order.

**But—you can safely double your loads at a cost of but $8.00 by equipping your car with a set of Dottl Spring and Frame Supports. These supports—installed in 30 minutes, without drilling holes in springs or frame—will distribute the strain of the load so that it's supported at three points, instead of one, and enable your car to carry a ton of passengers or freight—without danger or damage.**

Made in two models—for old and new style Ford rear springs
Price $8.00 per Set; In Canada, $10.00
Distributed by leading jobbers
**Sold by live dealers**

## Dottl Manufacturing Co.

**Dept. R** **MADISON, WIS.**

**DISTRIBUTORS**

The Thiele & Baker Mfg. Co., Marion, Ohio
Armoroid Auto Specialty Co., 145 St. James St., Montreal, Canada
The Wales-Adamson Co., 1402 S. Michigan Ave., Chicago, Ill.
Pla-Safe Co., Brookville, Pa.

# Wainwright Perfected Light Weight Grey Iron Pistons Now Carried in Stock for Prompt Shipment . . . .

In addition to supplying the most prominent motor car manufacturers, for the past fifteen years, with WAINWRIGHT PISTONS, for use in production of new cars, we are now prepared to make prompt shipment of WAINWRIGHT PERFECTED LIGHT WEIGHT GREY IRON PISTONS to replace those made of heavy cast iron, or to take the place of inefficient, troublesome, aluminum pistons of improper design, which have not given satisfactory service.

WAINWRIGHT GREY IRON PISTONS, in many cases, weigh no more than the aluminum and have proven their superiority in thousands of automobiles by transforming a wheezing, weak, unsatisfactory motor, with knocks and slaps, into a powerful, quiet-running car that will stand the hardest kind of driving.

Write us about your piston problems and experience.

We maintain a complete stock and prompt service.

**PISTONS RINGS - PINS**

## WAINWRIGHT ENGINEERING CORPORATION

**CONNERSVILLE, INDIANA**

*10 years of truck making experience behind each* ATTERBURY

## Motor trucks of maximum service

**ATTERBURY MOTOR CAR CO., BUFFALO, N. Y.**

# SHALER 5 MINUTE VULCANIZER

## The Easy Way to Mend Tubes

The Shaler makes perfect tube repairs in 5 minutes. Works automatically — without fail. Burns non-flaming chemical fuel. Makes a permanent "feather-edge" repair, stronger than any "stuck on" patch. Cannot injure tubes. Fits tool box. Saves tubes — saves repair bills.

**COMPLETE OUTFIT $1.50 — AT ALL DEALERS**

Price slightly higher west of the Rockies and in Canada. The outfit includes: the vulcanizer, 12 patch and heat units, 6 round for punctures, and 6 oblong for cuts. Extra patch and heat units — round or oblong, 75 cents a dozen.

**C. A. SHALER COMPANY, 458 Fourth Street Waupun, Wisconsin**

AUTO EQUIPMENT & SERVICE CO. PARTS OFFICIAL SERVICE PHILA.

**OFFICIALLY REPRESENTING**

BIJUR MOTOR LIGHTING CO.
BRIGGS & STRATTON CO.—SWITCHES
DYNETO ELECTRIC CORPORATION
ECLIPSE MACHINE CO.—BENDIX DRIVE
ELECTRIC AUTO-LITE CORPORATION
ERICSSON MFG. CO.—BERLING MAGNETOS
RAND MFG. CO., Inc.—SPOT LIGHTS
TILLOTSON MFG. CO.—CARBURETORS
U. S. LIGHT & HEAT CORP.—BATTERIES
U. S. LIGHT & HEAT CORP.—STARTERS
WALTHAM WATCH CO.—SPEEDOMETERS
WESTINGHOUSE ELEC. & MFG. CO.

Complete stock of parts—Factory trained workmen—Prompt repair and return of apparatus.

***Auto Electrical Testing Equipment and Battery Repair Appliances—A Complete stock***

## AUTO EQUIPMENT & SERVICE CO., Inc.

**AUTOMOTIVE ELECTRICAL ENGINEERS**

**1421 North Broad Street, PHILADELPHIA, PA.**

## Inlet and exhaust valves, shackle bolts, king bolts, pins and screw machine products of this character.

We are specialists in the manufacture of these parts for replacement purposes and solicit your inquiries as to service stock needs.

## THE FORD-CLARK COMPANY, 3125 Perkins Ave., CLEVELAND, O.


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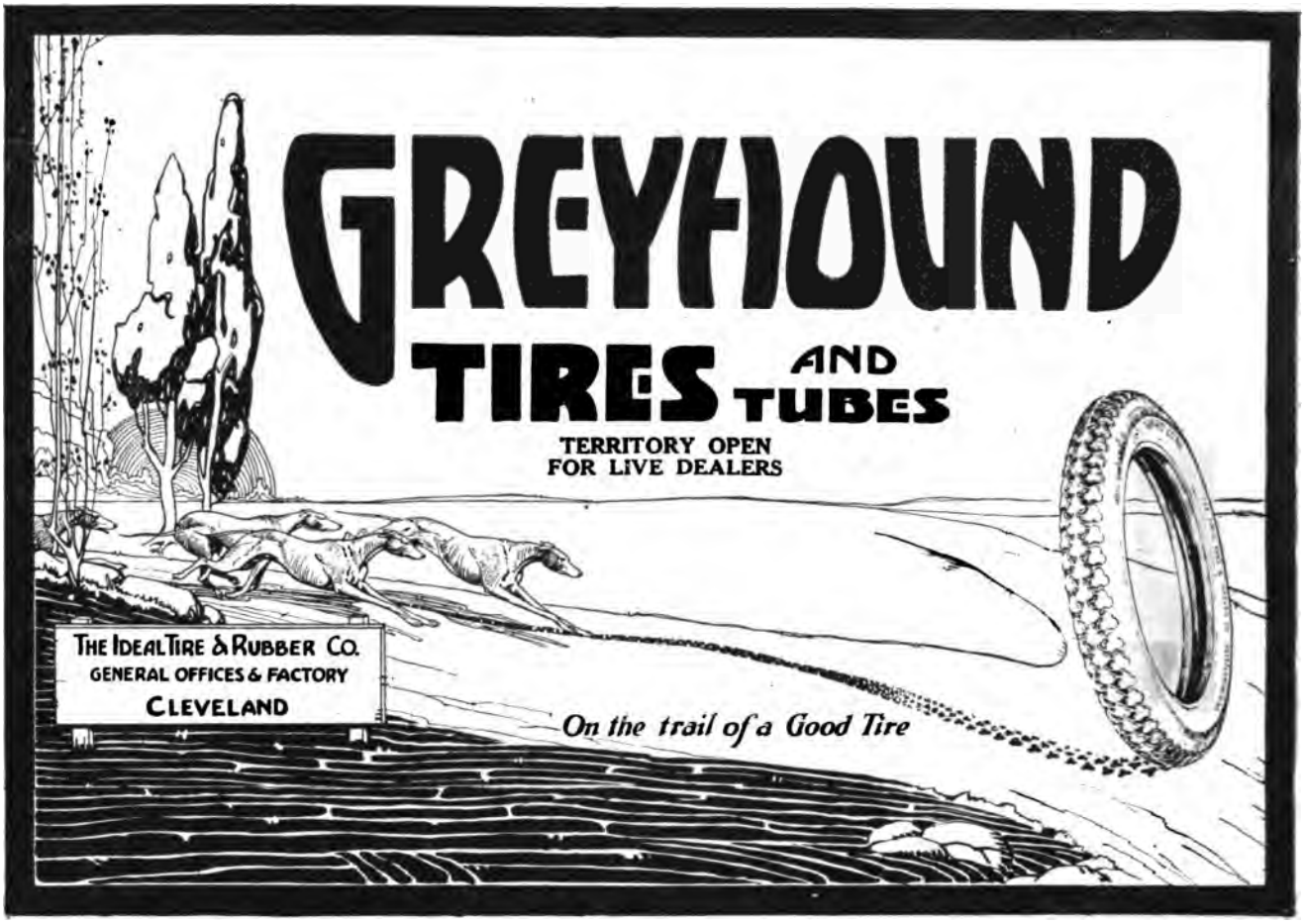


# FALLS TIRES

*and Famous*

## EVERGREEN TUBE

**A Pure Gum Tube of Green Color**

## FALLS CORDS

**8000 Miles**

## FALLS FABRICS

**6000 Miles**

## FALLS TRACTORS

**4000 Miles**

**A QUALITY TIRE FOR DISCRIMINATING BUYERS**

## THE FALLS RUBBER CO.

**Cuyahoga Falls, Ohio**

Cord Fabric Solid
HOOD
TIRES

## The Sign of the Tire Dealer Who Sells Greatest Mileage At the Lowest Cost Per Mile.

In all Hood Advertising—in national magazines, on posters and on the famous "Red-Man" road signs—the sign of the Hood dealer (shown above) is prominently featured.

This advertising, backed by the enduring quality of Hood Tires is causing increasing numbers of motorists to look for dealers who display this sign.

If you haven't one, write now for our dealers' proposition.

*Branches in Principal Cities.*

HOOD RUBBER PRODUCTS COMPANY

WATERTOWN, MASS.


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GOODYEAR

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# CORD TIRES

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# ALUMINUM COMPANY OF AMERICA

*GENERAL SALES OFFICE*
2400 Oliver Bldg. PITTSBURGH, PA.

## PRODUCERS OF ALUMINUM

Manufacturers of

**Electrical Conductors** for
Industrial, Railway and Commercial
Power Distribution;
also

**Ingot, Sheet, Tubing, Rod, Rivets, Moulding, Extruded Shapes;**
also

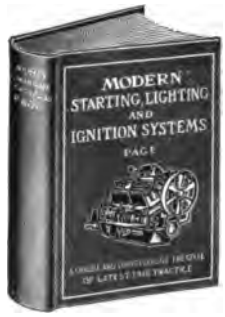
**Litot Aluminum Solders and Flux**

CANADA
Northern Aluminum Co., Ltd., Toronto

ENGLAND
Northern Aluminum Co., Ltd., London

LATIN AMERICAN
Aluminum Co. of So. America, Pittsburgh, Pa.

# Starting, Lighting and Ignition Systems




By VICTOR W. PAGE. A practical treatise on modern starting and ignition system practice, written with special reference to the requirements of the nontechnical reader desiring easily understood explanatory matter relating to all types of automobile ignition, starting and lighting systems.

All the leading systems of starting, lighting and ignition have been described and illustrated with the cooperation of the experts employed by the manufacturers. Wiring diagrams are shown in both technical and nontechnical forms. All symbols are fully explained. Complete data is given for locating troubles in all systems. All ignition systems receive full consideration, starting with the simplest battery and coil forms found on early cars to the modern short-contact timer and magneto methods used with the latest eight and twelve-cylinder motors. This book is unusually complete, as it also includes descriptions of various accessories operated by electric current, such as electrical gear shifts, brake actuation, signaling devices, vulcanizers, etc. Nearly 500 pages. 297 specially made engravings. New Edition. Price, $2.00.

**FERGUSON PUBLISHING COMPANY**
90 WEST STREET NEW YORK

# Brunswick
## Tires and Tubes

THERE will be more Brunswick Tires in use on every tomorrow than there were on any yesterday. For Brunswick Tires must live up to the reputation established by 74 years spent in the making of super-products.

THE BRUNSWICK-BALKE-COLLENDER CO.
*Manufacturers—Established 1845*
623-633 South Wabash Ave., Chicago, Ill.

# IF YOU HAVE MADE ANY CHANGE

in your branch office or agencies please inform us at once and we will bring the facts to the notice of the trade through our medium of information.

**THE FERGUSON PUBLISHING CO.**
90 West Street New York

# TIMKEN
## AXLES & BEARINGS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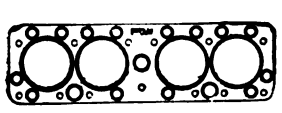

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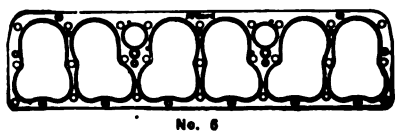

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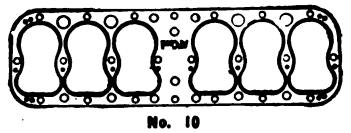

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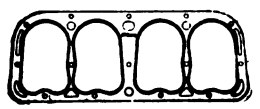

No. 11

# McCORD STANDARD CYLINDER HEAD GASKETS FOR PASSENGER CARS, TRUCKS AND TRACTORS

## PASSENGER CARS

| Gasket Number | Car | Model |
|---|---|---|
| 10 | Abbott 6 | 44 |
| 15 | American 6 | 1916-17-18 |
| 10 | Anderson 6 | 200-A |
| 30 | Arbens 4 | 25 |
| 10 | Auburn 6 | (Continental 7-W) |
| 15 | Auburn 6 | (Rutenber) |
| 10 | Baker R & L 6 | 25 |
| 30 | Bell 4 | 16 |
| 26 | Bell 4 | 18 |
| 27 | Birch 4 | Super Four |
| 80 | Briscoe 4 | 24 (Water Outlet) |
| 23 | Buick 4 | |
| 27 | Bush 4 | |
| 10 | Bush 6 | (Continental 7-W) |
| 8 | Cadillac 8 | 57 |
| 16 | Chalmers 6 | 35-A and 35-B |
| 79 | Chalmers 6 | 35-C "Hot Spot" |
| 7 | Chevrolet 4 & 90 | |
| 7 | Chevrolet 4 | Baby Grand |
| 33 | Chevrolet 8 | D-4 and D-5 |
| 45 | Cole 8 | 308 |
| 18 | Colonial 6 | 35 |
| 10 | Columbia 6 | (Continental 7-W) |
| 27 | Commonwealth 4 | |
| 10 | Continental Motor 6 | 7-W |
| 14 | Continental Motor 6 | D |
| 68 | Continental Motor 6 | 7-R |
| 10 | Crawford 6 | 40 |
| 27 | Crow Elkhart 4 | 1916-17 |
| 15 | Crow Elkhart 6 | |
| 70 | Davis 4 | |
| 71 | Davis 4 | SD |
| 10 | Davis 6 | 46 (Continental 7-W) |
| 10 | Detrotter 6 | All Models |
| 30 | Dixie Flyer 4 | |
| 11 | Dodge 4 | All Models |
| 31 | Dort 4 | 4 and 5, 1915 |
| 30 | Dort 4 | 5-A, 6 & 9, 1916-17 |
| 27 | Dort 4 | 8 & 11, 1918-19 |
| 26 | Economy 4 | 36 |
| 10 | Economy 6 | 45 (Continental 7-W) |
| 27 | Elcar 4 | D-4 |
| 10 | Elcar 6 | D 6 (Continental 7-W) |
| 18 | Elgin 6 | (Falls) |
| 10 | Empire 6 | 70 (Continental 7-W) |
| 15 | Empire 6 | (Rutenber) |
| 26 | Erie 4 | |
| 44 | Essex 4 | A 1919 |
| 24 | Ford 4 | T (Copper) |
| 25 | Ford 4 | T (Tin inlay) |
| 15 | Geronimo 6 | |
| 15 | Ghent 6 | 45 |
| 15 | Glide 6 | 40 |
| 64 | Grant 4 | M |
| 18 | Grant 6 | K and G, 1917-18 |
| 26 | Hackett 4 | |
| 26 | Hatfield 4 | |
| 18 | Halladay 6 | 1918 (Falls) |
| 15 | Halladay 6 | 1919 (Rutenber) |
| 10 | Harvard 6 | A (Continental 7-W) |
| 20 | Harvard 4 | 20 |
| 64 | Haseltine 4 | |
| 10 | Hollier 6 | 206 (Continental 7-W) |
| 6 | Hudson 6 | Super Six |
| 3 | Hupmobile 4 | R 1918 |
| 34 | Hupmobile | 32, Valve Plate |
| 45 | Jackson 8 | (Northway) |
| 15 | Jeffery 6 | Chesterfield |
| 68 | Jordan 6 | M |
| 10 | Kline 6 | 38 (Continental 7-W) |
| 26 | Laurel 4 | 35 |
| 29 | LeRoi Motor 4 | |
| 41 | L. P. C. 6 | (Lewis) |
| 10 | Lexington 6 | (Continental 7-W) |
| 21 | Lozier 4 | 84 |
| 15 | Madison 6 | 1916-17-18 |
| 18 | Malbohm 6 | B (Falls) |
| 15 | Marion-Handley 6 | A |
| 42 | Marmon 6 | 34 |
| 32 | Maxwell 4 | 1914-15 |
| 1 | Maxwell 4 | 1916-17-18 |
| 9 | Metz 4 | All Models |
| 15 | Metz 6 | Master Six |
| 10 | Monitor 6 | M (Continental 7-W) |
| 22 | Monroe 4 | M-2 |
| 20 | Monroe 4 | M-3 |
| 10 | Moon 6 | 48, 1916-17 (Continental 7-W) |
| 13 | Moon 6 | 36 and 38 |
| 26 | Moore 4 | 36-C |
| 15 | Moore 6 | All Models |
| 27 | Napoleon 4 | 30 |
| 10 | Napoleon 6 | (Continental 7-W) |
| 88 | Nash 6 | 681-682-683-684-685 |
| 90 | Nelson 4 | D |
| 10 | Noma 6 | (Continental 7-W) |
| 27 | Norwalk 4 | |
| 37 | Oakland 6 | 32, 32-B, 34, 34-B |
| 2 | Oakland 4 | 36, 37 and 38 |
| 45 | Oakland 8 | 60 |
| 4 | Oldsmobile 4 | 42 and 43 |
| 37 | Oldsmobile 6 | 37 |
| 14 | Overland 6 | 82, 1915-16 |
| 10 | Overland 6 | 85, 1916-17-18 |
| 38 | Overland 4 | 75 and 90 |
| 39 | Overland 4 | 83 and 85 |
| 72 | Overland 4 | 4, 1919 |
| 19 | Packard 12 | 2-25, 2-35 2nd series |
| 40 | Packard 12 | 3-25, 3-35 3rd series |
| 14 | Paige 6 | 46, 1915-16 |
| 15 | Paige 6 | 39, 1917-18-19 |
| 78 | Paige 6 | 15-19 |
| 15 | Pan American 6 | All Models |
| 10 | Pathfinder 6 | (Continental 7-W) |
| 10 | Paterson 6 | 45 (Continental 7-W) |
| 26 | Pennsy 4 | 18 |
| 10 | Pennsy 6 | All Models (Continental 7-W) |

## PASSENGER CARS—COMMERCIAL CARS

| Gasket Number | Car | Model |
|---|---|---|
| 27 | Piedmont 4 | 30 |
| 10 | Piedmont 6 | 40 (Continental 7-W) |
| 46 | Pierce-Arrow 6 | 38, 24 Valve 1920 |
| 26 | Pilgrim 4 | |
| 26 | Princess 4 | All Models |
| 26 | Pullman 4 | 1916-17-18 |
| 69 | Reo 6 | 1920 |
| 5 | Saxon 4 | All Models |
| 13 | Saxon 6 | All Models |
| 15 | Sawyer 6 | All Models |
| 10 | Sayers 6 | All Models (Continental 7-W) |
| 30 | Scripps-Booth 4 | 1915-16-17 |
| 37 | Scripps-Booth 6 | 39 |
| 7 | Scripps-Booth 4 | G-1918 |
| 29 | Seneca 4 | 27 |
| 70 | Sphinx 4 | 1915 |
| 43 | Studebaker Big 6 | Series 19 and 20 |
| 89 | Studebaker L'ght 6 | Series 20 |
| 10 | Supreme 6 | (Continental 7-W) |
| 26 | Texan 4 | |
| 10 | Thoroughbred 6 | All Models |
| 27 | Tulsa 4 | D-1 |
| 10 | Velie 6 | 39 (Continental 7-W) |
| 2 | Wescott 4 | 1914-15 |
| 10 | Wescott 6 | 41, 1916 (Continental 7-W) |
| 68 | Wescott 6 | Lighter Six B-38 |

## COMMERCIAL CARS AND TRUCKS

| Gasket Number | Car | Model |
|---|---|---|
| 27 | Atlas ¾-ton | 18 |
| 26 | Bell 1,200 lbs. | |
| 26 | Bethlehem 1 and 1¼-ton | 1916 |
| 23 | Buick 1,500 lbs. | |
| 7 | Chevrolet 1-ton | A |
| 29 | Corliss ½-ton | (LeRoi) |
| 27 | Collier ½, ¾ and 1¼-ton | |
| 27 | Comet 1-ton | |
| 29 | Day-Elder ¾-ton | J (LeRoi) |
| 29 | Denby ¾-ton | 1916 (LeRoi) |
| 83 | Denby | (Continental) |
| 11 | Dodge ½-ton | |
| 15 | Double Drive 1½-ton | (Rutenber) |
| 30 | Ellsworth ½-ton | 25-A |
| 35 | Federal 1, 1½ and 2-ton | S, T and U |
| 36 | Federal 3½ and 5-ton | W and X |
| 24 | Ford ¾-ton | T (Copper) |
| 25 | Ford ¾-ton | T (Tin Inlay) |
| 29 | Forschler ¾-ton | (LeRoi) |
| 26 | Gem ½-ton | M |
| 57 | Hinkley Motor 4 | |
| 58 | Hinkley Motor 4 | |
| 86 | Hinkley Motor 4 | |
| 30 | Kearns ½-ton | |
| 29 | Lafayette ½-ton | (LeRoi) |
| 26 | Lawson ½-ton | M-35 |
| 26 | Luverne 2-ton | |
| 18 | Malbohm ½-ton | |
| 1 | Maxwell ½ and 1-ton | |

## COMMERCIAL CARS—TRACTORS

| Gasket Number | Car | Model |
|---|---|---|
| 27 | Myers 1 and 1½-ton | |
| 27 | Norwalk 1 and 1½-ton | |
| 2 | Oakland 1-ton | |
| 30 | Old Hickory ¾-ton | 35 |
| 38 | Overland 800 lbs. | |
| 39 | Overland 1,200 lbs. | |
| 12 | Republic ¾ and 1-ton | 10 and 14 |
| 16 | Reya 1-ton | 6 |
| 30 | Rush ¾-ton | D |
| 29 | Selden ¾-ton | G |
| 29 | Seneca ½-ton | |
| 27 | Southern 1 and 1½-ton | |
| 20 | Stewart ¾-ton | 5 |
| 29 | Stewart ¾-ton | 6 |
| 67 | U. S. Military Truck | Class B |
| 81 | Waukesha Motor | DU |
| 82 | Waukesha Motor | E and EU |

## TRACTORS

| Gasket Number | Car | Model |
|---|---|---|
| 29 | Allis Chalmers | 6-12 |
| 52 | Aultman & Taylor | |
| 56 | Aultman & Taylor | |
| 61 | Aultman & Taylor 18-36 | |
| 29 | Bean Track Pull | |
| 63 | C. L. Best | B |
| 66 | C. L. Best 7¼ x 9 engine | |
| 73 | C. L. Best 6¼ x 6¼ engine | |
| 76 | C. L. Best 5¼ x 6¼ engine | |
| 54 | J. I. Case 20-36 H. P. | |
| 55 | J. I. Case | |
| 87 | J. I. Case | |
| 48 | Cleveland-Cletrac | M |
| 91 | Cleveland-Cletrac | 1920 Series |
| 47 | Hart-Parr | |
| 29 | Indiana | (LeRoi) |
| 28 | Fordson | |
| 29 | I. H. C. | (LeRoi) |
| 49 | I. H. C. 6⅛ x 8 engine | |
| 60 | I. H. C. 8-16 | Mogul Tractor |
| 74 | I. H. C. 6 H. P. Side Shaft Engine | |
| 75 | I. H. C. 4 H. P. Side Shaft Engine | |
| 26 | Kardell Utility | |
| 51 | LaCrosse | |
| 29 | LeRoi Motor | |
| 53 | Minneapolis 7¼ x 9 Horizontal valve in head | |
| 50 | Moline 4¾ x 6 engine | |
| 84 | Moline | Universal D |
| 85 | Reliable Engine Co. | 10-20 |
| 29 | Star | 5-10 |
| 82 | Trundaar | 10 |
| 65 | U. S. Military 5-ton Artillery Tractor | |
| 90 | Victory Club | |
| 91 | Weidley Motor | M |

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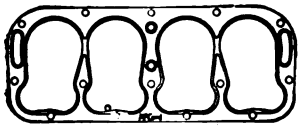

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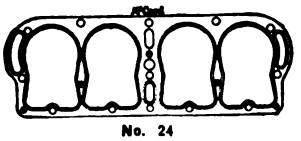

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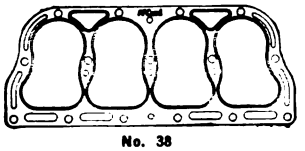

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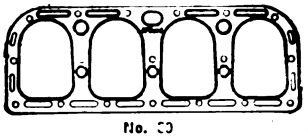

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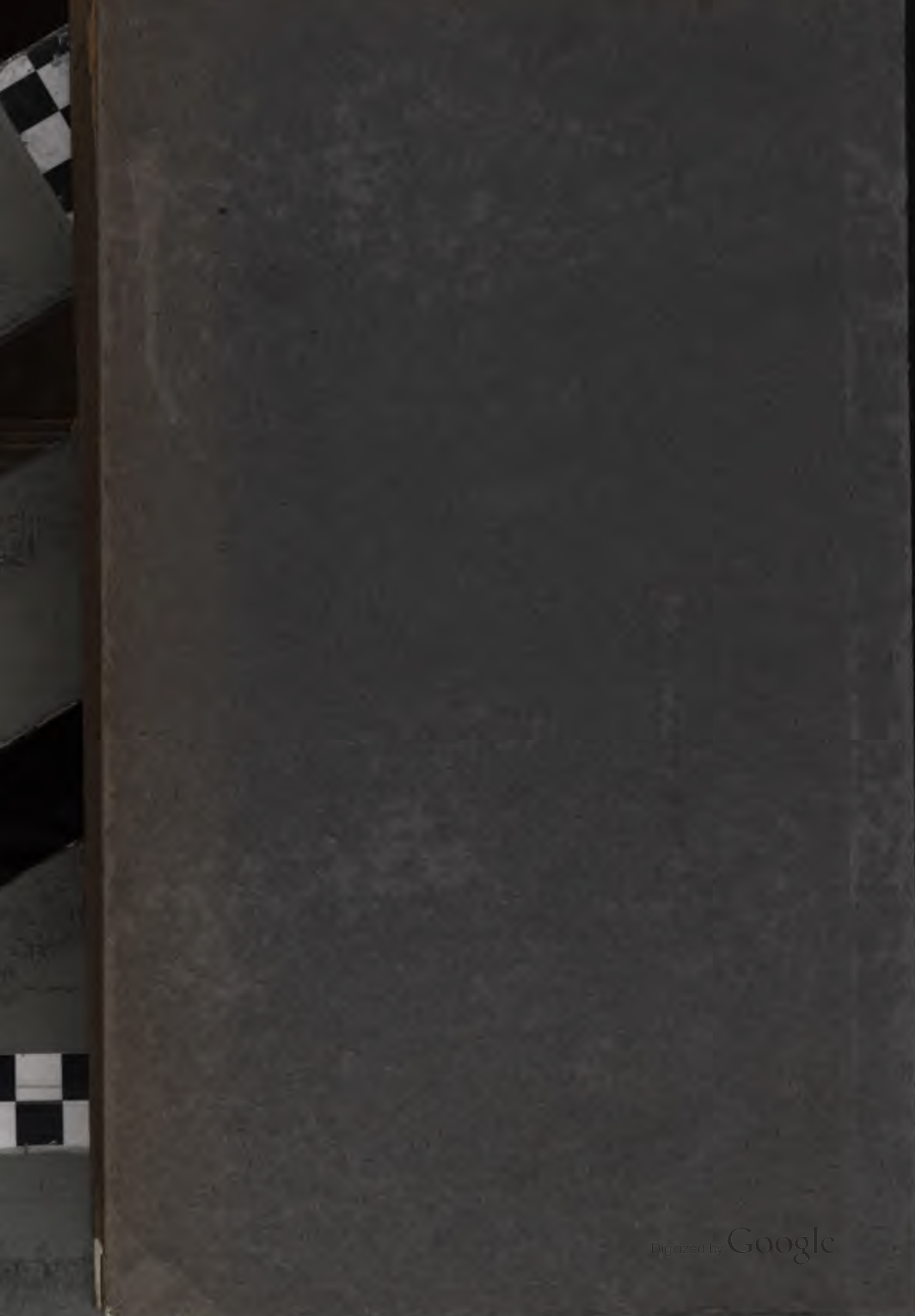
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